



City of St. Thomas Transportation Master Plan Update

Virtual Public Consultation Meeting
May 11, 2021

First Things First...

Presentation by the Project Team

Question and Answer Period – “Raise your Hand” or Dial “9”

Presentation, Transcript, and Question and Answer Summary will be available at www.stthomas.ca/TMP following the meeting

Agenda

- Study Progress
- Forecasted Growth and Future Operations
- Multi-Modal Network Recommendations
- Policies and Strategies
- Next Steps and Questions



Study Progress

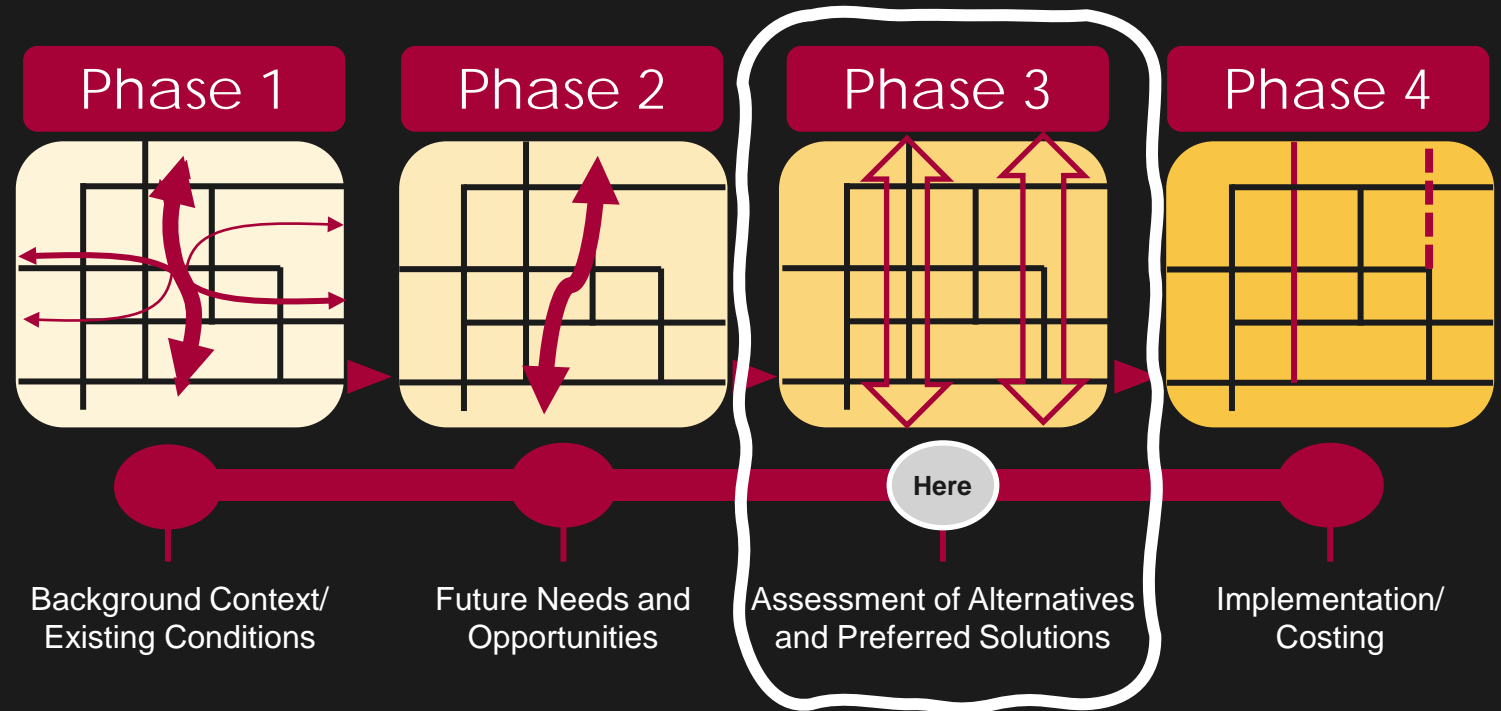
The TMP Process

Long range strategic plan to 2031

Provide connectivity between transportation modes

Promote a sustainable transportation system that promotes walking, cycling, transit

Define policies and strategies to protect transportation corridors for all modes



Vision and Objectives

“Multi-Modal Transportation Network that facilitates connectivity for residents to jobs, services, and recreation, providing options for traveling within and beyond the City safely and efficiently.”



Provide infrastructure for growth



Plan flexible infrastructure for Seasonal Changes



Prioritize and encourage active transportation



Prioritize and encourage transit



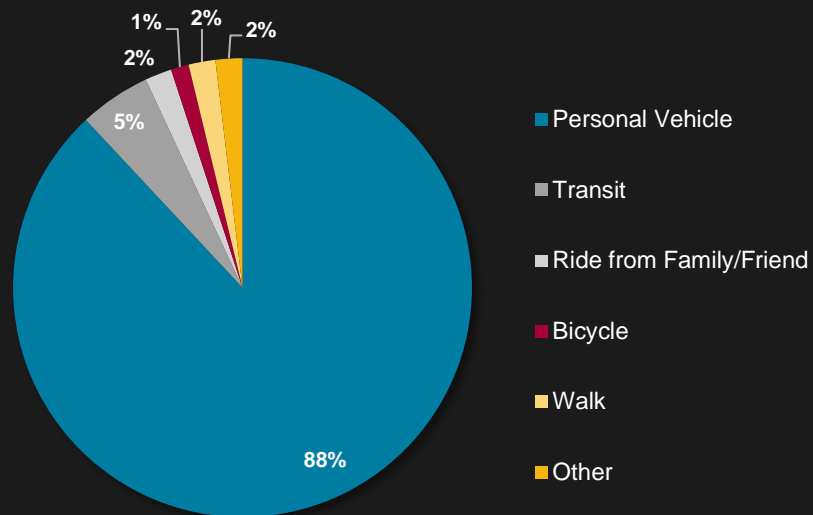
Improve safety for all road users



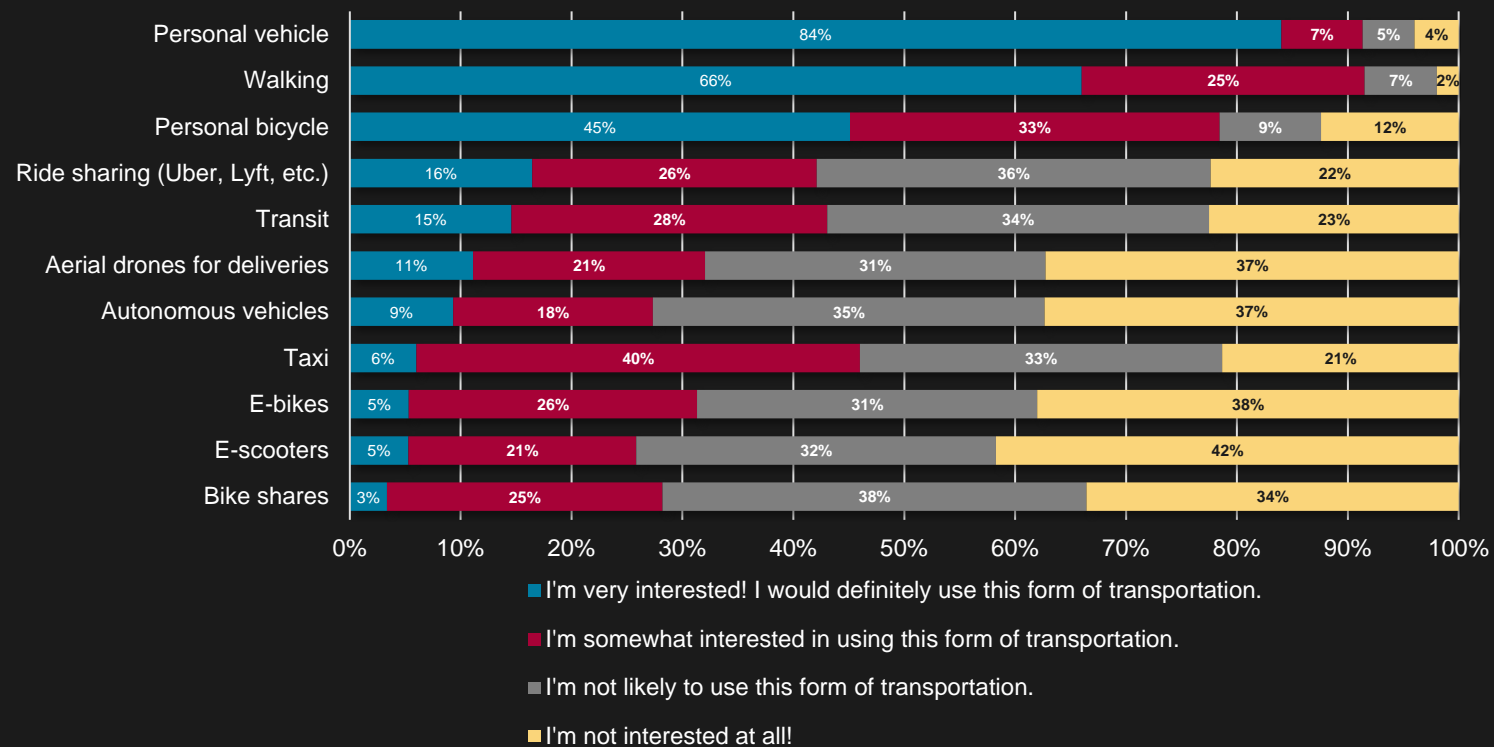
Enhance multi-modal connections

What We've Heard

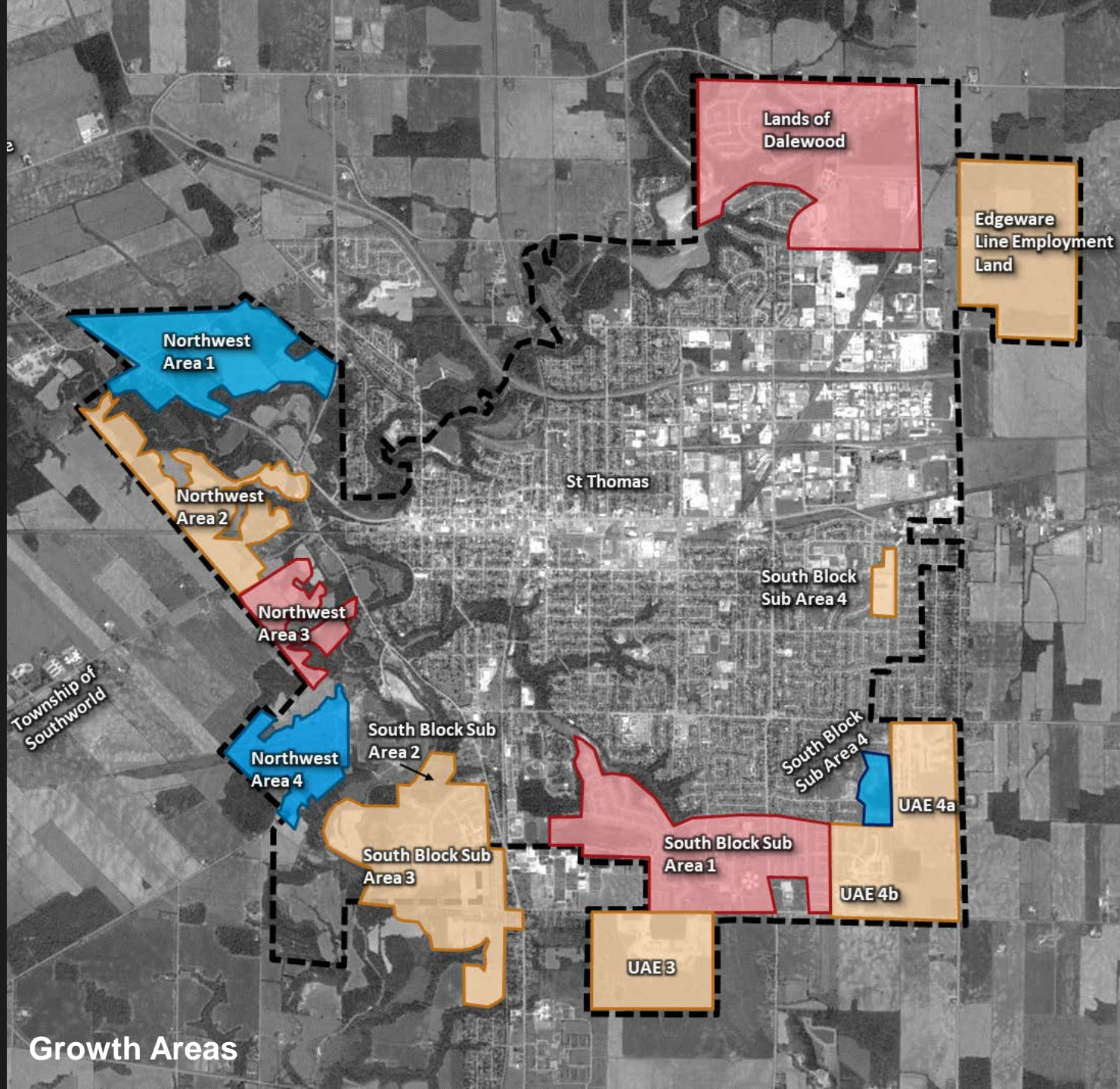
Mode Choice



Interest in Using Different Modes of Transportation



Forecasted Growth and Network Operations

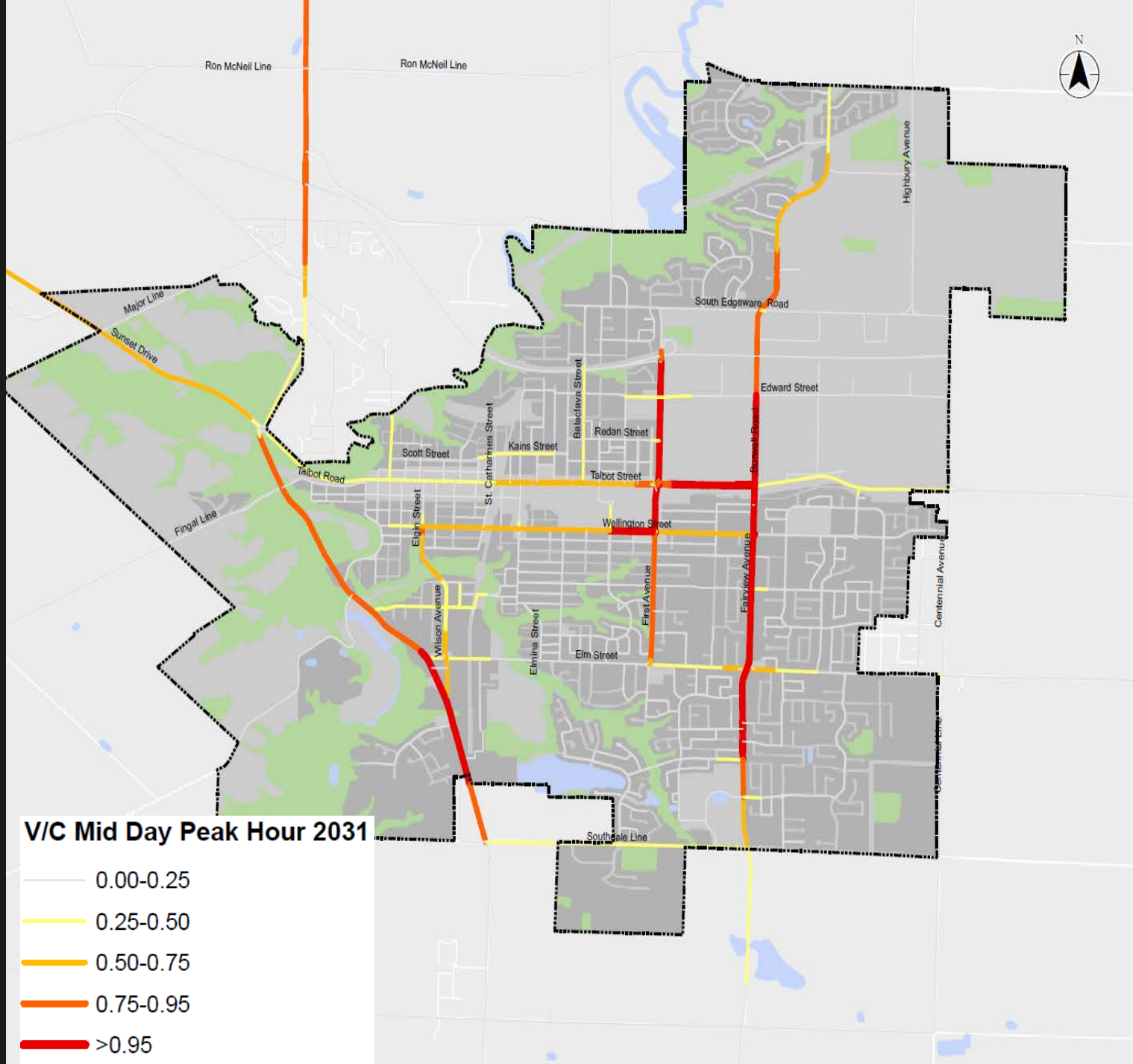


Forecasted Growth

By 2031, the City projects there will be:

- 8,000 new residents
- 3,000 new dwelling units built
- 3,150 new jobs

Forecasted growth is anticipated in the areas shown on this map, and requires the expansion of the Urban Area boundary



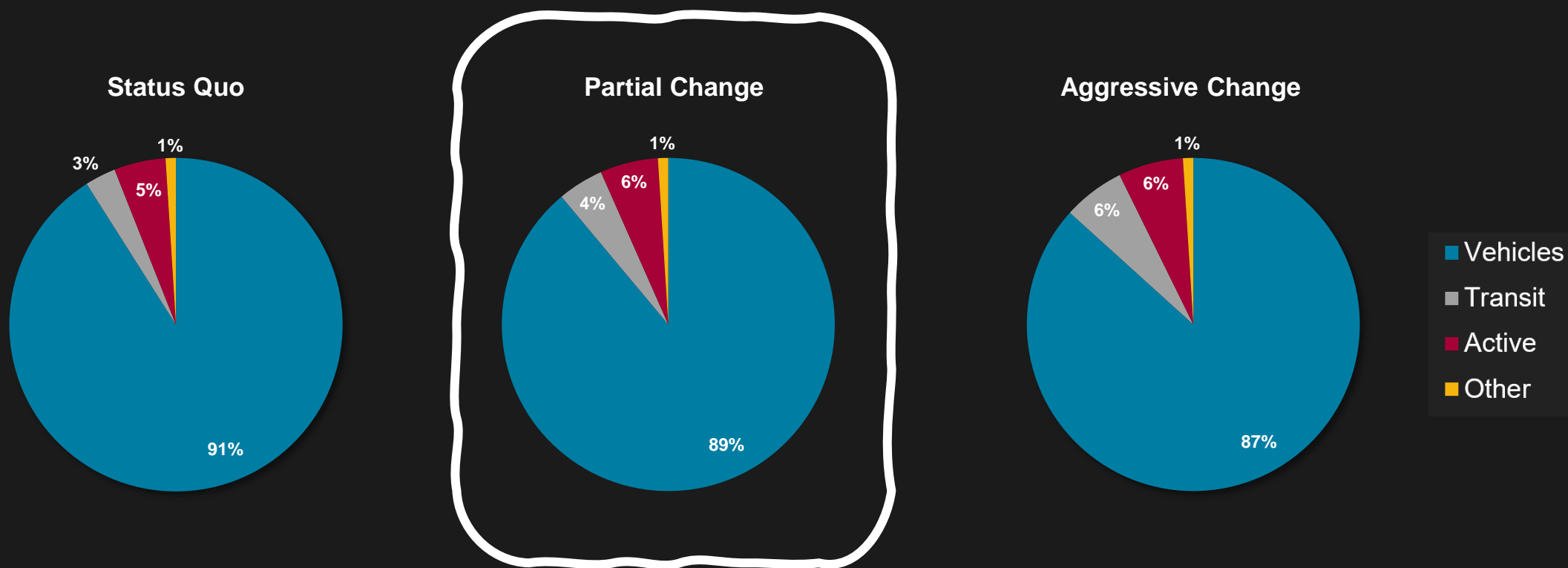
Future Network Operations

With no improvements to the road network or travel behaviour (mode split), four key corridors are anticipated to operate above capacity during midday weekdays:

- Fairview Avenue/Burwell Road
- Talbot Street
- First Avenue
- Sunset Drive

Multi-Modal Network Recommendations

Recommended Mode Split





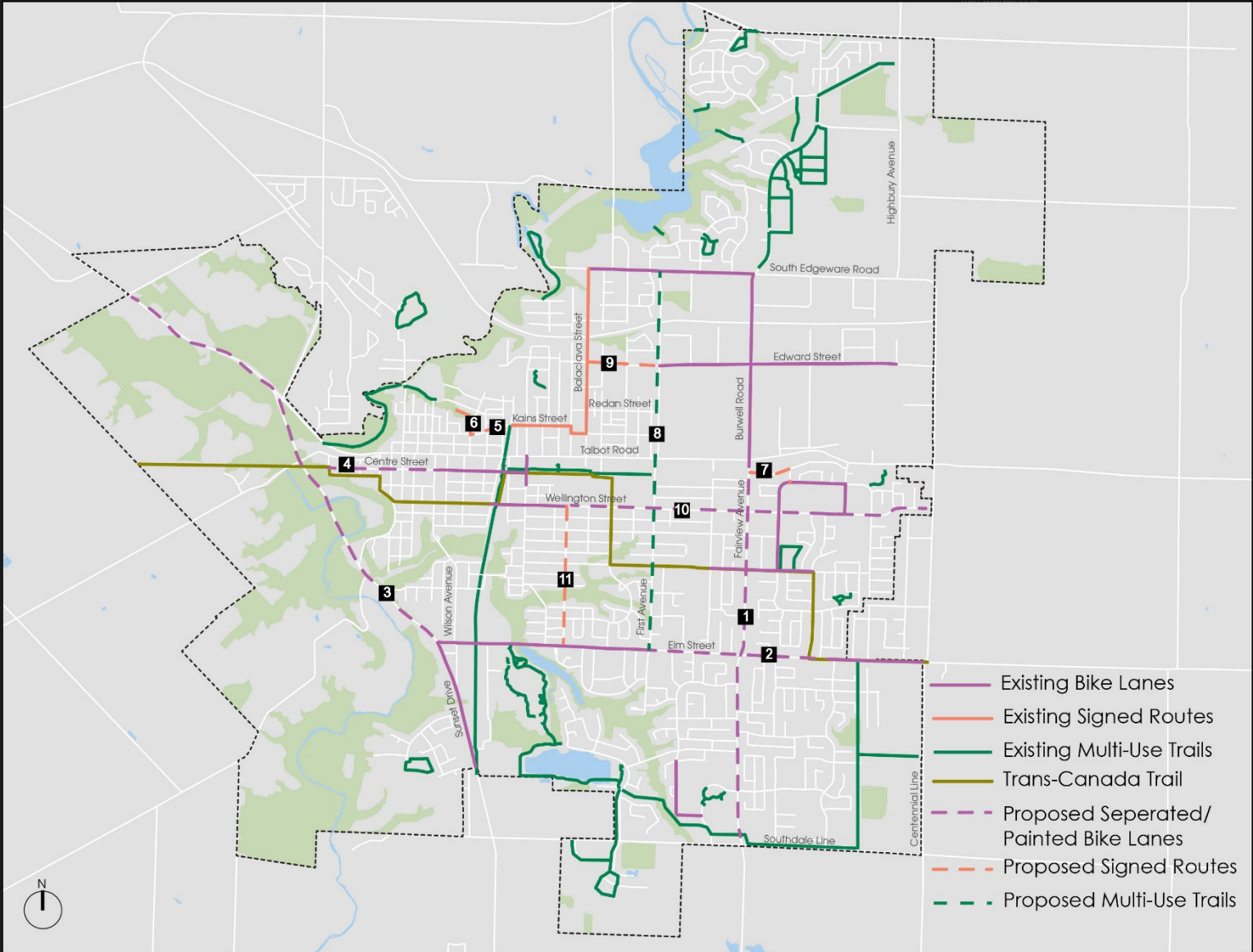
Proposed Pedestrian Network

Objectives:

- Improving safety
- Improving accessibility
- Creating Connections to places people want to go to
- Integrating the pedestrian network with other modes of transportation such as transit and cycling

Improve pedestrian network in:

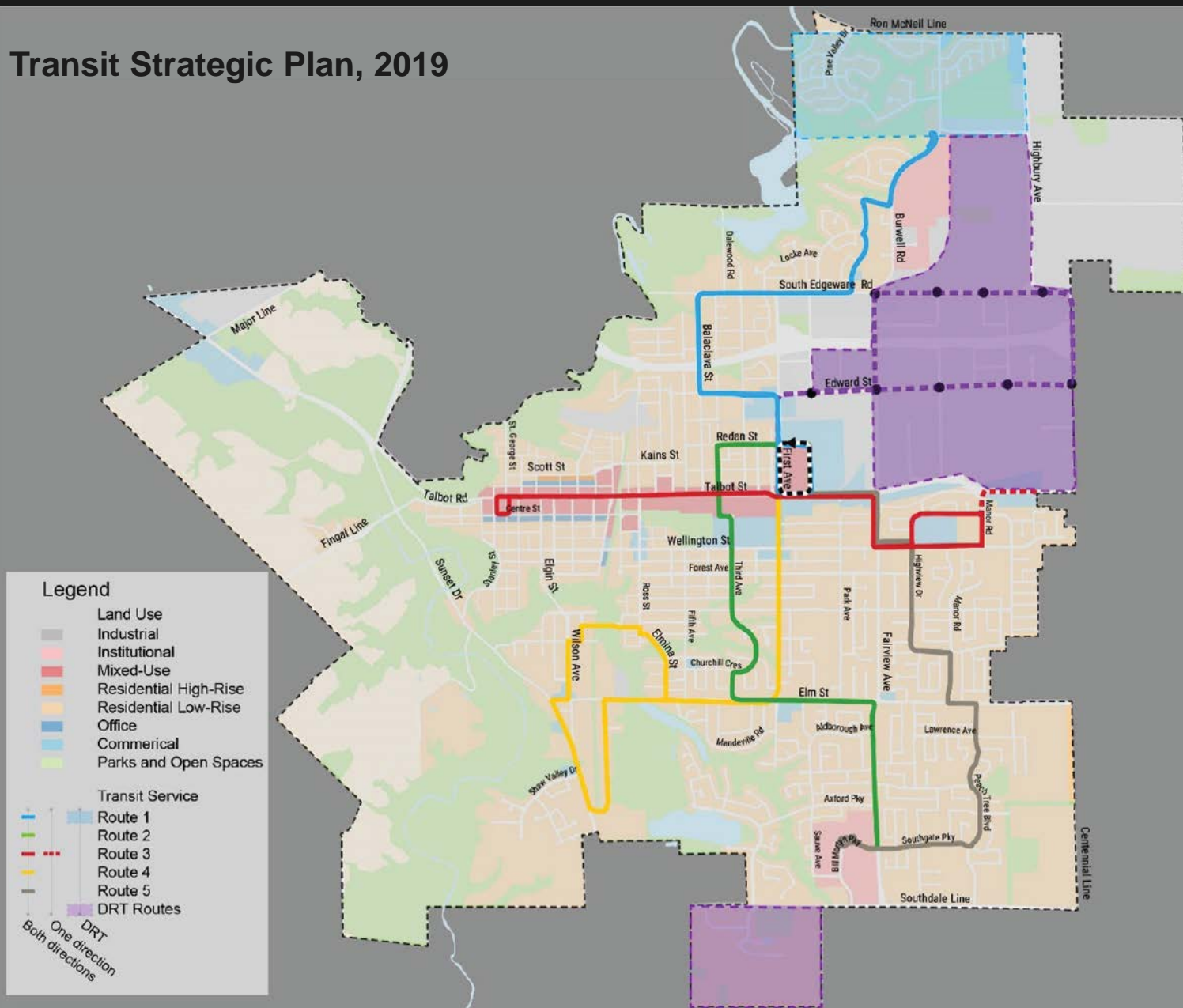
- New development areas
- Industrial lands



Proposed Cycling Network

ID	Proposed Corridor	Recommended Facilities
1	Fairview Ave	Separated/ Painted Bike Lane
2	Elm Street	Separated/ Painted Bike Lane
3	Sunset Drive	Separated/ Painted Bike Lane
4	Centre Street	Separated/ Painted Bike Lane
5	Scott Street/ Kains Street	Signed Route
6	Hiawatha Street	Signed Route
7	Sinclair Avenue/ Ripley Lane	Signed Route
8	First Avenue	Multi-Use Trail
9	Edward Street	Signed Route
10	Wellington Street	Separated/ Painted Bike Lane
11	Fifth Ave	Signed Route

Transit Strategic Plan, 2019



Proposed Transit Network

Consider expanding service into new development areas based on ridership of proposed transit network (Transit Strategic Plan was completed in 2019)

Improve pedestrian and cycling connections to transit by:

- providing infrastructure at major stops and transfer locations, such as bicycle parking at SmartCentres St. Thomas
- adding bicycle racks to buses

Proposed Vehicular Network

Location	Description
Short Term (0-5 Years)	
South Edgeware Road – Burwell Road to Highbury Avenue	Widen from 2 to 4 lanes (and potential roundabout at South Edgeware Road and Highbury Avenue)
Medium Term (5-10 Years)	
Sunset Drive – Wilson Avenue to the St. Thomas southern jurisdiction boundary	Widen from 2 to 4 lanes
Talbot Street – Inkerman Street to Ross Street/Flora Street	Widen from 2 to 4 lanes
Wellington Street – Fifth Avenue to Ross Street	Widen from 2 to 4 lanes
Sunset Drive – Wilson Avenue to Elm Street	Widen from 2 to 4 lanes
City Wide	Transit-Priority Measures
Long Term (10+ Years)	
Burwell Road – South Edgeware Road to Talbot Street	Widen from 2 to 4 lanes
Sunset Drive – Elm Street to Wellington Road 25/Talbot Hill	Widen from 2 to 4 lanes



Policies and Strategies

Policies and Strategies

Travel Demand Management



Commercial Vehicle Movement



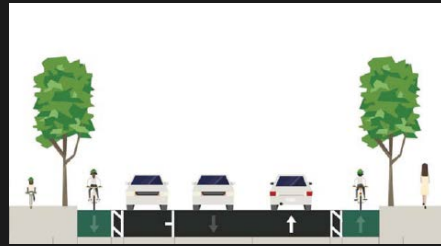
Traffic Calming



Pedestrian Safety & Crosswalks



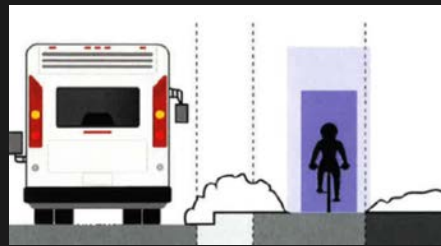
Complete Streets & Road Classification



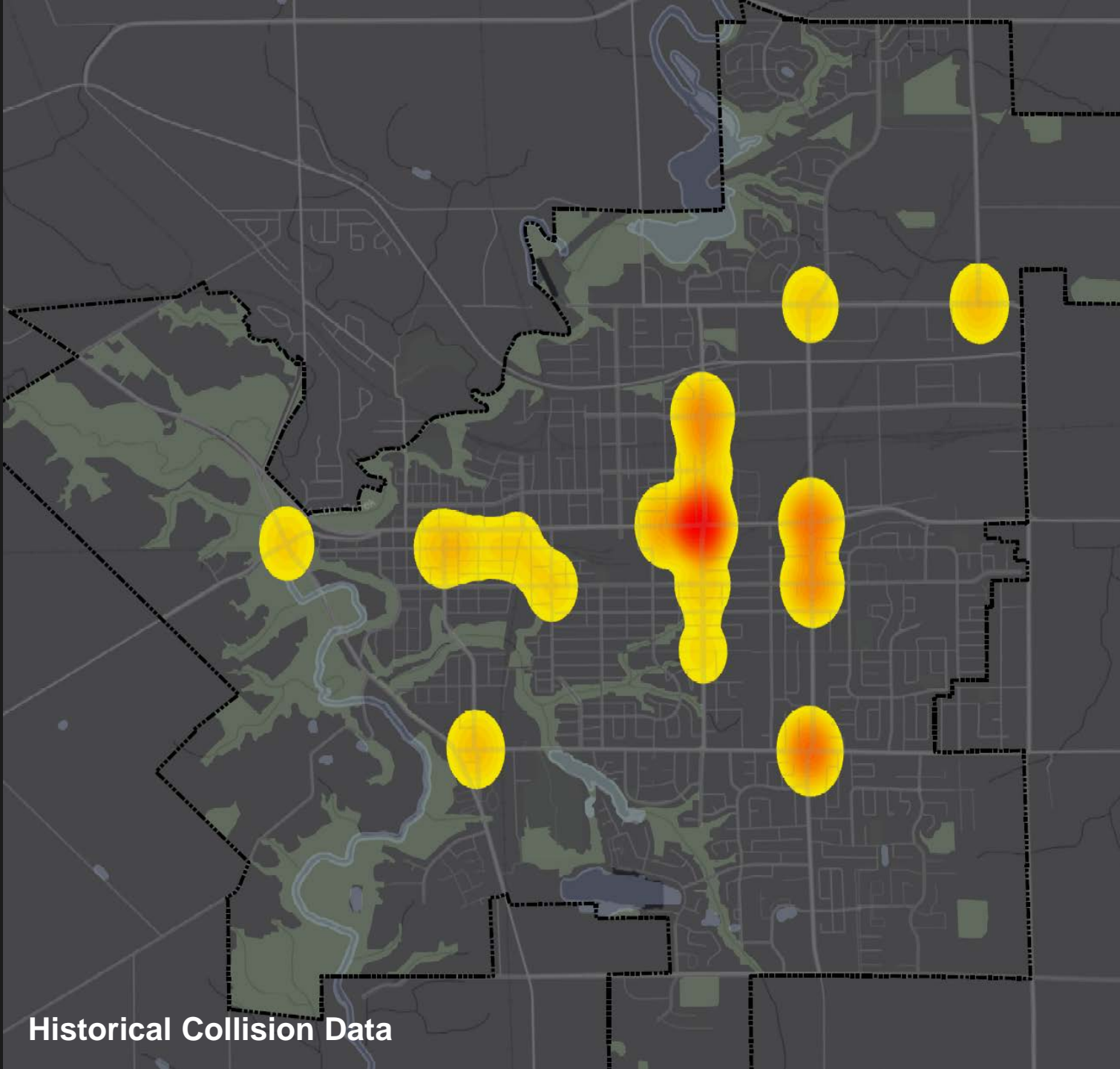
Smart Mobility Strategies



Active Transportation & Winter Maintenance



Historical Collision Data



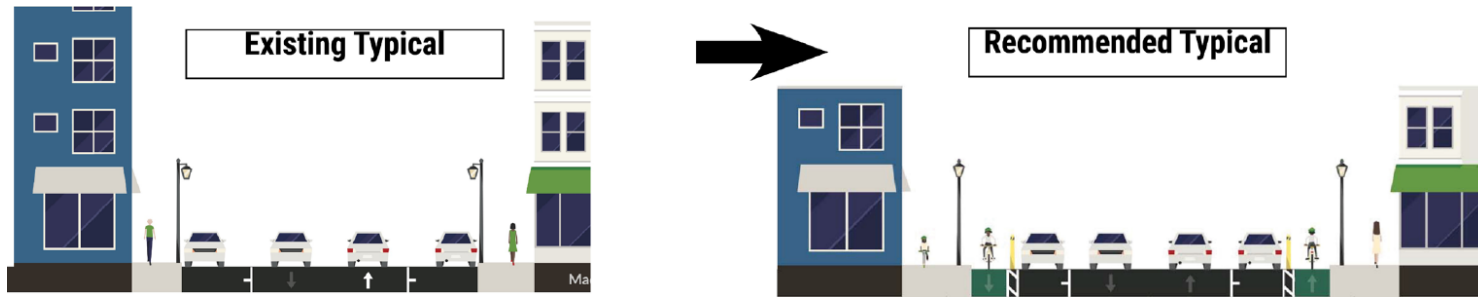
Pedestrian Safety & Crosswalks

St. Thomas has an existing traffic calming policy that works well

Pedestrian crosswalks are implemented and maintained in accordance with provincial guidelines

Upgrades to the courtesy crosswalks along Talbot Street are recommended for further safety and visibility

Arterial

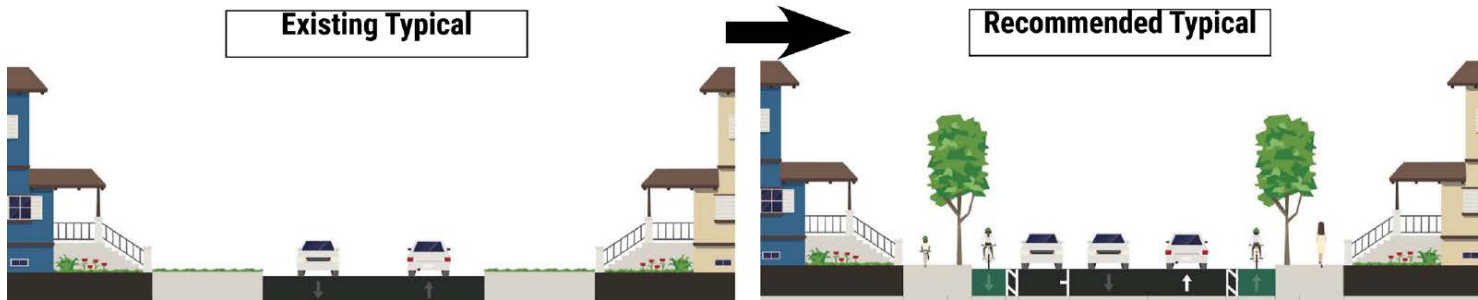


Complete Streets & Road Classification

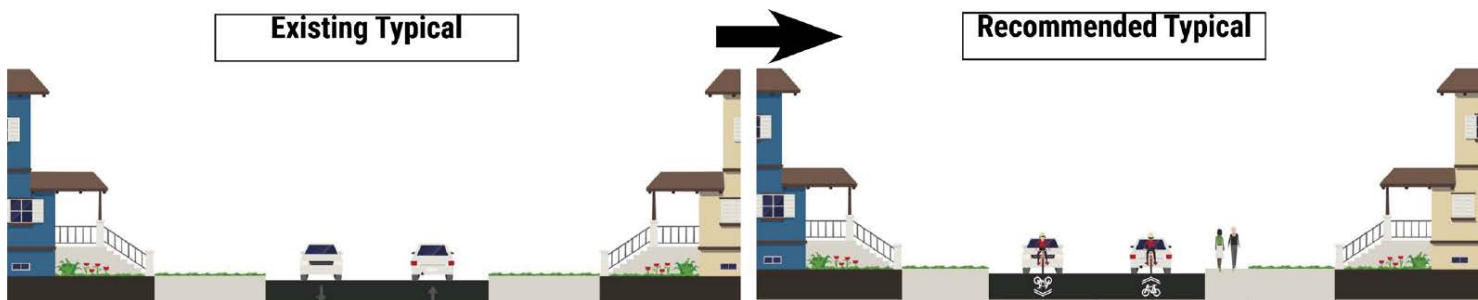
Complete Streets are:

- shared roadways for all road-users
- safe for everyone including people who walk, bike, take transit, or drive
- designed for people of all ages and abilities
- aligned with street classification and the function of each street type

Collector



Local



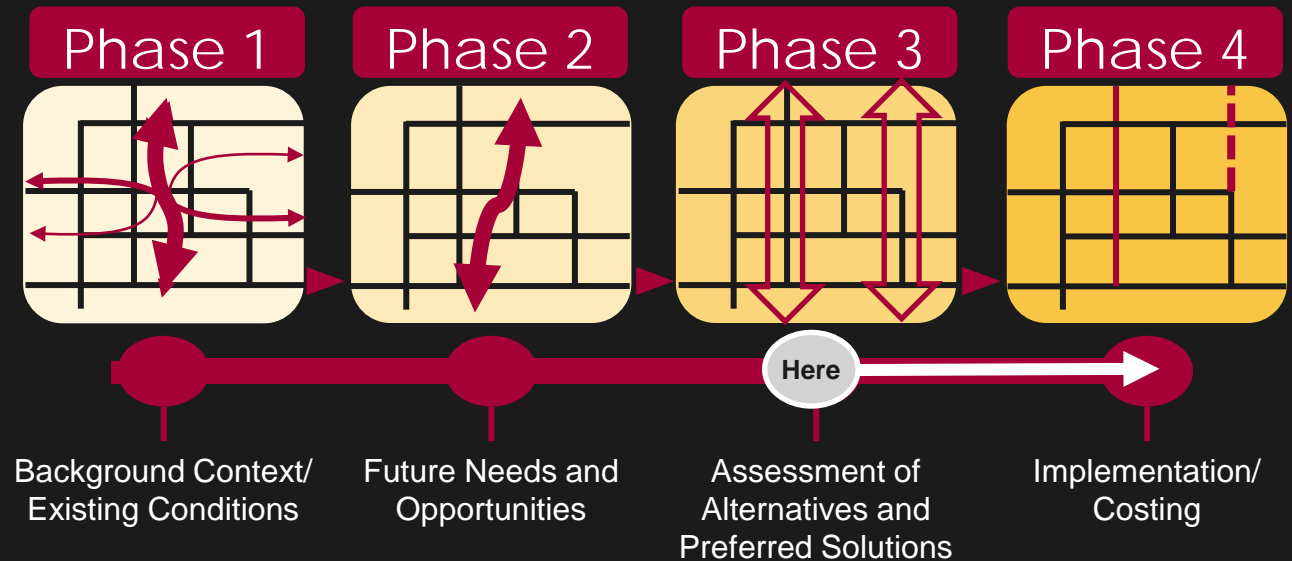
Next Steps

Recommendations will be refined and finalized based on Round 2 of public engagement

Implementation Plan:

- timing (short, medium, long)
- costing and funding sources
- action plan and responsible parties

Final Transportation Master Plan report and presentation to St. Thomas Council



Questions?

- Feel free to “raise your hand” to ask a question or submit your comments via email or phone to a member of the project team
- This presentation along with transcript and Question and Answer Summary will be posted on www.stthomas.ca/tmp following the presentation

Nathan Bokma, P. Eng.
Manager of Development and Compliance
City of St. Thomas
519-631-1680 Ext. 4151
nbokma@stthomas.ca



Brian Putre, B.E.Sc., MBA
Project Manager
Stantec Consulting Ltd.
437-991-7213
brian.putre@stantec.com

