

WELCOME

City of St. Thomas



Transportation Master Plan Refresh

July 24, 2025

Memorial Arena & Auditorium
80 Wilson Avenue, St. Thomas

The *Transportation Master Plan* is being undertaken in accordance with the requirements of the Municipal Class Environmental Assessment (EA) (an approved process under Ontario's *Environmental Assessment Act*).

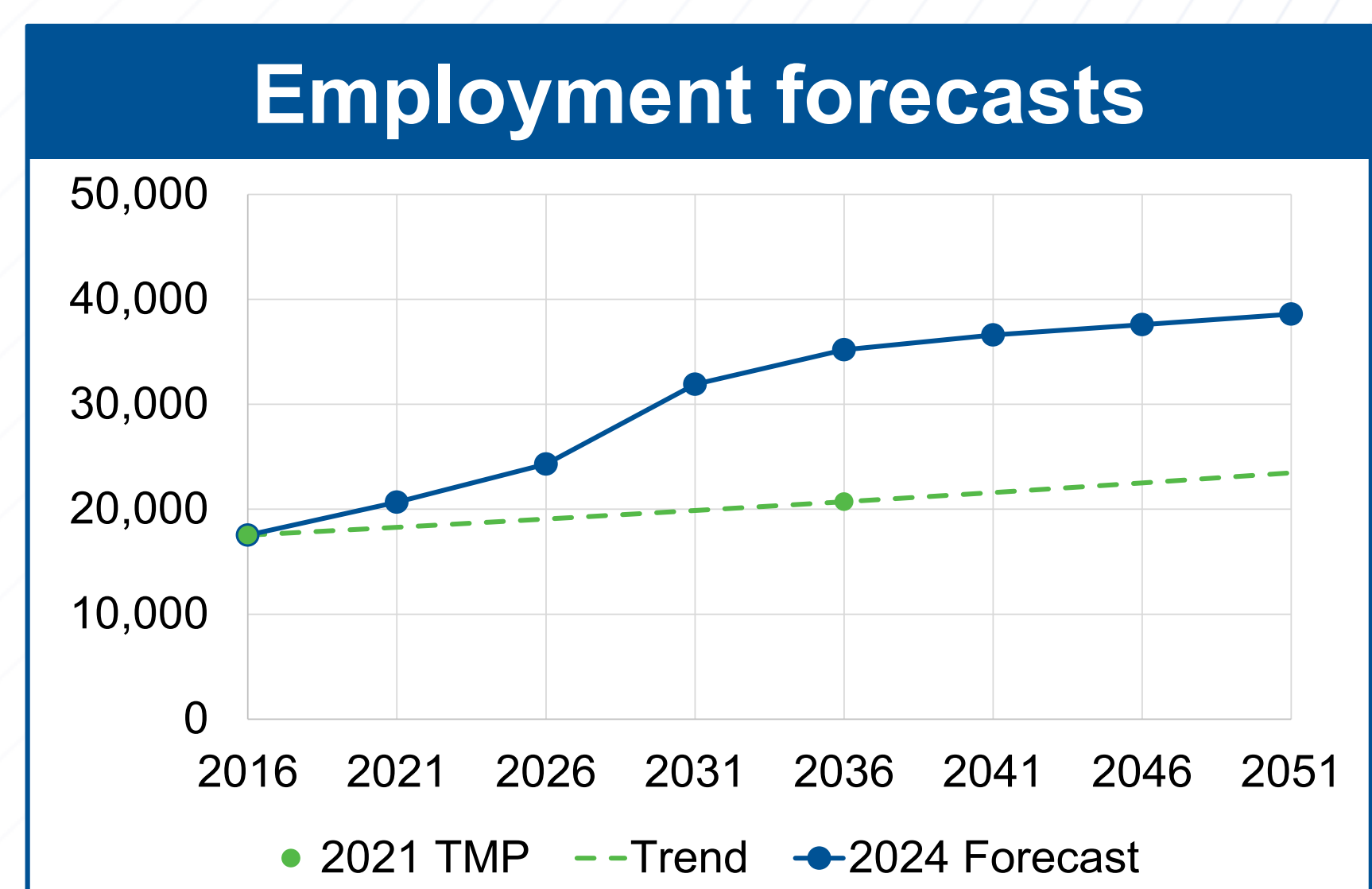
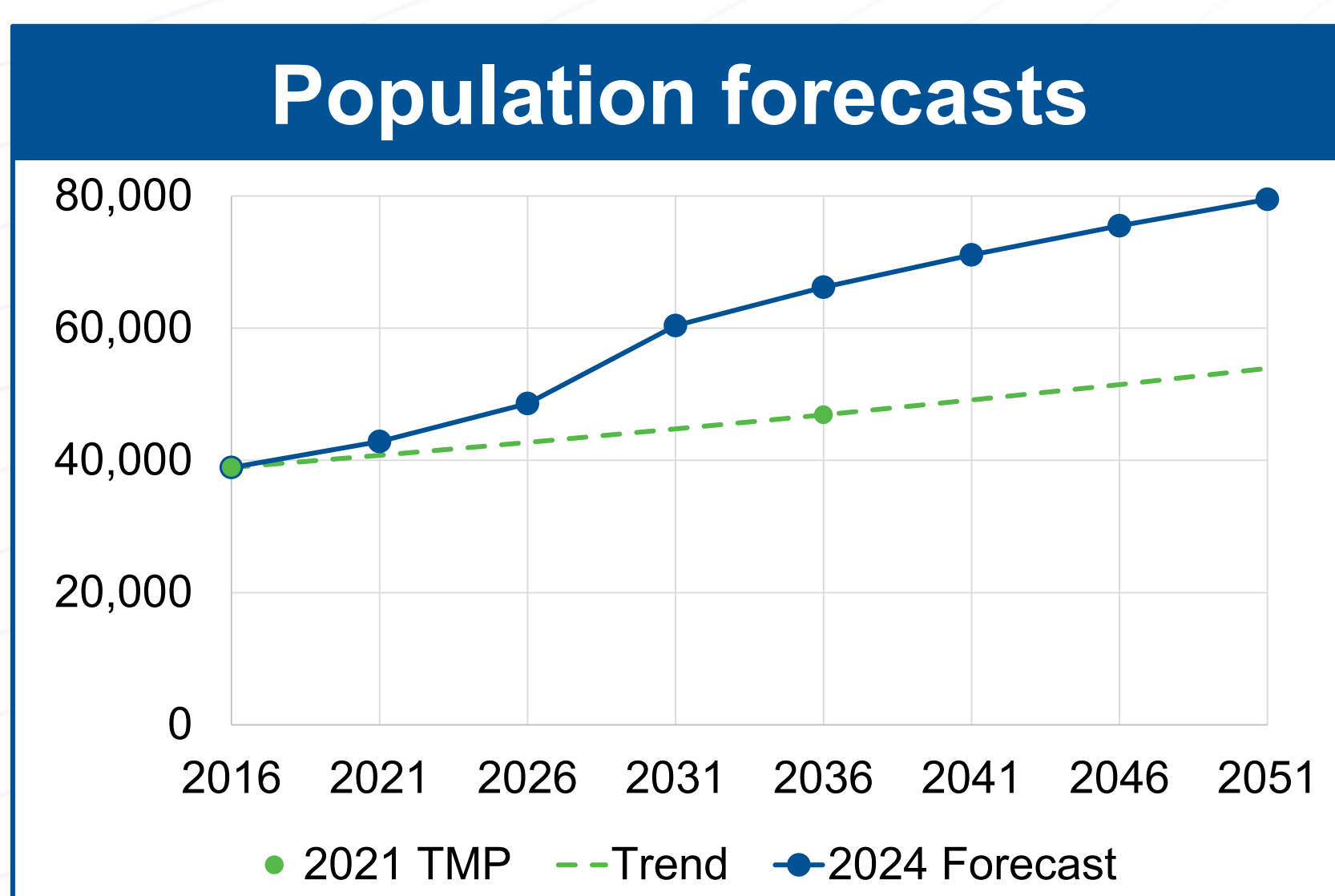
With the exception of personal information, all comments received will become part of the public record, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.

Why does St. Thomas need a TMP Refresh?

A Transportation Master Plan (TMP) looks into the future, anticipates future needs, and recommends ways to improve the way residents move around the community.

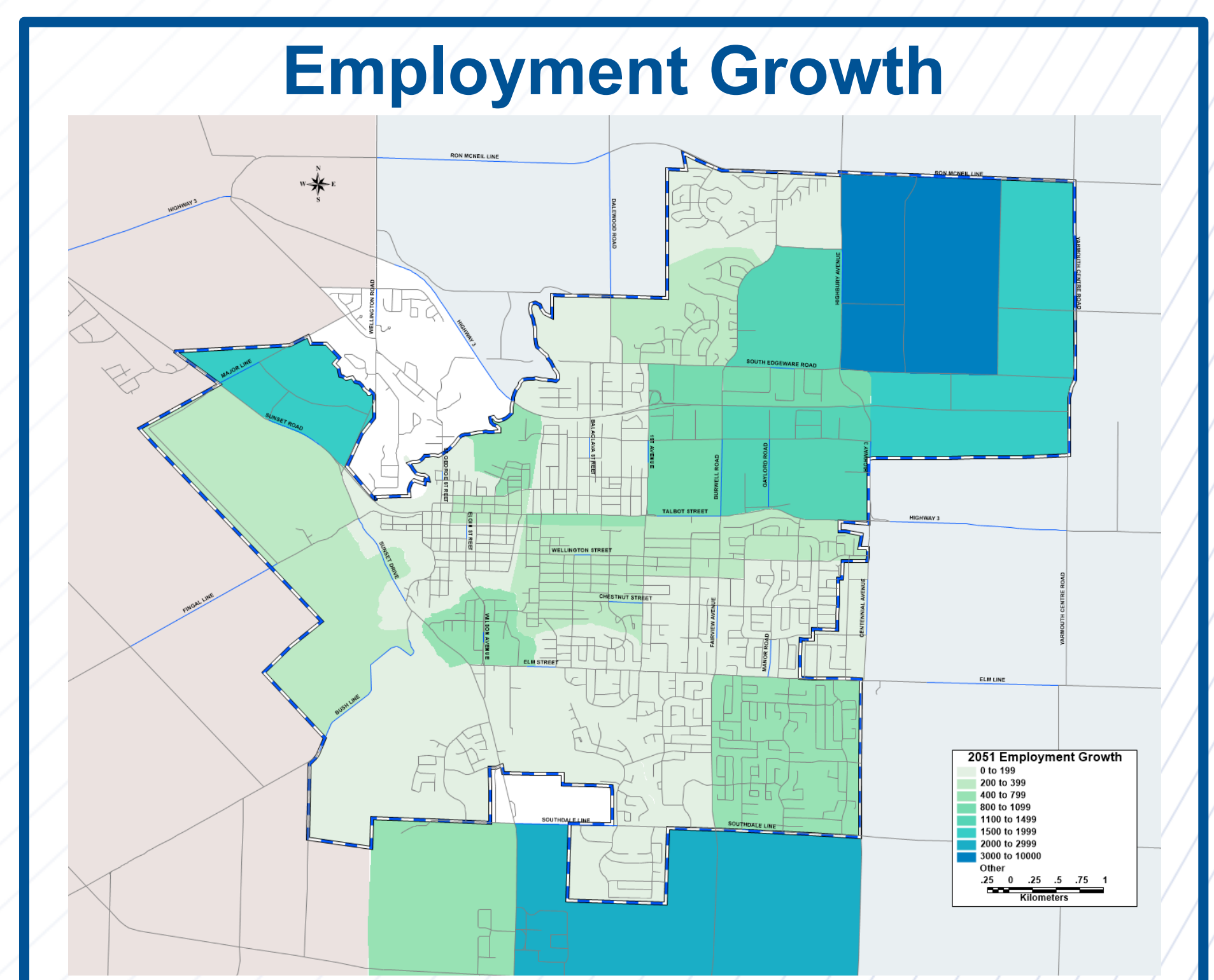
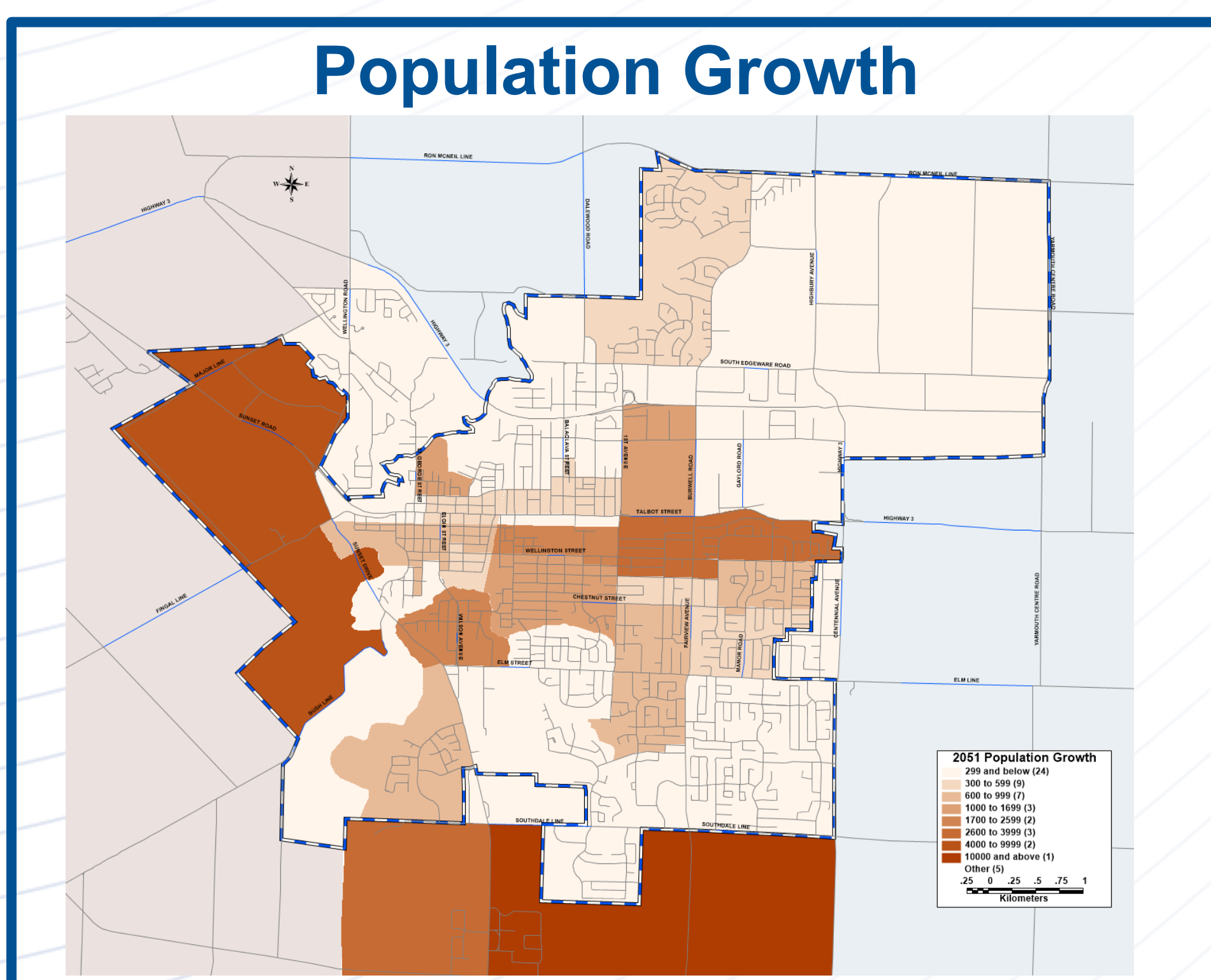
► Population and employment growth is higher than was envisioned in 2021

- The City is planning for 36,000 new residents and 15,800 new jobs by 2051



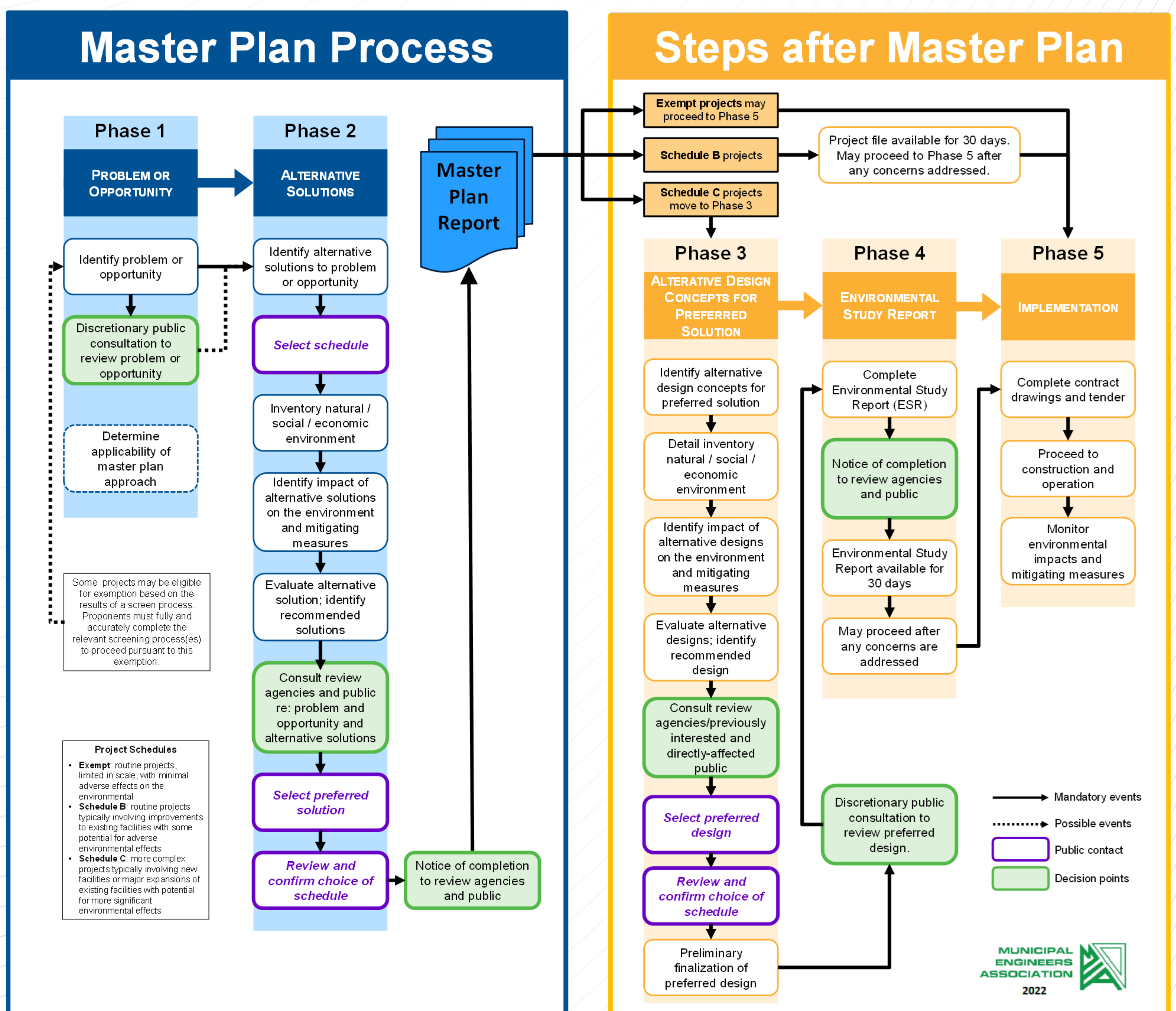
► Location of growth influences travel demand

- Growth is expected in different places
- More intensification downtown
- Industrial growth influenced by battery plant
- Potential growth south of City



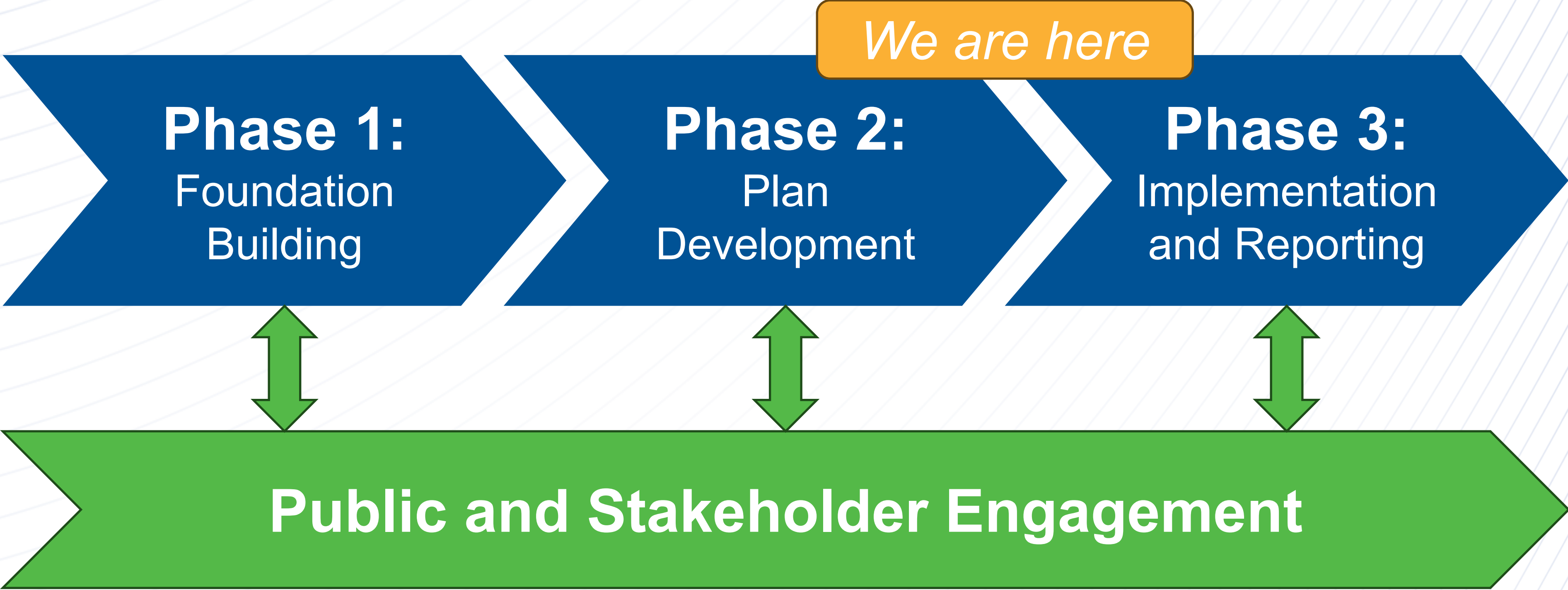
Masterplan Process

- ▶ Ontario requires municipalities to assess the environmental effects of major projects, (including for transportation) using a standard five-phase process
- ▶ The 'Master Plan' process identifies problem(s), then evaluates recommends solutions
 - Covers first two phases of assessment process
- ▶ Major projects recommended by this study will get more detailed review before implementation



Study Process

Study has three phases:



Technical Work Program

1) Foundation Building

- ✓ Collect Data
- ✓ Existing Conditions
- ✓ Growth forecasting
- ✓ Identify gaps / opportunities

2) Plan Development

- ✓ Assessing alternatives
- ✓ Network plans
- ✓ Policies and programs

3) Implementation and Reporting

- Priorities
- Implementation plan / timing
- Reporting

Engagement Program

1) Foundation Building

- ✓ Public survey to gather input on issues and priorities
- ✓ Public Open House #1

2) Plan Development

- ✓ Public Open House #2

3) Implementation and Reporting

- Present final TMP to Council for approval

Opportunities to Connect:
Website | Project Email
Online survey | Social Media Posts
Public Open House Meetings

What Have We Heard to Date?

► Open House at Memorial Arena June 2024

- 33 people signed in at PIC



► What we heard:

- Desire for a strong network of pedestrian and cycling routes separated from traffic
- Explore “rail to trail” opportunities
- More strategic investments in road improvements
 - less road widening
 - more operational improvements
 - protect future corridors
- Need to fund transit that provides an affordable alternative, enables access to all areas of the city, and gives residents choice in how they travel

► Neighbouring Municipalities:

- Active Transportation Network Connectivity

► Development Community:

- Active Transportation Network Connectivity
- More green treatments in road right of ways
- Review Off Street Parking requirements

Public Survey Improvement Priorities

► Road improvements

- Make what we have work better / safer
- Synchronize lights / intersection improvements

► Make walking and cycling safer and more convenient

- Expand off road trails
- Provide separated facilities (sidewalks, paths and bike lanes)
- Create a connected network

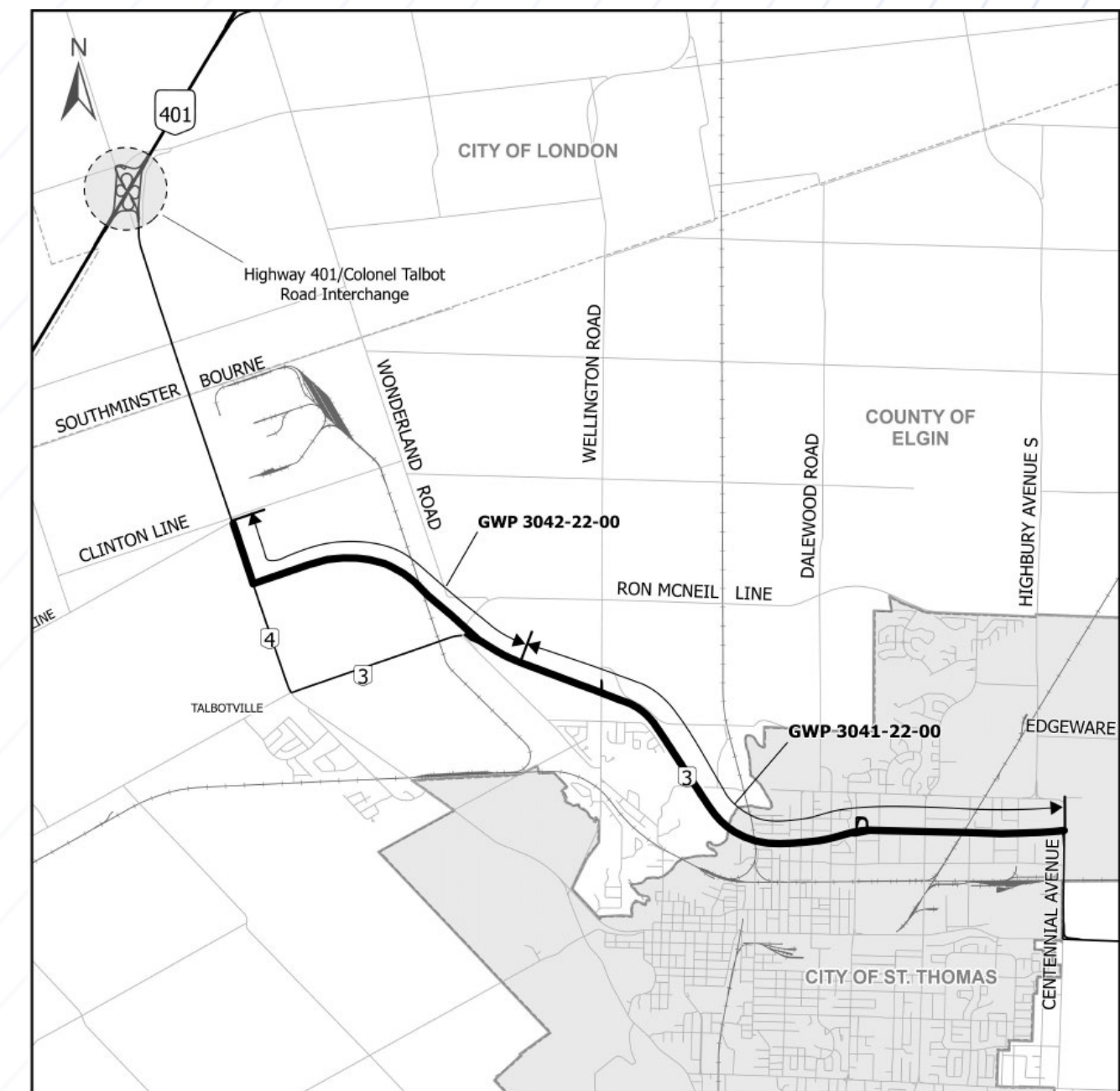
► Improve public transit

- Improve coverage to provide access
- Shorter travel times
- More frequent service / evening and weekends
- Connect to other municipalities

FUTURE CONDITIONS: Planned Road Improvements

► The Province has announced planned improvements to Hwy 3 and Hwy 4

- Widen Highway 3 to four lanes through St Thomas
- Hwy 4 by-pass of Talbotville
- Widen Hwy 4 to four lanes

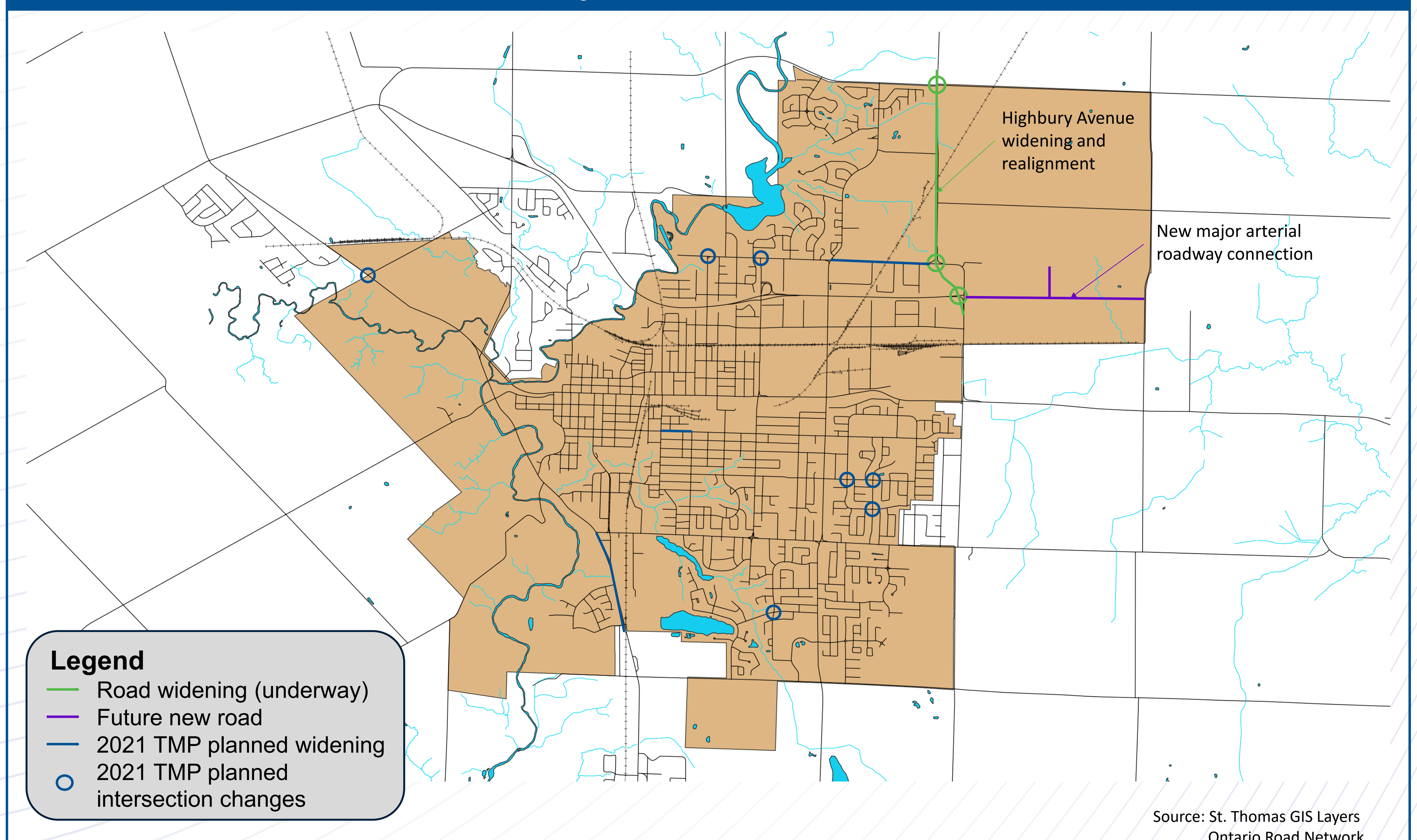


<https://www.highway3elgin.ca/>

► City Projects

- Highbury Avenue widening under construction
- New Major Arterial Road (EA Completed)

Planned City Road Improvements



2051 VISION FOR TRANSPORTATION: A MULTI-MODAL PLAN FOR GROWTH

Vision and Objectives from 2021 TMP

Vision Statement:

“A 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.”

Six Objectives:

- 1) Provide infrastructure for growth
- 2) Plan flexible infrastructure for seasonal changes
- 3) Prioritize and encourage active transportation
- 4) Prioritize and encourage transit
- 5) Improve safety for all road users
- 6) Enhance multi-modal connections

The Vision and Objectives from the 2021 TMP are still applicable – however the emphasis and types of investment priorities may need to change

Trips by mode of travel			
Mode	2016	2021	2051 Recommended Aggressive Shift
Auto	91%	93%	83%
Transit	1%	0.3%	6%
Walk/bike	7%	5%	10%
Other	1%	1%	1%

The TMP needs to develop a plan suitable for a community of 80,000 people

The TMP recommendations will support growth and achieve an Aggressive Shift in travel patterns by 2051

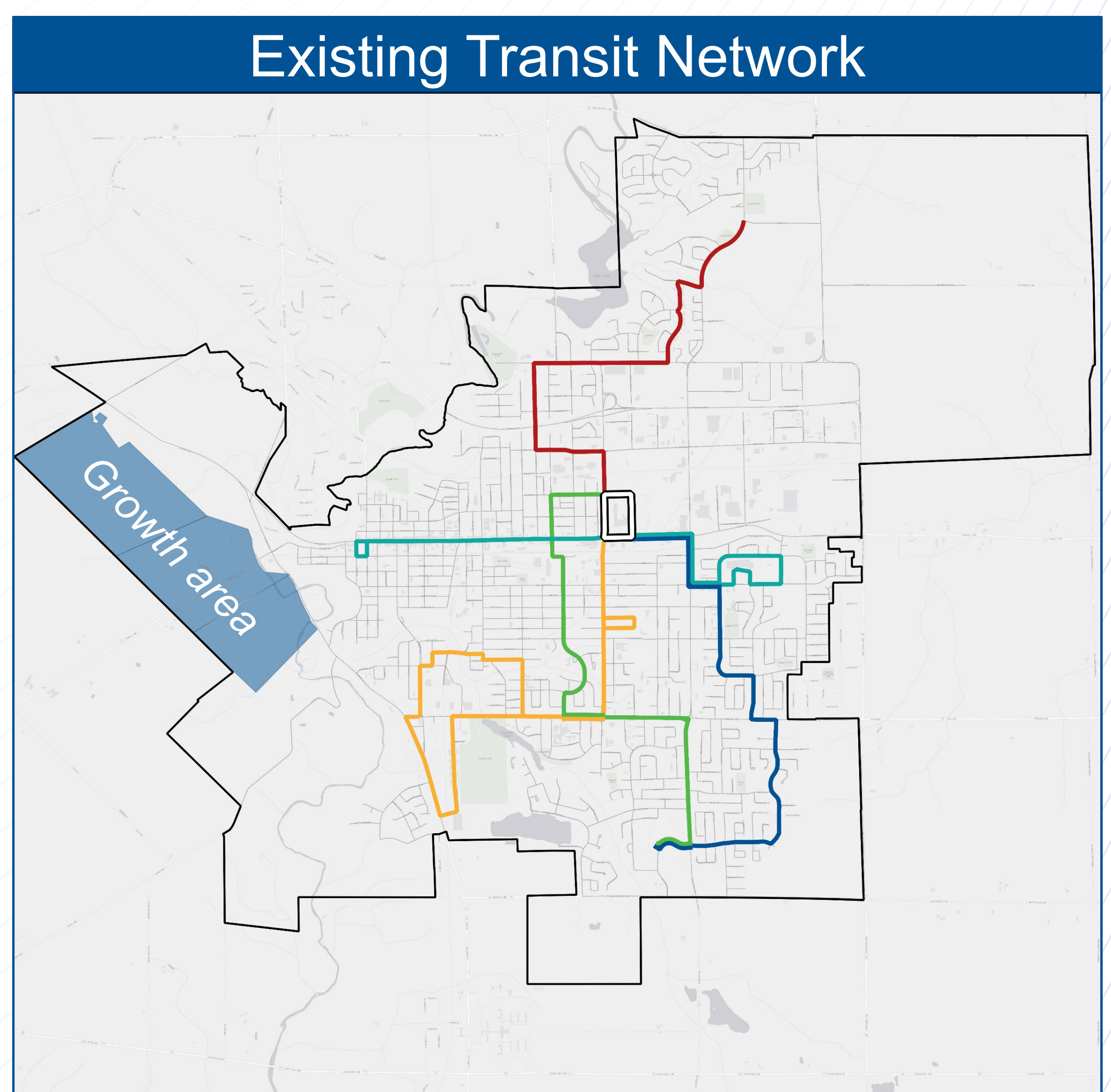
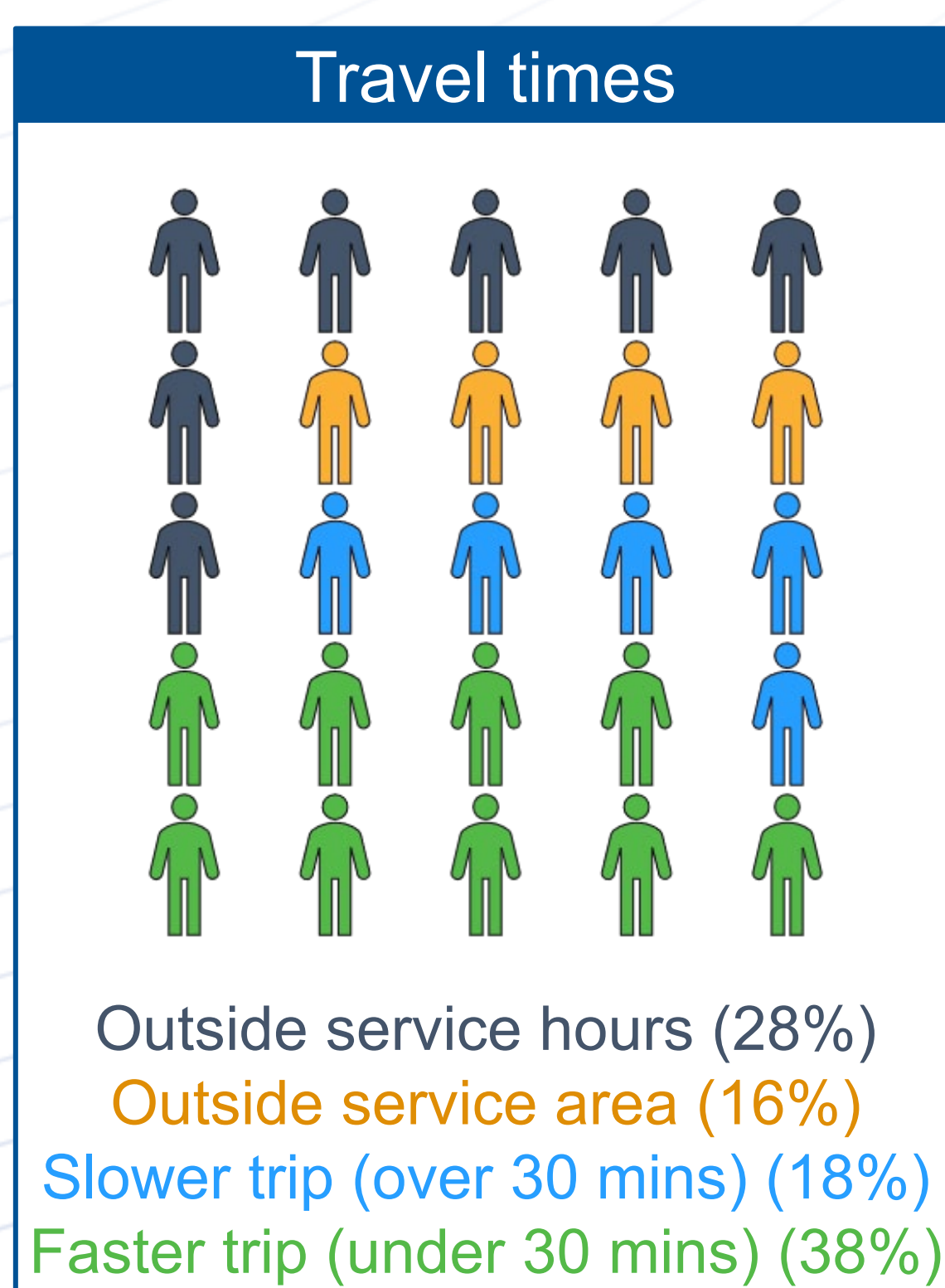
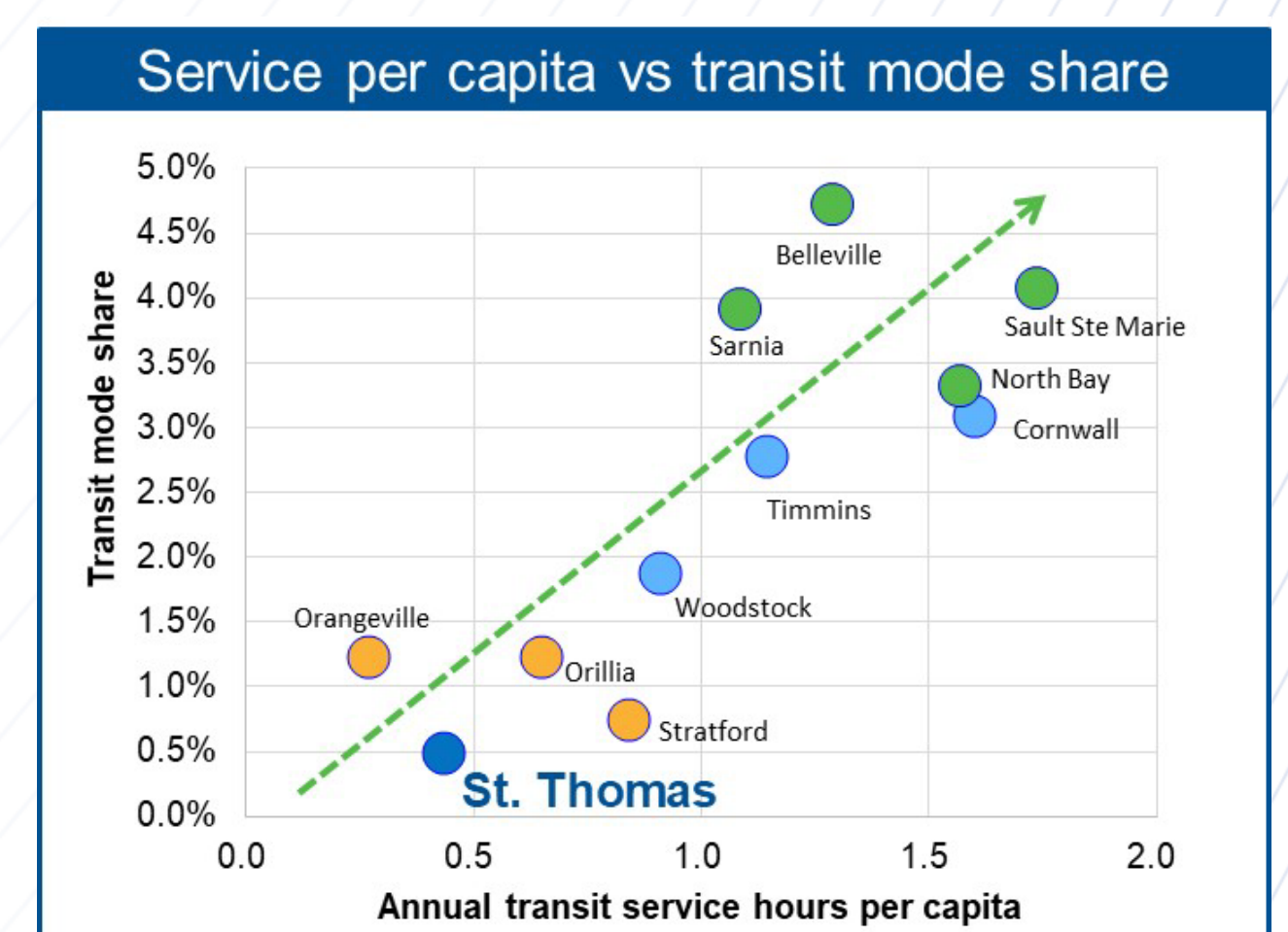
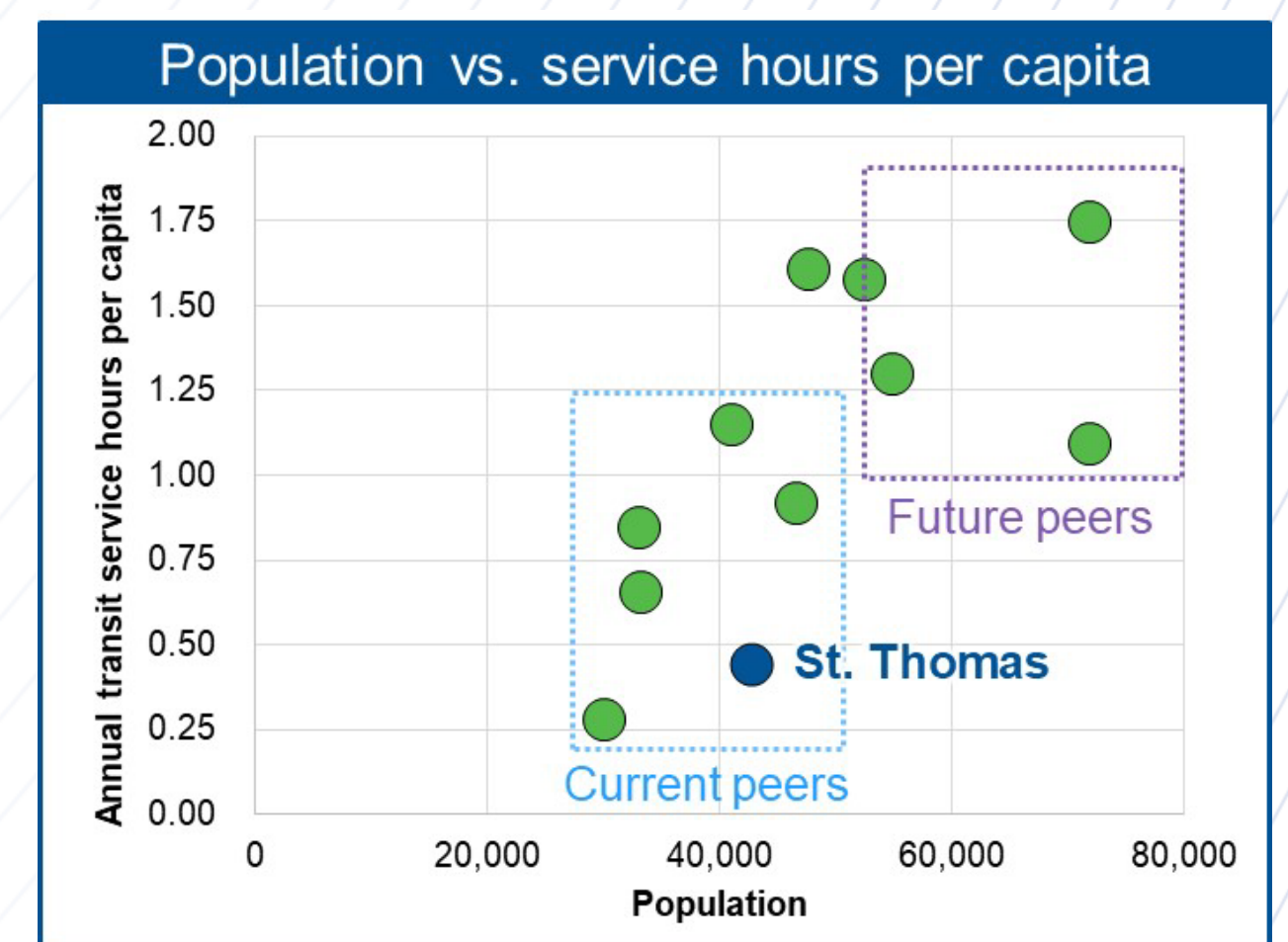
PRELIMINARY RECOMMENDATIONS: Modernize and Enhance Transit

► Improve service levels in line with future peer municipalities

- Municipalities comparable to the population of St Thomas in 2051 provide more service per person and have higher ridership
- Higher service levels known to lead to higher ridership

► Fix gaps in coverage

- Much of employment area unserved
- No evening service (ends at 5pm) – limits potential for commuting
- Hard to extend to growth area in west or new employment in northeast

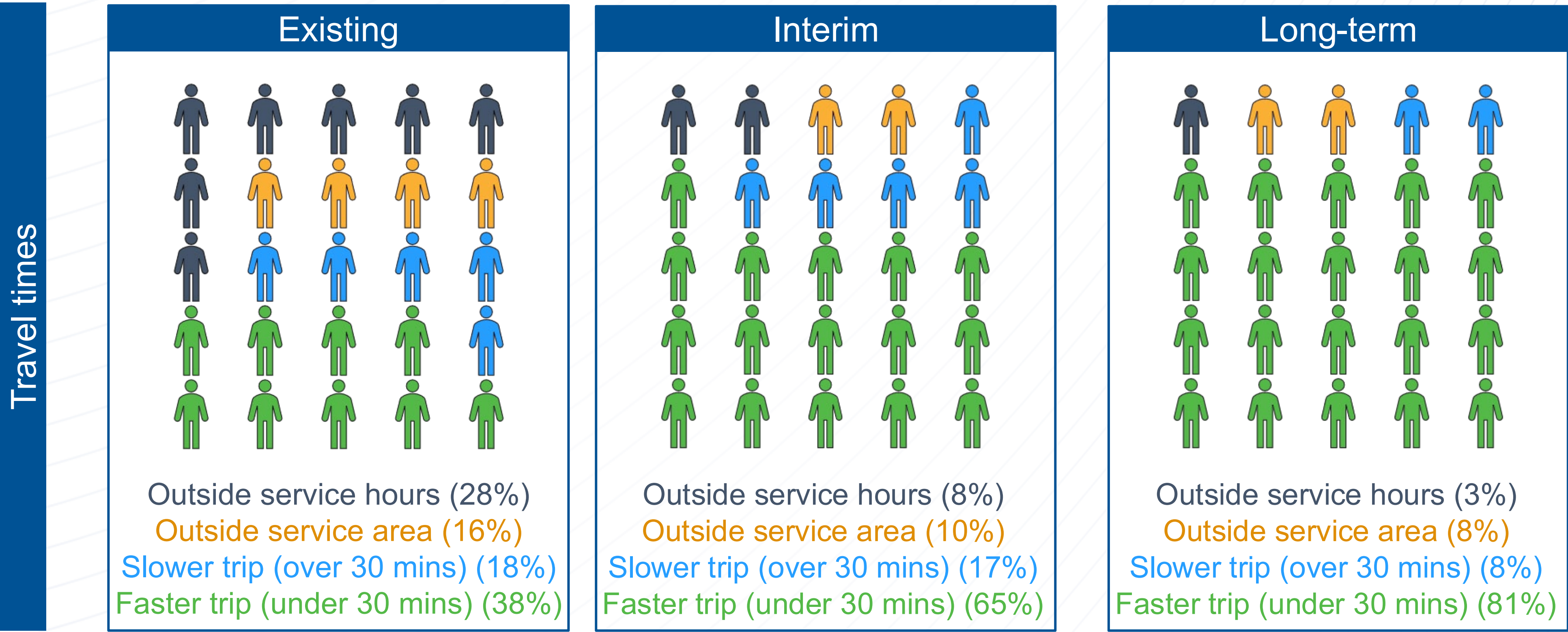


PRELIMINARY RECOMMENDATIONS: Modernize and Enhance Transit

► Recommended Transit Plan for St Thomas has 5 priorities:

- 1. Fix transit coverage gaps
- 2. Extend hours of service to serve more users
- 3. Provide service to new growth areas
- 4. Add new routes to reduce journey times
- 5. Increase bus frequency to encourage higher ridership

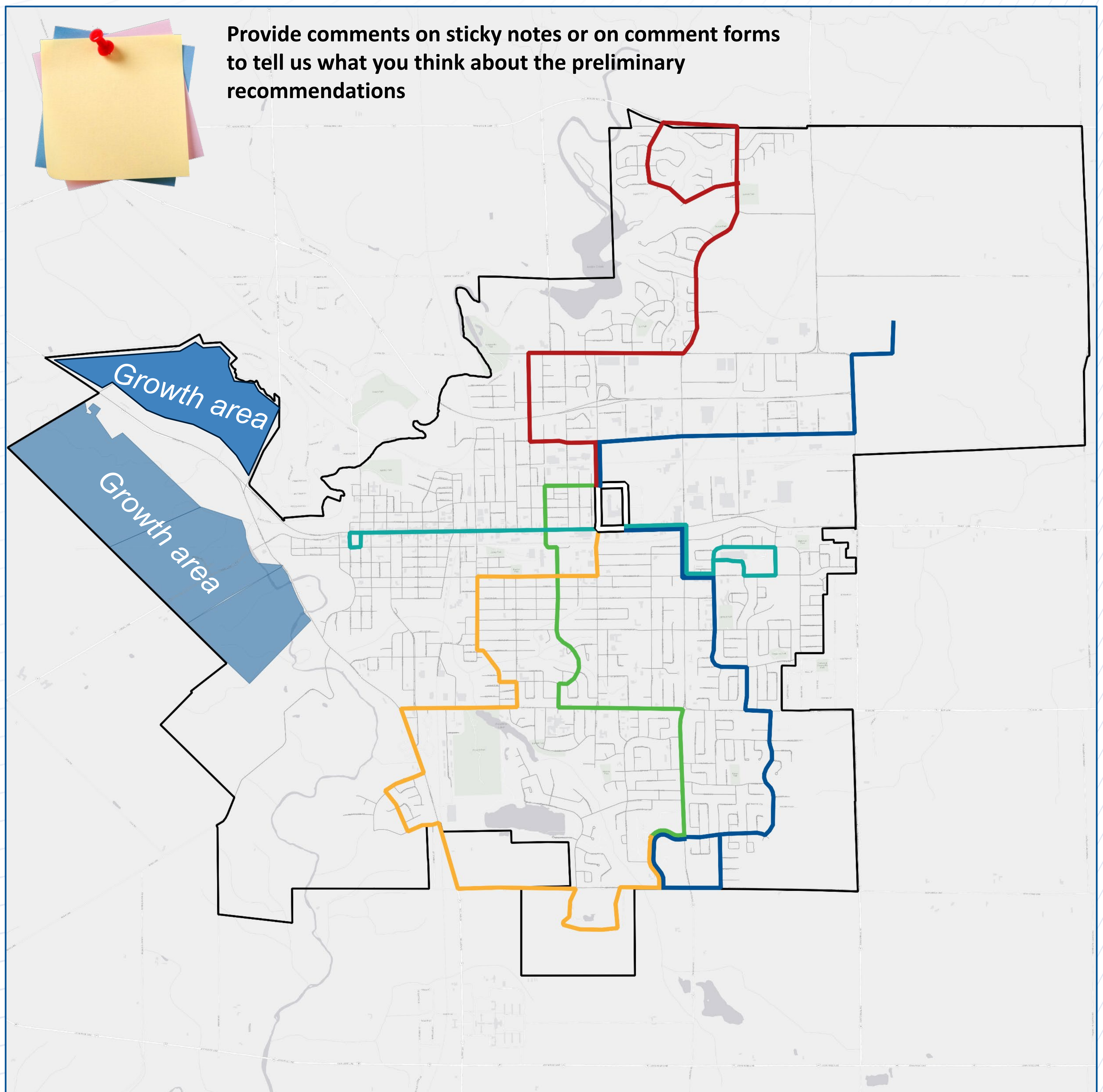
► Transit Plan will improve access, reduce travel times, and increase ridership



Measure	Existing	Interim	Long-term
Population	43,000	increasing	79,000
Target mode share	0.5%	1-2%	6%
Weekday service hours	8am – 5pm	7am – 7pm	7am – 10pm
Weekend service hours	10am – 5pm	10am – 7pm	7am – 10pm
Typical headways (frequency)	30 or 60 minutes	30 minutes	15 minutes
Annual service hours	13,000	32,000	120,000
Annual ridership	130,000	600,000	2,900,000
Net operating costs	\$1,100,000	\$2,200,000	\$6,700,000
Net operating costs per capita	\$26	\$36	\$85

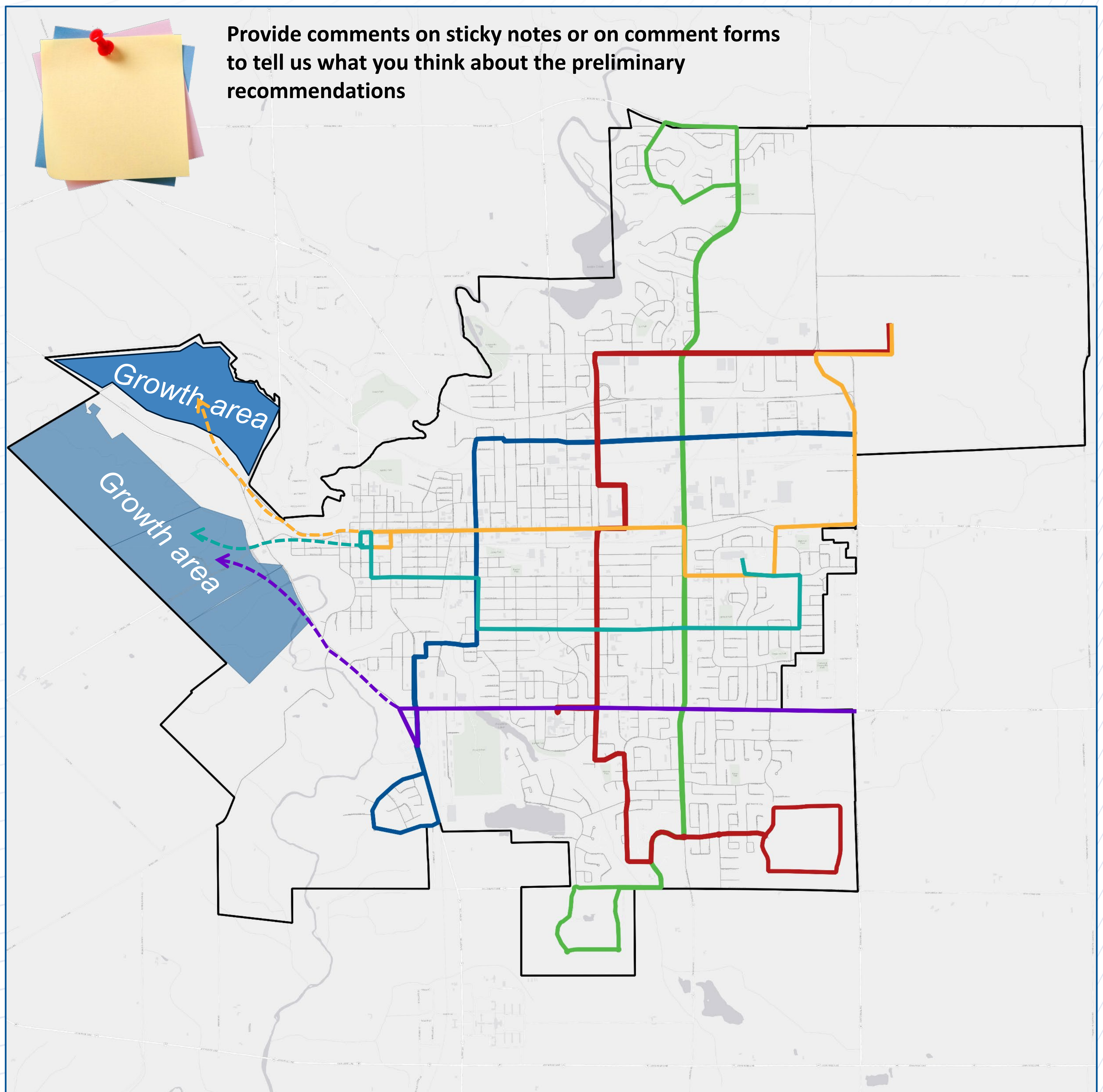
PRELIMINARY RECOMMENDATIONS: Interim Transit Network

- ▶ **Extends routes into industrial area and residential areas in south and north**
- ▶ **Realigns / extends route 4 Parkside to serve residential areas in west / south**
- ▶ **Expansion of service hours (7am-7pm)**



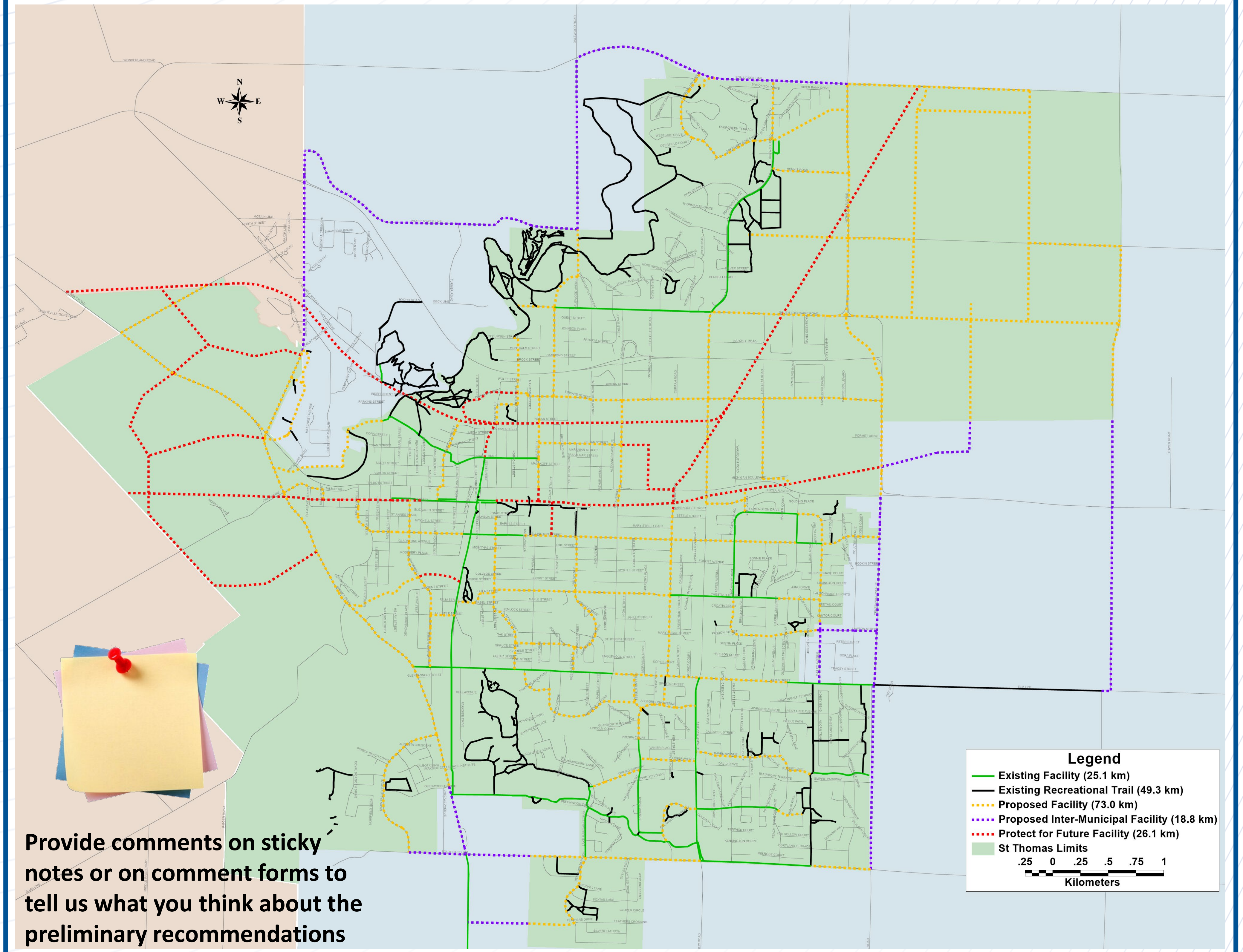
PRELIMINARY RECOMMENDATIONS: Long-Term Transit Network

- ▶ **Refresh of entire network to grid system**
 - Allows for more efficient coverage, improved travel times and higher service levels
- ▶ **Allows expansion into growth areas**
- ▶ **Expansion of service hours (6am-10pm)**



PRELIMINARY RECOMMENDATIONS: Active Transportation Network

Recommended Active Transportation Network for 2051



► A plan to expand the Active Transportation Network by up to 118 km:

1. Plan for 73 km of proposed facilities on roads / boulevards or in open space areas
2. Protect for 26 km of potential future facilities along rail corridors or in development areas
3. Work with neighbouring municipalities to implement 19 km of new facilities to connect to areas outside the City

PRELIMINARY RECOMMENDATIONS: Active Transportation Facilities

Active Transportation Facility Types

Shared Road Space



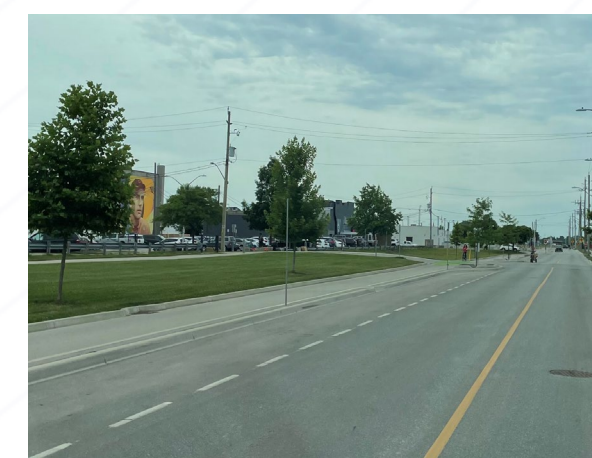
Standard Bike Lane



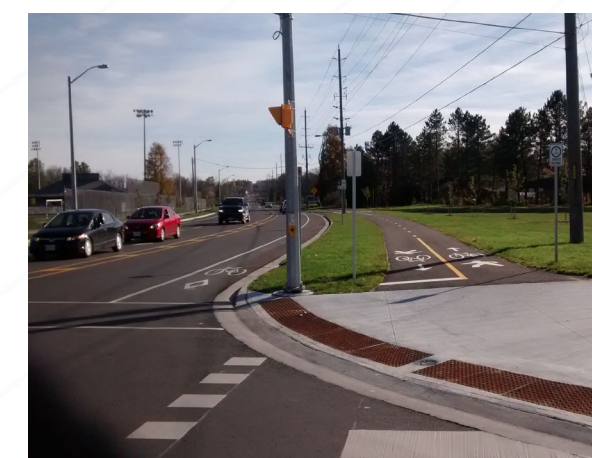
On Street Buffered Bike Lane



On Street Protected Bike Lane



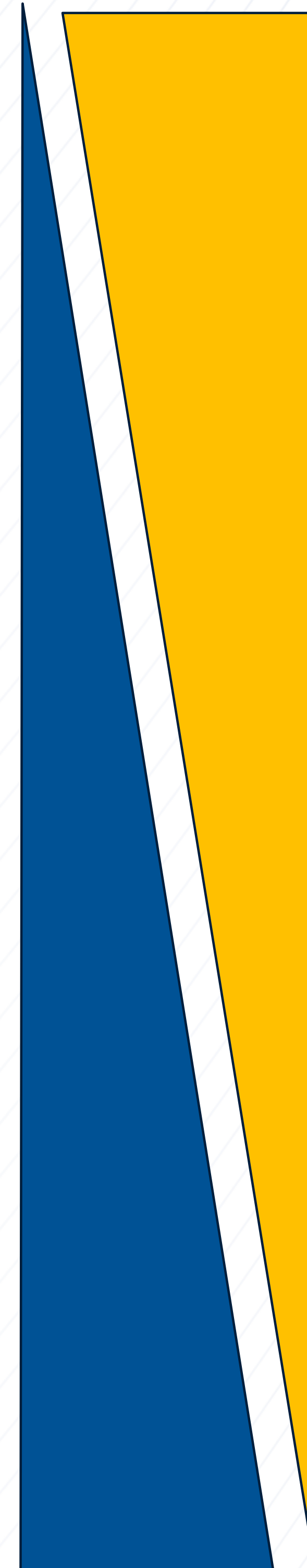
On Road Multi-Use Path



Off Road Trail



Level of Traffic Stress



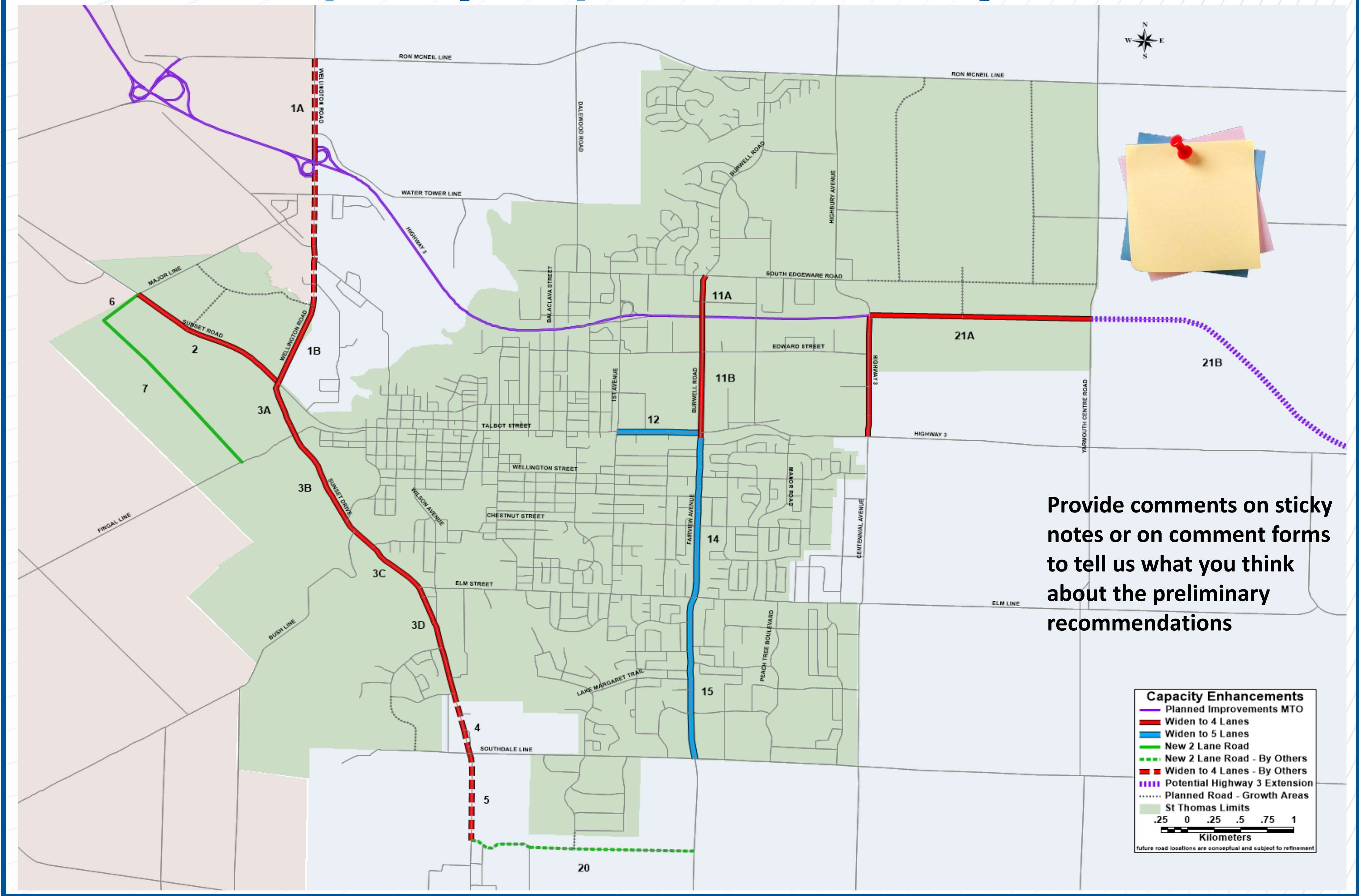
User Comfort / Safety

► Implementing the Active Transportation Network:

1. Proposed Facilities – undertake assessment of most appropriate facility types as part of future roadway reconstruction projects considering costs, demand, best practices and available space within right-of-way
2. Work with adjacent municipalities / County to protect for and implement proposed Inter-Municipal Facilities
3. Policies should be implemented in Official Plan to protect existing rail corridors for future Active Transportation facilities

PRELIMINARY RECOMMENDATIONS: Road Network Improvements

Capacity Improvement Projects



► Implementation:

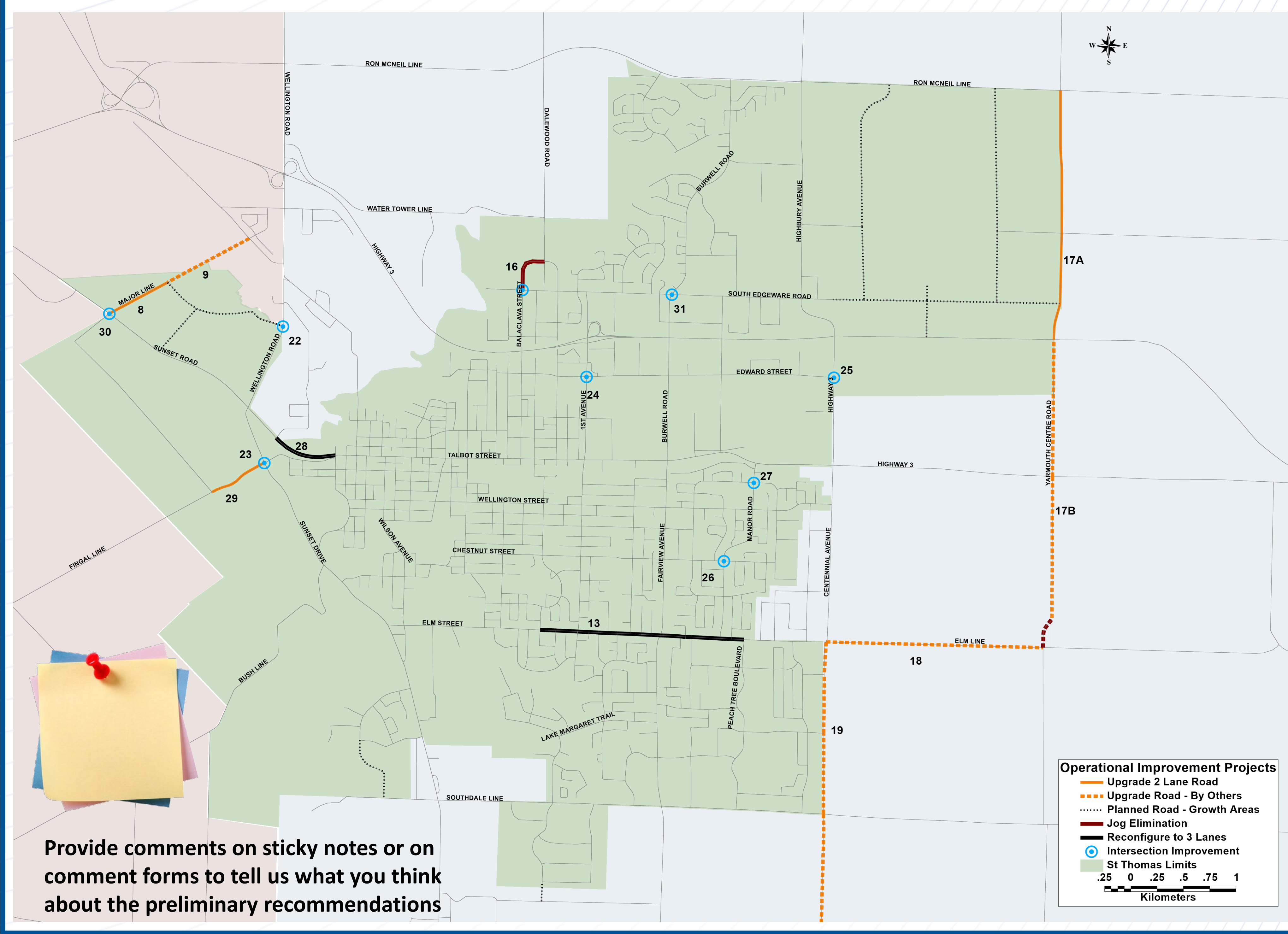
- City investment of \$190,000,000 to \$210,000,000 over 25 years
- Highlighted projects are potential joint initiatives with MTO / County / Townships
- Project cost estimates will be refined during subsequent stages of project planning and design

Project #	Capacity Improvement Projects	Limits
1A	Wellington Road (CR25) widening to 4 lanes	Ron McNeil Line to North City Limit
1B	Wellington Road widening to 4 lanes	North City Limit to Sunset Drive / Talbot Street
2	Sunset Drive widening to 4 Lanes	Major Line to Wellington Road / Talbot Street
3A	Sunset Drive widening to 4 Lanes	Wellington Road / Talbot Street to Fingal Line
3B	Sunset Drive widening to 4 Lanes	Fingal Line to Stanley Street
3C	Sunset Drive widening to 4 Lanes	Stanley Street to Elm Street
3D	Sunset Drive widening to 4 Lanes	Elm Street to Glennwood Street
4	Sunset Drive (CR 4) widening to 4 Lanes	South City Limit to Southdale Road
5	Sunset Drive (CR 4) widening to 4 Lanes	Southdale Line (CR 57) to Midblock Arterial Hospital Lands
6	Major Line Extension (2 Lane Arterial)	Sunset Drive to New Arterial in Area 2
7	New 2 Lane Arterial (Area 2)	Major Line to Fingal Line (CR 16)
10	Highway 3 widening to 4 Lanes	Talbot Street to Highway 3 / St Thomas Expressway
11A	Burwell Road widening to 4 Lanes	South Edgeware Road to Harwill Road
11B	Burwell Road widening to 4 Lanes	Harwill Road to Talbot Street
12	Talbot Road widening to 5 lanes	East of Supercentre to West of Fairview Avenue
14	Fairview Avenue - Widen to 5 Lane with TWLTL	South of Talbot Street to Elm Street
15	Fairview Avenue - Widen to 5 Lane with TWLTL	Elm Street to Southdale Line
20	MidBlock Arterial - Hospital Lands South of City	(CR 4) Sunset Drive to (CR 22) Fairview Road
21A	Technology Trail widening to 4 Lanes	Centennial Avenue (Highway 3) to Yarmouth Centre Road
21B	Highway 3 Extension (4 Lanes)	Yarmouth Centre Road to Highway 3 (at Belmont Road)

Potential joint initiatives

PRELIMINARY RECOMMENDATIONS: Road Network Improvements

Network Optimization Projects

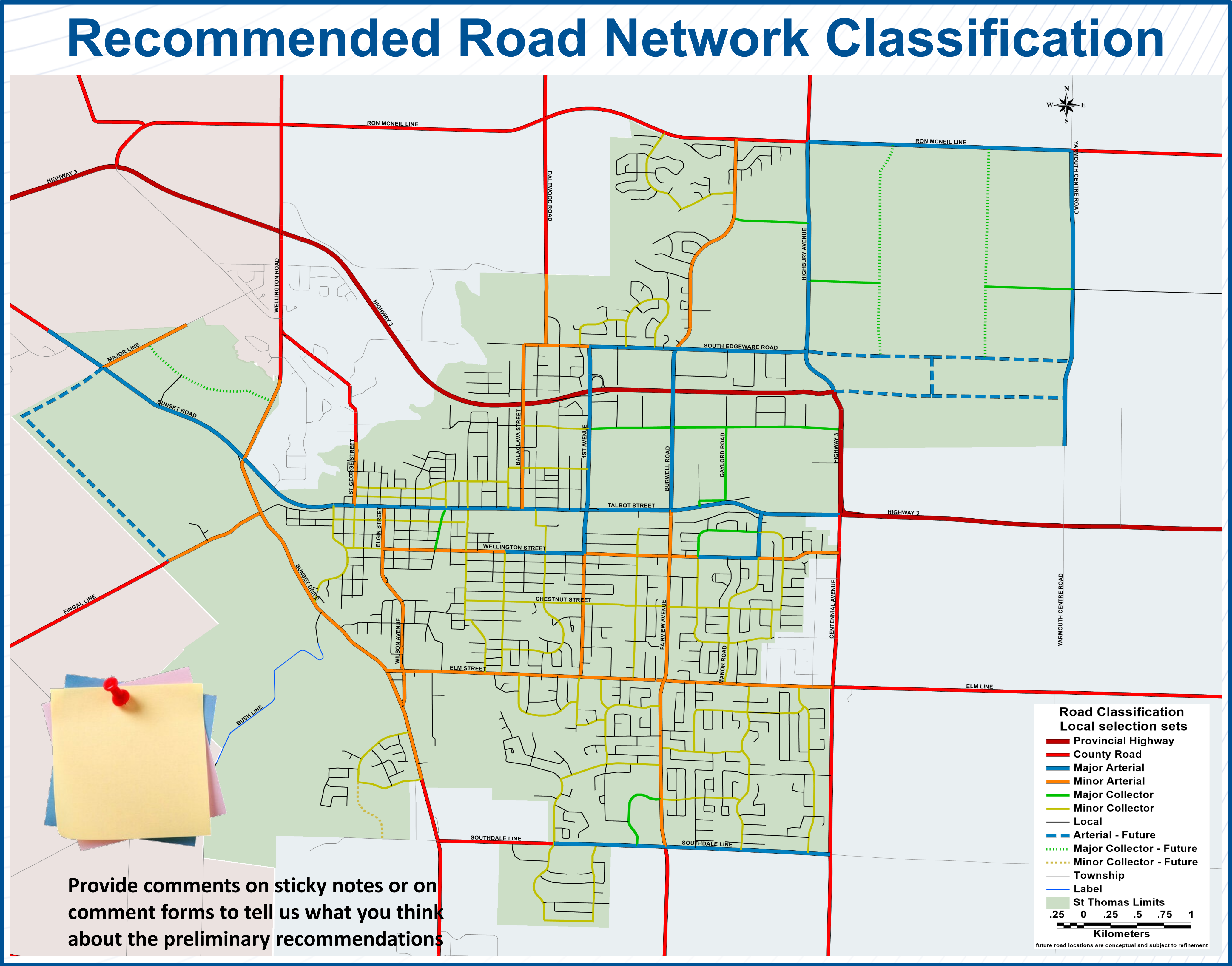


► Implementation:

- City investment of \$60,000,000 to \$65,000,000 over next 25 years
- Highlighted projects require discussion with MTO / County / Townships
- Other intersection improvements have been included in capacity improvement projects

Project #	Network Optimization Projects	Intersecting Road
8	Major Line Upgrade to 2 lane Arterial	Sunset Drive to City Limit
9	Major Line Upgrade to 2 lane Arterial	City Limit to Ford Road
13	Elm Street - Convert to 3 Lane with TWLTL	First Avenue to East of Chant Street
16	Balaclava Street / Dalewood Drive Jog Elimination	South Edgeware Road to North of Woodworth Crescent
17A	Yarmouth Centre Road Upgrade to 2 Lane Arterial	City Limit (Rail Corridor) to Ron McNeil Line
17B	Yarmouth Centre Road Upgrade to 2 Lane Arterial	Elm Line to City Limit (Rail Corridor)
18	Elm Line (CR 56) Upgrade to 2 Lane Arterial	Centennial Road (CR 28) to Yarmouth Centre Road
19	Centennial Road (CR 28) Upgrade to 2 Lane Arterial	Midblock Arterial to Elm Line (CR 56)
22	Wellington Road Intersection	Area 1 Street X
23	Fingal Line / Sunset Drive Intersection Improvement	Add Turn Lanes / Roundabout
24	First Avenue / Edward Street Intersection Improvement	Add Turn Lanes
25	Edward Street / Highway 3 Intersection Improvement	Highway 3 (Centennial Ave)
26	Manor Road / Chestnut Street Roundabout	Chestnut Street
27	Manor Road / Highview Drive Roundabout	Highview Drive
28	Talbot Street - Convert to 2 Lane	Stanley Street to Woodland Road
29	Fingal Line Upgrade	New Arterial Area 2 to Sunset Drive
30	Major Line / Sunset Intersection	Major Line - Roundabout
31	Burwell Road Roundabout	South Edgeware Road
Potential joint initiatives		

PRELIMINARY RECOMMENDATIONS: ROADWAY CLASSIFICATION



► Roadway Types and Movement Priorities

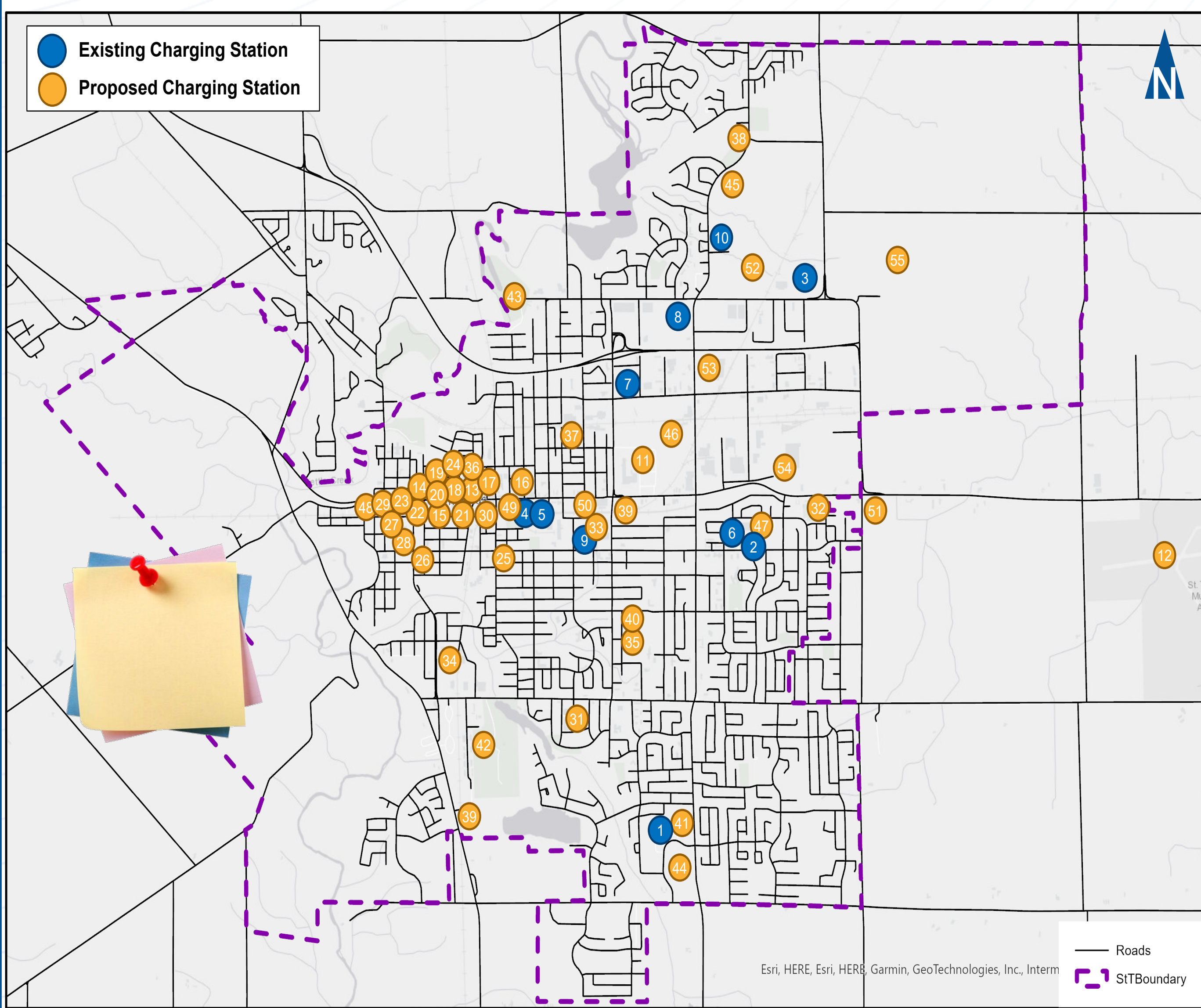
- Apply traffic management policies to road classifications
- Use priorities by travel mode to guide design decisions

Road Classification	Goods Movement Priority	Auto Priority	Transit Priority	Cyclist Priority	Pedestrian Priority
Local	Low	Low	Low	High	Very High
Minor Collector	Low	Moderate	Moderate	High	High
Major Collector	Moderate	High	High	High	High
Rural Arterial	High	High	Low	Low	Low
Minor Arterial	Moderate	High	High	Moderate	High
Major Arterial	High	Very High	Very High	Low	Moderate
County Road	High	Very High	Moderate	Low	Low
Provincial Highway	Very High	Very High	Low	N/A	N/A

PRELIMINARY RECOMMENDATIONS: ELECTRIC VEHICLE NETWORK

- ▶ **There are approximately 46 Electric Vehicle Charging stations in St Thomas**
 - Most are privately operated
- ▶ **An expanded network of Public Electric Vehicle Charging Stations will be required in the future**
 - 480 – 720 stations required by 2031
 - The City should establish an annual program to invest in EV charging stations at municipal facilities

Recommended EV Charging Network



Node	Location
Municipal Facilities	
13	St. Thomas City Hall
12	St. Thomas Municipal Airport
14	Curtis Street Parking Lot
15	Hepburn Street Parking Lot
16	Horton Market
17	St Catherine Street Parking Lot
18	City Centre Parking Lot
19	Hiawatha Street Parking Lot
20	Midtown Parking Lot
21	White Street Parking Lot
22	Elgin Street Parking Lot
23	Metcalfe Street Parking Lot
24	Scott Street Parking Lot
25	Wellington Street Parking Lot
26	Wellington Street Parking Lot
27	Centre Street Parking Lot
28	Crocker Avenue Parking Lot
29	Social Services Parking Lot
30	Moore Street Parking Lot
33	Joe Thornton Community Centre
34	St. Thomas-Elgin Memorial Centre
36	St Thomas Public Library
37	Jaycees Pool (93 Inkerman St)
38	Valleyview Home for the Aged (employee parking)
Institutional Facilities	
31	St Thomas Elgin General Hospital
32	Southwestern Public Health
39	Parkside Collegiate Institute
40	Central Elgin Collegiate Institute
41	St. Joseph's Catholic High School
Recreational Areas	
35	YMCA of Southwestern Ontario - St. Thomas Elgin
42	Pinafore Park
43	Waterworks Park
44	Doug Tarry Recreational Complex
45	Password Park (Burwell Rd)
Major Commercial	
11	St. Thomas Transit Hub – “The Hub”
46	1055-1063 Talbot St Commercial (Walmart, Canadian Tire, Superstore)
47	Elgin Mall
48	Foodland
49	Food Basics
50	Freshco
Hotels	
51	Comfort Inn
Major Industrial	
52	Masco Canada Ltd. (350 S Edgeware Road)
53	Formet Industries (1 Cosma Court)
54	Magna International Inc. (170 Edward St)
55*	Volkswagen Electric Vehicle Battery Plant



Provide comments on sticky notes or on comment forms to tell us what you think about the preliminary recommendations

PRELIMINARY RECOMMENDATIONS:

Other Policy Measures

► Traffic Calming

- Implement new updated Traffic Calming Policy

► Investing in New Technology

- Micro-mobility (scooters, e-bikes)
- Smart Traffic Signal System
- Consider Automated Speed Enforcement

► Parking Policies should be updated to support mode shift and drive change

- Consider expanded paid parking in downtown
- Review parking requirements for new development in downtown

► Many policies from 2021 TMP are still beneficial

- Transportation Demand Management (TDM) Policies
 - TDM Checklist for new development
 - School Travel Planning program
- Safety
 - Develop pedestrian safety plan (prioritize new crossings)
 - Upgrade traffic signals to be AODA compliant
 - Develop road safety plan
 - Identify locations for future roundabouts
- Technology
 - Invest in transportation data monitoring

NEXT STEPS

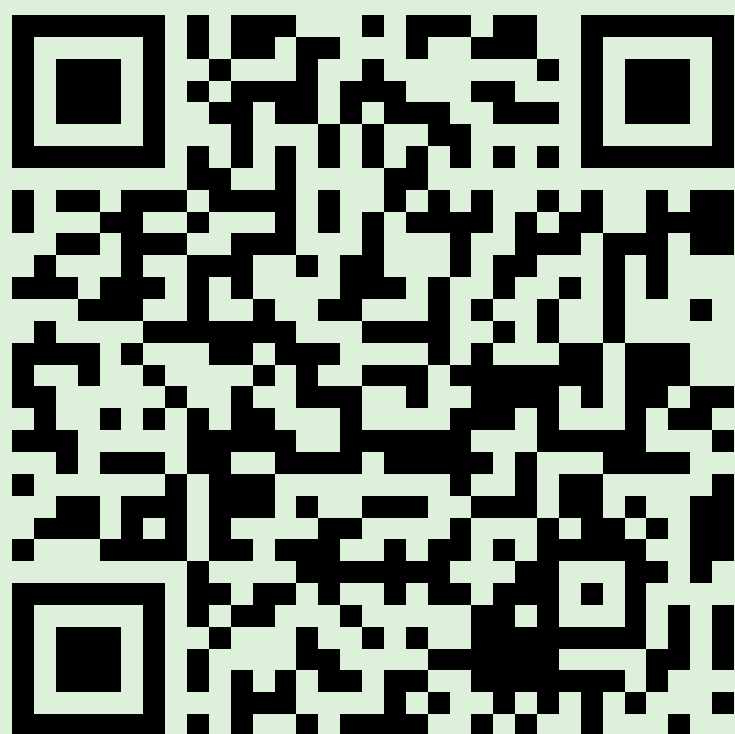
► Consideration of feedback from public

- Review feedback on preliminary recommendations
- Finalize recommendations and prepare implementation plan
- Present final recommendations to City Council

How do I get involved?

Visit the project website

Visit the project website to learn more about the study, and offer comments.



www.stthomas.ca/Transportation_Master_Plan_Refresh_2024

Send the project team an email

StThomasTMP@ptsl.com

Contact the City or Consultant team

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