ST. THOMAS
THE RAILWAY CITY



City of St. Thomas

Transportation Master Plan Refresh

October 2025

Executive Summary

A Transportation Master Plan (TMP) is a strategic policy document that guides how a municipality's transportation system will grow and develop over the long term. The plan works together with a municipality's Official Plan, which directs land use and development patterns, the City Strategic Plan, which summarizes key priorities and city building initiatives, as well as other master plans such as those concerning municipal servicing, parks and recreation, and economic development.

TMP's are an important part of the Environmental Assessment process that all municipalities have to follow as they plan and deliver infrastructure projects. By examining current transportation issues and needs across the entire community, a Master Plan establishes a series of actions and priorities that are intended to work together to support growth while managing the performance of the system and minimizing the adverse environmental impacts that can arise from larger infrastructure projects.

A TMP is meant to be used by several different transportation stakeholders as both a reference and a guiding document for developing strategies, making investment decisions, and establishing policies to assist with managing the transportation system in order to achieve community objectives.



Planning for Growth

St. Thomas is poised for significant growth – growth that will not only expand the City's population and employment opportunities but will position the City as a major community in southwestern Ontario.

St. Thomas completed a Transportation Master Plan (TMP) in 2021 but since that time major industrial development associated with the PowerCo electric vehicle battery plant has changed the growth dynamic - and the forecast employment growth associated with this major facility is expected to drive growth in the local population, well above what was previously contemplated in the 2021 TMP.

In 2024 Watson and Associates completed an updated growth forecast for the City of St. Thomas to assess the City's long-term population, housing, and employment growth potential to the year 2051. By 2051 the City of St. Thomas is anticipated to almost double in size – from just under 43,000 residents in the 2021 Census, to just under 80,000 residents by 2051. The growth in population will be in response to growth in employment, associated with the PowerCo electric vehicle battery plant, expected to create up to 3,000 direct jobs and at least 4,800 indirect jobs within the City and surrounding communities.

Table ES.1 summarizes the growth forecasts used in the 2021 TMP compared to the updated growth forecasts being used as part of the TMP Refresh.

TABLE ES.1: COMPARISION OF GROWTH FORECASTS

Municipality	2021 TMP		TMP Refresh	
	2031 Population	2031 Employment	2051 Population	2051 Employment
St Thomas	46,894	20,719	78,900	38,600
London[1]	465,900	230,400	647,000	317,500
Southwold[2]	5,080	1,680	6,480	3,720
Central Elgin[2]	11,557	6,488	22,270	8,100
Port Stanley[3]	2,148	1,087	3,912	744

To support the planned industrial growth, the province also announced plans to expand provincial infrastructure serving the City, by twinning Highway 3 through St. Thomas, providing a by-pass of Talbotville, and expanding Highway 4 all the way to Highway 401. Improving access to the community for goods movement

to support industrial growth will also influence how residents travel around the community.

With these changes on the horizon, the City decided to complete a refresh of the 2021 TMP, to assess the transportation infrastructure needs to support a much larger and better-connected community.

The resulting Transportation Master Plan Refresh establishes the infrastructure, services and policy framework based on a shared vision for how St. Thomas residents and visitors will move through the City over the next 25 years and beyond.

By 2051 the transportation system in St. Thomas will be…

" 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."

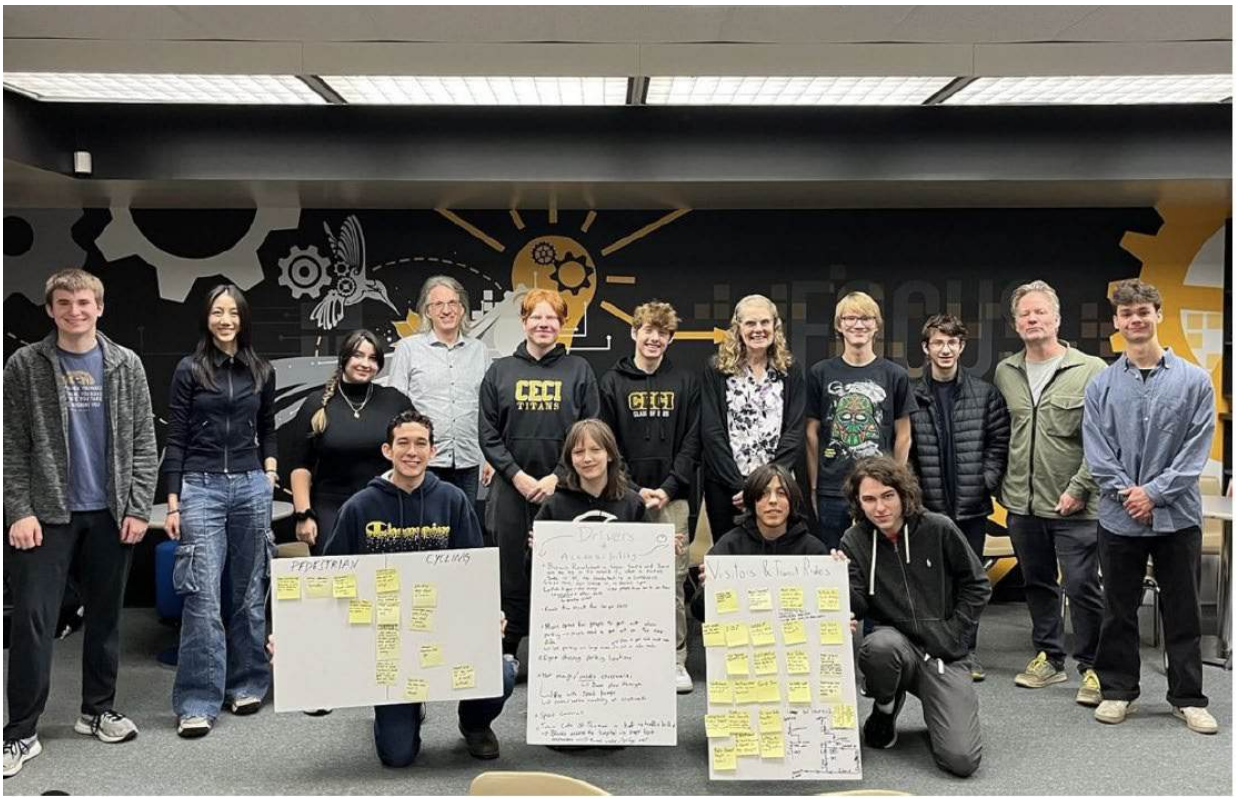


Engaging the Public in Decision Making

A fundamental objective of the land use and environmental planning processes in Ontario is to involve the public in the planning for how our communities develop over time. Public engagement is therefore a key element of the Municipal Class Environmental Assessment process and guides how Transportation Master Plans are undertaken.

The Engagement Program included a number of opportunities for residents to learn about the study and provide feedback to help shape the recommendations. In addition to two sets of traditional public open house sessions, an online survey was provided at the outset of the study to collect input from residents and visitors about how they travel; thoughts on various transportation options such as transit, walking, cycling, and traveling by car; and ideas for improvements and priorities. Over 190 respondents provided their feedback along with specific ideas and suggestions for change.

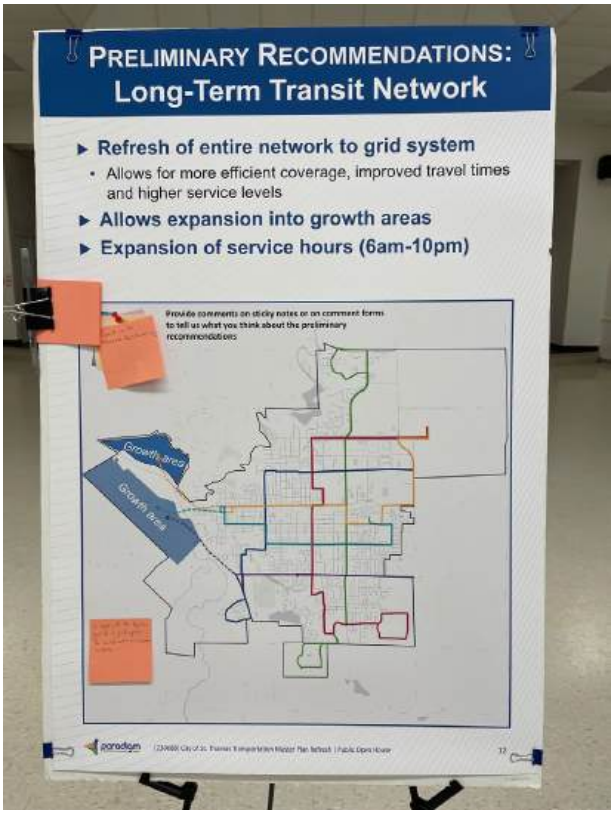
The City supported a youth engagement program through the "Students Build Cities" program, run in partnership with the Thames Valley District School Board and the STEAM Education Centre, which engaged 72 local high school students from Parkside and Central Elgin Collegiate Institutes to share their ideas and vision for transportation in St Thomas. Youth participants completed a youth transportation survey, interactive workshop sessions, and creative brainstorm idea sessions.

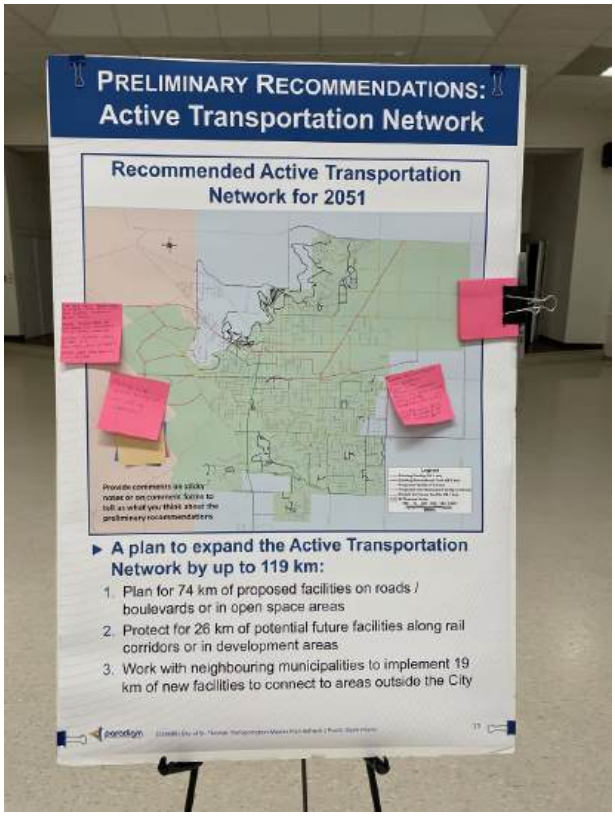


Engagement sessions were also scheduled with adjacent municipalities and Elgin County, to discuss opportunities for coordination of transportation planning activities and projects. Representatives of the development industry in St. Thomas were asked to provide their thoughts and ideas for how integrated land use and transportation plans can create livable neighbourhoods for residents.

The key feedback themes that emerged from the various engagement initiatives can be summarized as follows:

- There is a need to **enhance the transit system** in the community to support growth and provide an affordable alternative that is accessible to all residents and provides choice in how they travel.
- A **strong network of pedestrian and cycling routes separated from traffic** is key to encouraging active and sustainable communities and the City should explore "rail to trail" opportunities as part of a connected network.
- Opportunities to support future growth through **updating of parking polices, managing transportation demand and embracing new technologies** should be considered.
- A more **strategic approach to investments in road improvements** is preferred with less road widening, more emphasis on operational improvements, and long term protection of future corridors.





Setting the Transportation Vision

While the vision and objectives for the Transportation Master Plan Refresh were retained from the previous 2021 TMP, the TMP Refresh took the opportunity to revisit the level of emphasis on each of the objectives to determine the right mix of infrastructure and policy recommendations to guide the City as it transitions from a small municipality into a mid-sized bustling City with a future population of 80,000 residents.

To help define an appropriate level of emphasis on each of the objectives three planning scenarios were developed to describe the types of measures that would be used and the level of emphasis on each mode of travel using mode share targets, as illustrated in **Table ES.2**.

TABLE ES.2: FUTURE SCENARIOS AND MODE SHARE TARGETS

Scenario/ Mode Share	2016	2021	2051		
			Status Quo	Partial Shift	Aggressive Shift
Auto	91%	93%	91%	87%	83%
Transit	1%	0.3%	1%	4%	6%
Walk/Bike	7%	5%	7%	8%	10%
Other	1%	1%	1%	1%	1%

A status quo approach to transit investment would have lower operating costs to run the transit service but congestion on key road such as Talbot Street and Wellington Street would increase, and these roads would be difficult and expensive to widen. A partial shift in the mode share could be achieved with modest investment in transit – but this strategy does not offer enough auto reduction to address downtown congestion. Cities that are currently the same size as St. Thomas are already achieving mode shares similar to the targets in the partial shift scenario.

Following a presentation to City Council in November of 2024 the Aggressive Shift Scenario was recommended as a way to create a better balance of travel demands in the community and support more sustainable travel habits. The Aggressive Shift Scenario:

- Aligns with input from public for improved transit
- Supports future land use plans which are transit supportive
- Reduces road widening needs in the downtown and other constrained areas,
- Reduces emissions from the transportation sector
- Reduces wear and tear on roads, and

- Provides transit service to new residential growth areas and industrial lands which can establish lasting patterns.

Achieving the transportation vision can be realized through an aggressive emphasis on improving the transit service in St. Thomas to mirror the type of services offered in municipalities that are already at the 80,000 population threshold and achieve a 6% share of trip making using transit. Improved access to new fixed route transit services, increased service hours to attract shift workers and other part time employees, and enhanced frequency of service would be implemented over time to increase ridership.

A similar emphasis on providing an active transportation network for walking and cycling that appeals to users of all ages and abilities and provides safe and comfortable choices to access major activity areas (downtown, employment areas, schools, and parks and recreational facilities) can improve the share of trips made by active transportation modes from 5% in 2021 to 10% by 2051.

To complement the Aggressive Shift Scenario, the TMP Refresh:

- Emphasizes investments in Transit and Active Transportation in the downtown where the mix of land uses results in shorter trip lengths that can be attracted to use non-auto modes of travel.
- Directs new investment in road infrastructure to outlying new growth areas where transit and active transportation are not able to attract the same level of usage.
- Accommodates growth in adjacent municipalities where external and through traffic is directed to the outlying road network to reduce the growth in traffic and congestion in existing residential areas of the City.

Achieving the 2051 vision for transportation in St. Thomas will require a multi-modal approach requiring strategic investments in new capital infrastructure along with investments in new operating funding to support programs and service delivery. Implementation of new policies and practices will also be required to support the infrastructure program and to create the conditions to encourage mode shift while allowing the City to manage the transportation system as the community grows.

The key elements of the recommended Transportation Master Plan include:

- Planning for a Modern Transit System
- Providing an Interconnected Active Transportation Network
- Strategic Investment in road network capacity improvements to support growth while optimizing existing roads, and
- Implementing a full suite of policy measures to support the infrastructure investment recommendations and encourage mode shift.

Planning for a Modern Transit System

Feedback received from the public during the TMP Refresh identified a desire to improve transit in the community. Even with the recent investments in on-demand services to expand coverage and increase the hours of service, a more robust fixed route service will be needed as the City grows in size. The benchmarking assessment of communities that are already the size that St. Thomas is planning for in 2051 has shown that investments in transit can generate significant increases in transit ridership.

It is recommended that a significant investment in transit be made over the next 25-30 years to position the City to achieve their transportation vision and deliver the services that will be expected in a community of close to 80,000 residents.

This is perhaps the most critical element of the Transportation Master Plan Refresh – and marks a significant change from the previous 2021 Transportation Master Plan.

There are five key priorities that will allow the City to transform the existing transit system into a modern system designed for the future:

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

Priorities 2 and 5 can all be advanced at any time through incremental changes – regardless of the network as the City can extend the service span, or increase the frequency of the existing fixed route network. However, priorities 1, 3, and 4 all require changes to the fixed route transit network.

Ultimately it is recommended that the City complete a Transit Master Plan to determine the optimum long-term fixed route system and service plan for the City and to develop a phasing plan for service enhancements over time to allow for a gradual transition that improves service levels and increases ridership in each phase.

In the long term, the development of a future transit system capable of carrying 3.2 million passengers per year (based on achieving a 6% transit mode share by 2051) will require investment in a new fleet of transit vehicles and a transit garage to store and maintain the new vehicles. Based on the conceptual service plan developed for the Aggressive Shift Scenario up to 27 full sized buses (including spare vehicles) would be required to provide the recommended level

of fixed route service, up from the current fleet compliment of 10 smaller van style buses currently in use.

With the need to purchase a fleet of new buses over time, the City should also consider completing a Transit Fleet Electrification Study to provide guidance on new fleet purchase decisions and the design requirements for a new bus storage garage and other supporting transit infrastructure. Ideally, the electrification study should be completed in conjunction with the Transit Master Plan, as electrification and charging strategies are very dependant on the characteristics of the routes, passenger loads, and the service plan which all have an influence on energy requirements and vehicle range.

To provide an initial guide for the future Transit Master Plan, and to provide an order of magnitude cost estimate associated with adopting the Aggressive Transit Scenario an Interim Transit Network and Long Term Transit Network were developed along with conceptual service plans for each network as part of the TMP Refresh.

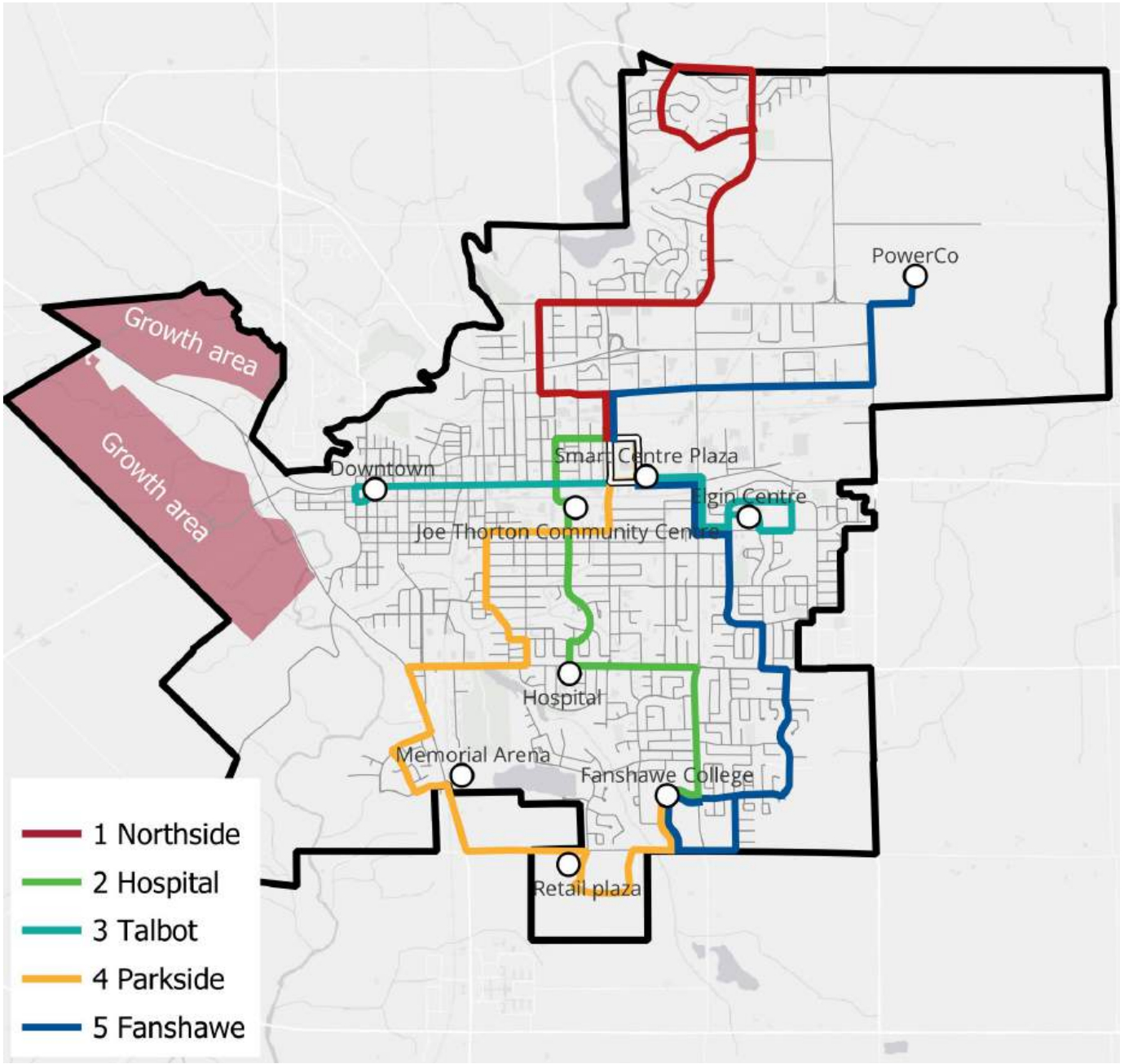
Interim Fixed Route Transit Improvements

The process of improving transit service in the City will take time and will need to be implemented in phases. The purpose of the interim fixed route transit network is to demonstrate that a modest improvement plan can be developed to address the coverage gaps in the existing fixed route network (priority #1), while avoiding substantial changes to existing fixed routes and retaining the hub-and-spoke style system. The Interim Network would be accompanied by longer service hours (priority #2) and higher frequencies (priority #5) on some routes.

Overall, the interim network provides a significant improvement in coverage and travel times compared to the existing fixed route network and is anticipated to be able to generate annual ridership of 250,000 to 300,000 riders per year, equivalent to a mode share of approximately 1-2% of trip making.

The recommended interim fixed route transit network is shown in **Figure ES.1**.

FIGURE ES.1 INTERIM FIXED ROUTE TRANSIT NETWORK



Transition to a Long Term Fixed Route Transit Network

As the City continues to grow, changes to the fixed route transit network will be required to gradually boost ridership to the levels envisioned by 2051. The long-term fixed route transit network is designed to advance two goals that were not possible with the interim fixed route transit system:

- Enable service to growth areas in the west of the city through easy route extensions (priority #3)
- Further reduce transit coverage gaps (priority #1) and journey times (priority #4) by switching from a hub-and-spoke to a grid-style system

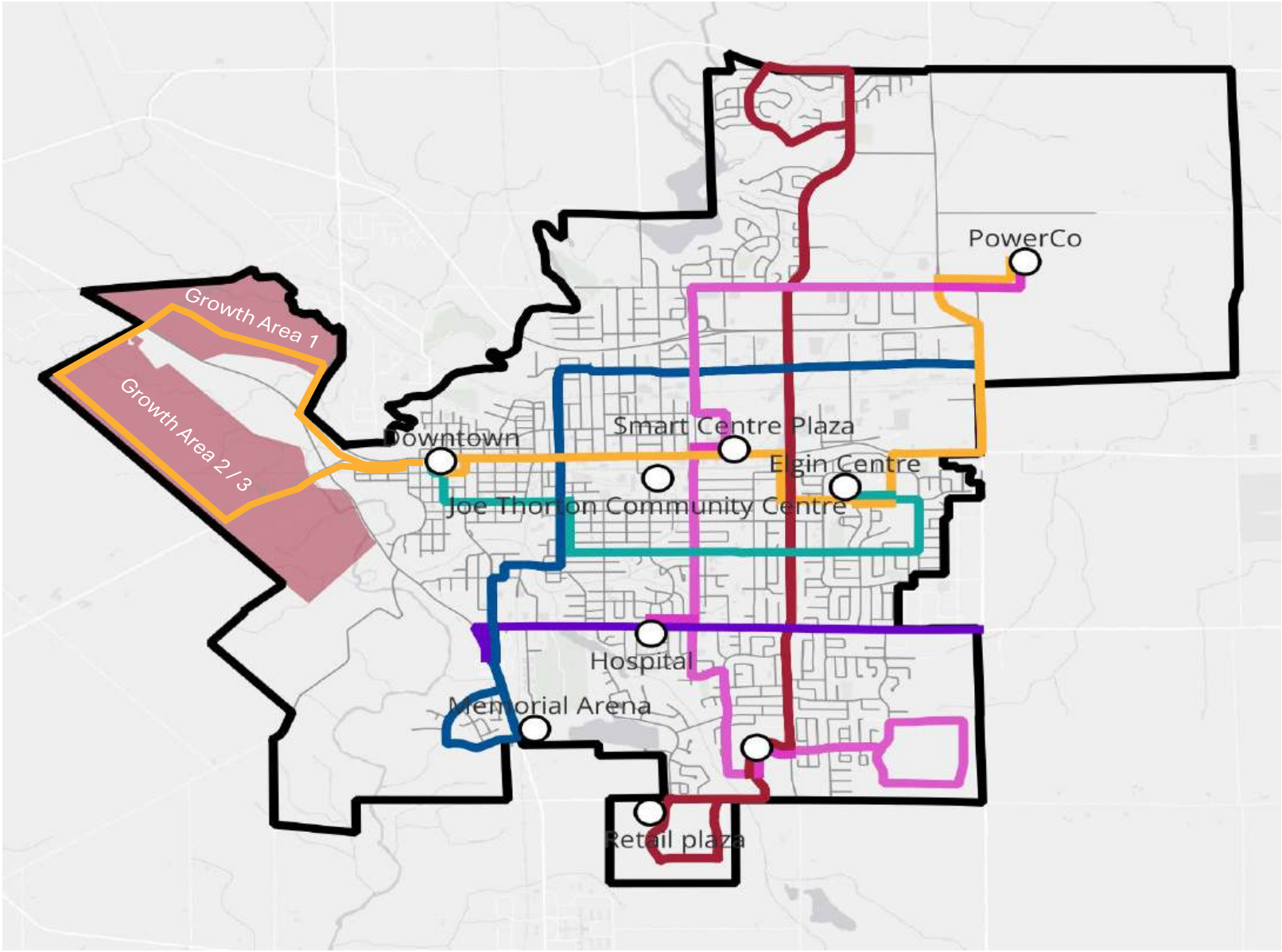
The long-term fixed route transit network would also be accompanied by longer service hours (priority #2) and higher frequencies (priority #5). The existing on-demand service would be refocused to pilot service in new growth areas and build ridership before implementing new fixed routes or to extend service beyond 10 pm to provide better access for shift workers, subject to ridership demand. Four different long term fixed route networks were tested and **Figure ES.2** illustrates the preferred fixed route network that should form the basis for future implementation planning.

To provide an initial estimate of future costs to implement the recommended transit program preliminary cost estimates have been developed for the Interim Fixed Route Network and the Long Term Fixed Route Network presented in Chapter 5. The key ridership and financial statistics associated with the existing, interim, and long-term fixed route networks are shown in **Table ES.3**.

TABLE ES.3: TRANSIT SERVICE PLAN AND FINANCIAL FORECAST

Measure	Existing network	Interim network	Long-term network
Population	44,400	55,000	79,500
Target mode share	**0.50%**	**1%**	**6%**
Weekday service span	7:15am – 5:45 pm	7am – 7pm	7am – 10pm
Weekend service span	9:15am – 5:45 pm	10am – 7pm	7am – 10pm
Typical headways	30 or 60 minutes	30 minutes	15-20 minutes
Annual service hours	25,800	40,000	126,000
Annual ridership	147,000	250,000 – 300,000	3,200,000
Annual operating cost	$1,883,000	$3,370,000	$15,200,000
Annual fare revenue	$308,000	$760,000	$6,700,000
Net operating costs	$1,575,000	$2,610,000	$8,400,000
Net operating costs per capita	**$35**	**$47**	**$106**

FIGURE ES.2 LONG TERM FIXED ROUTE TRANSIT NETWORK



Based on the conceptual service plan over the next 25 years the per-capita operating funding from the City will need to roughly triple in order to increase the transit mode share to 6%. However, this brings substantial benefits to St. Thomas by deferring or eliminating the need for much more costly road capacity improvement projects. Increases in service will occur gradually over the 25 year horizon used for the TMP Refresh, in consideration of population and ridership growth and available funding.

In addition to operating funding, the expansion of the fixed route transit service will require new capital investments which would typically include new buses, a bus garage for vehicle maintenance and storage, employee office space (assuming in house service delivery), bus maintenance equipment (bus wash facility, fueling or charging infrastructure, garage equipment, etc.), and new accessible stops and shelters. Detailed cost estimates for these supporting capital investments should be included in the scope of work for the Transit Master Plan and Transit Fleet Electrification Study recommended as part of the TMP Refresh.

Connecting Transit to Adjacent Communities

Growth in the City will increase the need for connectivity between the City and other adjacent municipalities for transit users, the same as for road users. The City currently provides integration of their transit services with the Middlesex County Connect Transit Service which provides 3 fixed routes that connect St. Thomas to London, London to Ingersoll and Woodstock, and London to Lucan Biddulph.

Middlesex County is currently undertaking a comprehensive review of the inter-community transit services to evaluate the current transit routes and recommend financially sustainable, integrated transportation solutions that best support local and regional needs. It is recommended that the City engage with the project team undertaking the review to advocate for the needs of St. Thomas residents in maintaining or enhancing this service. Working with the County to protect the existing rail corridor between St. Thomas and London would allow for the opportunity to consider new rail based high-order transit services in the longer term beyond 2051.

To the east of St. Thomas, inter-community transit service was operated on behalf of the Southwest Community Transit (STC) organization by T:GO, the Town of Tillsonburg transit service. The inter-community service was recently discontinued on April 1, 2025 due to lack of funding after the end of the Ontario Community Transportation Grant Program. With the planned employment growth in St. Thomas there is potential for an increase in commuting demand to and from adjacent municipalities east of St. Thomas. The City should consider opportunities to work collaboratively with the Southwest Community Transit organization to explore opportunities to provide transit connectivity to the east to serve the future industrial employers in the City.

An Interconnected Active Transportation System

To support the City in achieving a more balance transportation system – one that can encourage 10% of trip making activity to be made by bike or on foot – it is recommended that the City expand the Active Transportation Network by up to 118 km from the current 27 km of existing facilities. The recommended Active Transportation Plan includes:

- Approximately 75 km of proposed new facilities in road corridors or in open space areas,
- Protecting corridors now for approximately 26 km of potential future facilities along existing rail corridors or in development areas, and
- Working with neighbouring municipalities to implement 19 km of new facilities to connect to areas outside the City.

Figure ES.3 illustrates the recommended active transportation network

Providing a well-connected network of active transportation facilities is the first step – but providing facilities in the network which are designed to accommodate users of all ages and abilities will be key to encouraging more people to shift some of their trips to walking and cycling and away from driving.

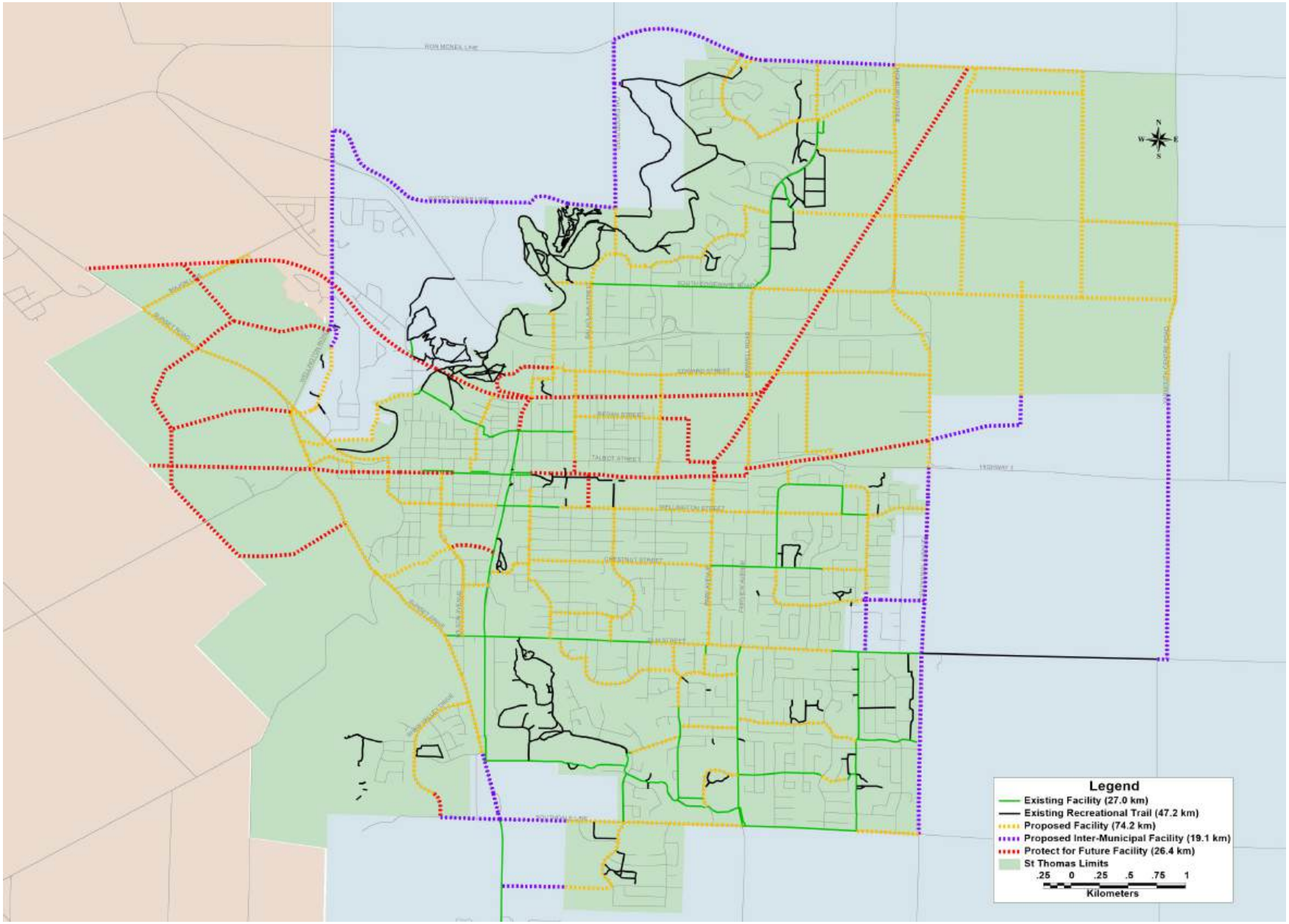
Investments in Active Transportation are also important to support transit through the provision of safe infrastructure to assist with the first-mile, last-mile portion of most transit trips – linking the user from their home to the nearest transit stop or to their finial destination.

The proposed Active Transportation Network includes a primary network comprised of existing facilities plus 29.4 km of new proposed facilities that provide enhanced connectivity across the City. These are the priority routes in the City and the implementation plan targets completion of the primary network within the 5-10 year horizon.

An additional 39.4 km of Secondary facilities will extend the Active Transportation Network into neighbourhoods and provide connectivity to other activity areas. The network of Supporting Facilities would typically be implemented beyond the 10 year planning horizon.

In addition to the network connectivity considerations, the timing for implementing Active Transportation projects should also be aligned with the roadway reconstruction program – to take advantage of economies of scale, minimize costs, and to limit the disruption to road users due to construction work.

FIGURE ES.3 RECOMMENDED ACTIVE TRANSPORTATION NETWORK



Cost estimates to implement that Active Transportation Network have been developed at a preliminary level. More refined estimates will need to be developed as the type of facility is selected for each project during design. **Table ES.4** summarizes the network phasing and preliminary cost by horizon.

TABLE ES.4: ACTIVE TRANSPORTATION INVESTMENT BY HORIZON

Horizon	Estimated Length (km)	Estimated Cost (2025$)	Annual Cost (2025$)
0- 5	28.7	$11,360,000	$2,272,000
5 - 10	39.1	$15,437,000	$3,087,000
10 - 20	24.4	$9,618,000	$962,000
20 - 30	26.0	$10,291,000	$1,030,000
Total	**118.1**	**$46,706,000**	

Proposed Facilities Crossing Highway 3

The Highway 3 expressway represents a significant barrier to active transportation connectivity between the north and south portions of the City, and the proposed active transportation network plan includes a number of new facilities to support users wishing to cross the Highway 3 corridor.

The Flora Street / Baldwin Street / Hughes Street facility on the west side of the downtown will provide a connection to the trail system through Waterworks Park and the Kettle Creek Valley. To implement this connection a new crossing of Highway 3 will be required in the vicinity of the Hughes Street corridor. This new crossing is envisioned to be a bridge designed to accommodate active transportation users only and therefore could be designed as a light-weight structure to carry pedestrians, cyclists, and perhaps light maintenance vehicles.

Balaclava Street and Burwell Road are other important active transportation facilities for north-south travel and both routes feature existing bridge structures crossing Highway 3 with minimal space for new active transportation facilities.

On the east side of the City a new proposed facility has also been identified for the Highway 3 / Centennial Avenue corridor, between the Highway 3 Expressway and Talbot Street / Highway 3 in the south. This facility is owned by the Ministry of Transportation and has been identified for future widening as part of the road network plan.

The City should work with MTO to incorporate provisions for these new active transportation facilities into the planning for improvements to the Highway 3 corridor where feasible.

An Upgraded Road Network

Road networks are comprised of various types of roadway facilities, each of which perform a specific function from moving traffic through the network to providing access to abutting lands, or a combination of both. A functional roadway classification system establishes a "hierarchy" of roads grouped according to the type of service they provide. A road network operates most efficiently and safely when each facility is designed and managed to serve its intended purpose.

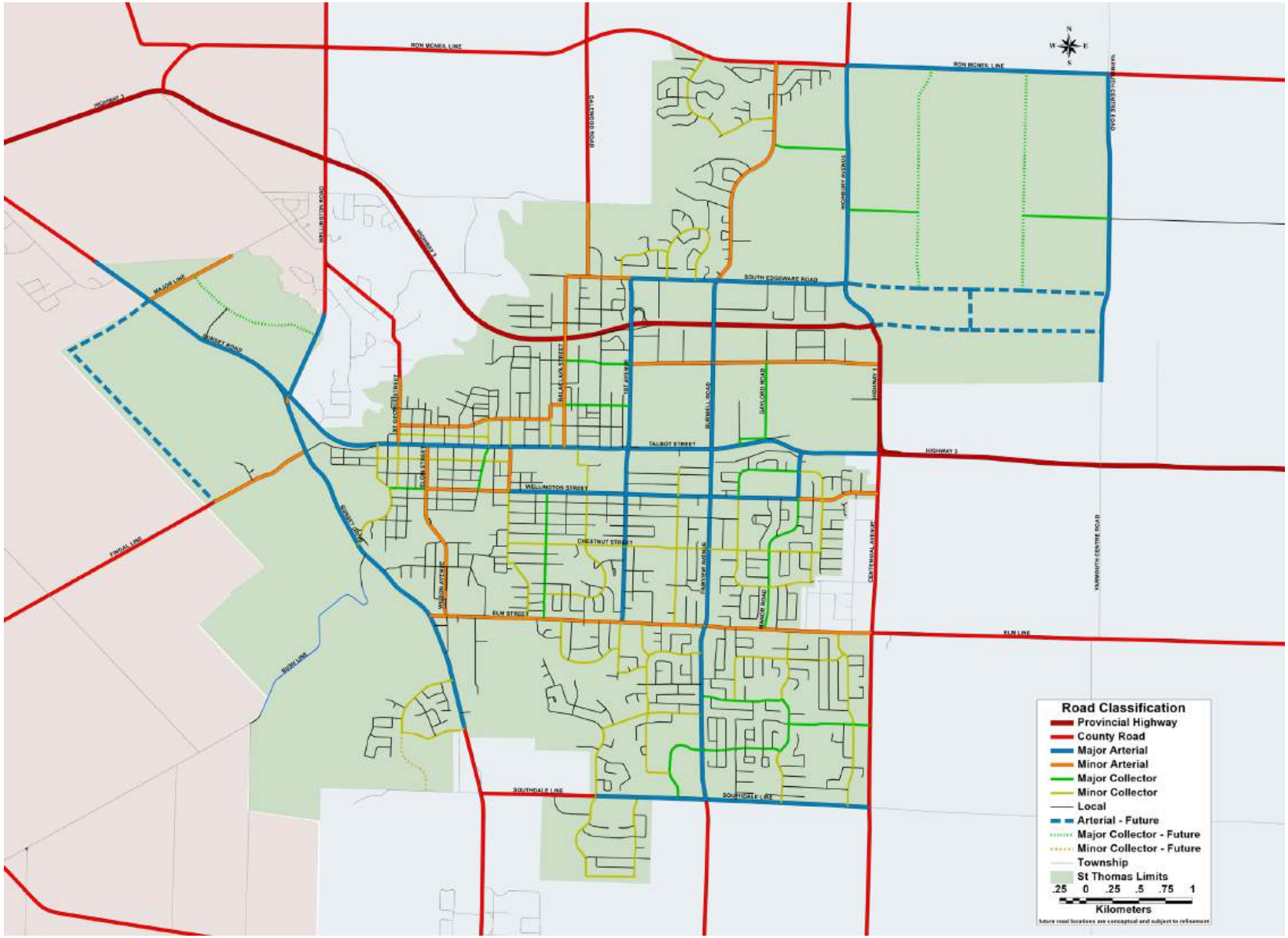
A review of the road classifications system was undertaken as part of the TMP Refresh to ensure alignment with the City's Complete Streets Design Guide (2016), and the Transportation Association of Canada Geometric Design Guide for Canadian Roads (2017), which serves as a national standard for road classification and roadway design guidance. The recommended road network classification system for the City is illustrated in **Figure ES.5**.

Table ES.5 summarizes the road classifications and key attributes of the various types of roads under the City jurisdiction. The City should ensure that the Official Plan includes policy provisions requiring land dedication as part of redevelopment where the existing right-of-way width does not meet the minimum widths specified.

TABLE ES.5: CITY ROAD CLASSIFICATIONS AND ATTRIBUTES

Attribute	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Land Access	Limited or Controlled	Some Access Control	Traffic and Access Equal	Primary Function	Primary Function
Daily Traffic Volume	<32,000	<28,000	<12,000	<8000	<6000
Transit Service	Frequent	Frequent	Moderate	Moderate	Infrequent
Accommodation of Cyclists	Separated Bike Lanes or Multi-use Paths	Separated Bike Lanes or Multi-use Paths	Separated Bike Lanes or Multi-use Paths	Painted or Separated Bike Lanes	Shared Road Use
Sidewalks	Both Sides	Both Sides	Both Sides	Both Sides	On one or both sides
Intersection Spacing	400 m	200-250m	60 -100 m	60 m	60 m
Right-of-way width	29 - 32 m	26 – 29 m	23 – 26 m	20 – 23 m	18 – 20 m

FIGURE ES.5 RECOMMENDED ROAD CLASSIFICATIONS



Road Network Improvements to Support Growth

The recommended road network improvement plan includes 34 projects that should be considered for implementation over the next 25-30 years. The road network improvements in this plan are categorized in two groupings – projects to provide added road capacity, and projects to optimize the safety and operational performance of the road network. Both types of projects are required to ensure that the City's road network can support growth.

The road network capacity improvement projects identified in **Figure ES.6** were determined through modeling of future demands and the assessment of current capacity of the existing network. However, the project recommendations were also based on the overall transportation strategy which prioritizes investments in transit and active transportation in the downtown area – to avoid the need for costly and disruptive widening of older roads where property is constrained.

Assuming the City invests in transit and active transportation and achieves the 6% mode share target by 2051, the severity of capacity deficiencies in the downtown area on roads such as Wellington Street, Talbot Street and First Avenue can be reduced. Widening is therefore not recommended for these roads, but investments in transit and active transportation are recommended to support the shift in travel modes.

Road widening to support future population growth is primarily directed to roads on the periphery of the central downtown area and roads providing continuous north-south and east-west connectivity. In these areas transit use is not expected to be as heavy as in the downtown, and trips lengths are generally longer which makes it harder to attract people to walking and cycling. This widening approach also directs external traffic away from established neighbourhoods. This is important given the projected growth that is being planned in municipalities adjacent to the City.

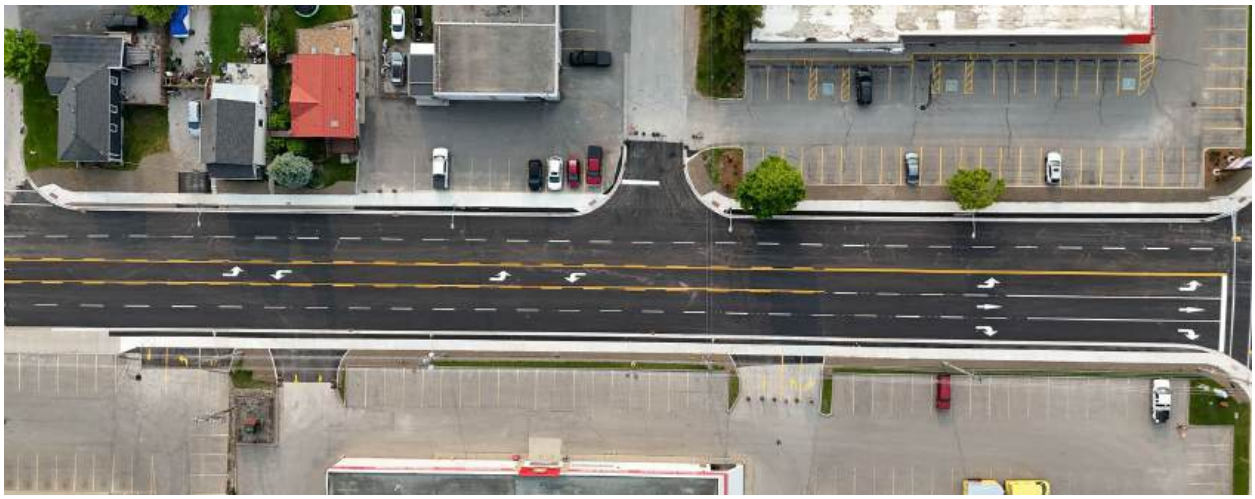
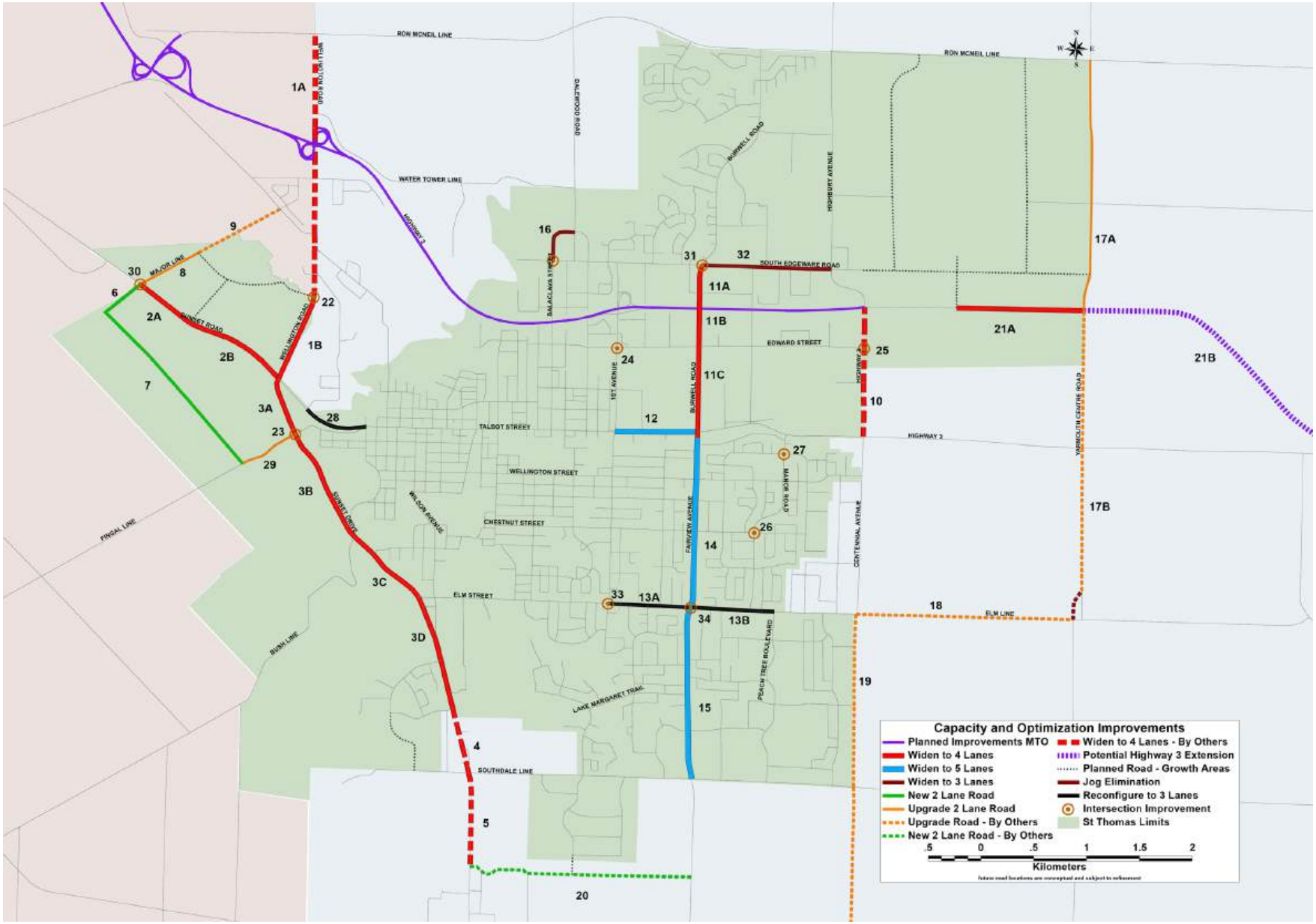


FIGURE ES.6 RECOMMENDED ROAD NETWORK IMPROVEMENTS



A number of projects have been identified as potential joint initiatives with MTO, Elgin County, or adjacent Municipalities. These projects are located on roadways not owned by the City but play a role in serving the travel demands of the overall region and in supporting growth in the municipalities on the periphery of St. Thomas.

On the east side of St. Thomas capacity deficiencies are forecast on the Highway 3 corridor along with the need to provide four lanes on the future Technology Trail roadway from the PowerCo Parkway east to Yarmouth Centre Road. One option to address the Highway 3 travel demands in this area is for MTO to consider assuming Technology Trail and then providing a future 4 lane extension of Highway 3 further to the east of St. Thomas on a new corridor.

Widening of the north-south portion of Centennial Road / Highway 3 is also anticipated to be required by 2051, even with a potential future extension of Highway 3 to the east. As the Ministry of Transportation has overall responsibility for planning future upgrades to the Highway 3 corridor, this recommendation is provided for their consideration as part of their ongoing planning for the Provincial Highway network.

As part of the development of the former Hospital Lands to the south of the City, the TMP refresh has identified the need to develop a new east-west arterial roadway through these lands to serve the estimated 9,000 new residents and distribute traffic to the Sunset Drive / Fairview Road corridors. This level of growth will drive the need to widen key City Arterials such as Fairview Avenue to 5 lanes by 2051. This recommendation is also provided for consideration by the Municipality as part of their development of an overall land use and servicing plan for this area.



Transportation Policies to Support the Plan

With the shift to a higher level of focus on mode shift in the TMP Refresh, a number of new policy initiatives will be required to support the City in managing the transportation system, achieving higher levels of mode shift, and in supporting the rapidly changing technology environment that is influencing the transportation sector.

The five key policy frameworks that can support the infrastructure recommendations in the TMP Refresh include:

- Polices to Support Enhanced Transit
- Managing Transportation Demand
- Embracing New Technologies
- Supporting Active Transportation
- Road Safety

Policies to Support Transit

Making transit more attractive to users requires more than just buses and service levels. To really position the transit system as a viable alternative and to drive ridership growth the City needs to put in place policies that will encourage users to choose transit and to leverage partnerships in the community.

Transit fare policies and incentive programs can drive ridership growth by providing users who commit to purchase multi-ride or monthly passes a financial benefit for doing so. Providing free transit to youth is also being used in many municipalities to encourage them to use the transit service for more of their trip making and build those habits early that can be sustained as they age, enter the workforce and establish families. There is an opportunity for the City to consider partnerships with the Thames Valley School Board to offer free transit to secondary school students and Universal Transit passes for Fanshawe College students where the cost of a transit pass is included in annual tuition rates.

Transit education and marketing is required to let people know about the transit services available, but also how to use the system and how to purchase passes and tickets. Overcoming fears is a powerful way to remove barriers that people have to considering a different way of travelling – and this was the message that the City heard during the youth engagement program undertaken as part of the TMP Refresh. In addition to broadening the provision of transit information products initiatives such as transit travel training programs with target users groups, free transit passes for residents of new communities upon purchase of a

home, and advertising on buses can all help to encourage new riders to try the system.

Parking is a powerful policy tool that many municipalities use to support their transit system and encourage ridership growth. This can include reducing parking requirements for new developments to control the oversupply of parking and reduce car ownership levels in downtown areas and along high frequency transit routes, leveraging the municipal parking supply to provide additional parking for those who need it. Implementing paid parking in downtown areas is also effective if rates are set to encourage all day parkers to consider using transit instead of driving and paying for parking. In addition to supporting transit, a carefully crafted parking pricing strategy can free up parking capacity for short term parking needs and lower parking costs for short term users to support downtown businesses.

The City is planning to complete a Parking Management Study and as part of that study the City should explore opportunities to incorporate parking policies that will support the mode shift strategy outlined in the TMP Refresh.

Managing Transportation Demand

Managing the growth in transportation demand is an important strategy for Cities of all sizes to adopt in order to manage the impacts of growth on the performance of the transportation networks. Managing demand can take a number of forms, including reducing the need to travel at all, shifting travel away from peak periods to less busy periods of the day, and encouraging some trips to be made by non-auto modes of travel, including transit, walking and cycling. Key recommendations for consideration in St. Thomas include incentive programs for developers to incorporate measures to support non auto travel modes into their developments and school travel programs to encourage more children to walk or ride their bikes to school. These types of programs are usually designed to overcome barriers that parents and children face in choosing how to travel to school – and compliment new walking and cycling infrastructure that can make these options safer and more comfortable.



Embracing New Technologies

New technologies are changing the transportation landscape in our communities in ways that are evolving more quickly than in the past. In St. Thomas this is readily apparent in the emphasis on supporting the growing Electric Vehicle market, through initiatives such as the PowerCo Electric vehicle battery plant. As part of the TMP refresh an expanded E-Vehicle charging network is recommended to support the planned growth in E-Vehicles in the community over time. The plan identifies opportunities to expand the network of publicly available charging stations in municipal parking lots, facilities, and at key institutional and private sector commercial and employment developments to support users considering the switch to an E-Vehicle. To compliment the public strategy it is recommended that the City develop a long term EV Strategy that will establish a policy framework for promoting EV's more broadly in the community through updates to the Zoning By-Law, incentive programs for installing EV equipment, and developing public awareness and education support materials for available programs and requirements.

Shared mobility and micro-mobility innovations are also leveraging new technology and online digital payment systems to change the way many people travel around their community. For some, purchasing access to a vehicle or scooter, or E-bike on a short term rental basis (known as Mobility on Demand or Mobility as a Service) is providing an alternative to vehicle ownership. For others, delivery services such as Uber Eats, Skip the Dishes, and Amazon are changing the demand for travel in communities. It is recommended that the City develop a Shared Mobility strategy in collaboration with local stakeholders and potential partners. A strategy could include strategic partnerships and incentives to encourage shared mobility service providers (bike share and car share) to come to St. Thomas and incentive packages to encourage developers to provide shared mobility services or spaces for car share in larger developments.





Advances in technology are also making it more affordable for municipalities to invest in Advance Traffic Signal Systems that help to optimize the flow of traffic on key road corridors, support transit priority, and defer the need for costly and disruptive road widening programs. It is recommended that the City upgrade their traffic signal control infrastructure and investigate a localized advanced signal control strategy to provide a manageable and scalable approach to implement signal coordination and transit signal priority on key arterial road corridors in the City.

Automated Speed Enforcement (ASE) is a technology-enabled enforcement tool that is comprised of a camera and a speed measurement device to assist in the enforcement of posted speed limits in designated areas. A review of research studies on the effectiveness of ASE programs in other Ontario municipalities shows ASE to be an effective tool for reducing a driver's speed and for improving community safety. The City recently adopted a Speed Management Program, through a report to Council in June 2025, which identified the need for the implementation of an Administrative Monetary Penalty System (AMPS) prior to the potential implementation of an Automated Speed Enforcement program. This is a wise approach and can reduce the impacts on the court system and allow the City to develop a process for managing the program effectively.

The City should continue to collect speed and collision data in neighborhoods to determine the effectiveness of the new Traffic Calming policy and implement an Administrative Penalty System (AMPS) for parking and other infractions prior to, and in preparation for a potential future implementation of an Automated Speed Enforcement (ASE) program.

Active Transportation Policies and Programs

In addition to infrastructure there are a number of policies and programs that municipalities can implement to support residents in choosing active forms of transportation for a greater share of their daily trip making.

As part of the TMP Refresh a missing sidewalk program is recommended to be included in the annual budget to provide funding to address the 67 km of missing sidewalks in residential neighbourhoods - and a prioritization tool has been developed to assist the City in determining where to focus investments in new sidewalk infrastructure.

Providing amenities, wayfinding systems, and design and maintenance standards that support users who choose to walk or cycle in the community are also critical in terms of overcoming barriers to increased active transportation use. In addition to the City's existing Complete Streets Program, there are opportunities to incorporate wayfinding systems to help users navigate the active transportation network, and marketing and education programs to raise awareness and educate users about the system and how to use it safely.

Maintaining an expanded active transportation system will require additional resources and the City should develop a classification system for the active transportation network to guide the approach to ongoing maintenance. Upon further development of the proposed active transportation network and implementation of a maintenance and outreach strategy, the City should actively pursue designation from Share the Road Cycling Coalition as a Bicycle Friendly Community.

Road Safety Program

The 2021 TMP recommended a number of road safety programs to assist the City in making their roadways safer for all users. Many of these recommendations have been implemented, including the new Community Safety Zone Policy, Traffic Calming Policy and Speed Management Program. Additional road safety initiatives recommended in the TMP Refresh include the development of a Pedestrian Safety Plan that encompasses a system for evaluating the need for and prioritizing pedestrian crossings, gaining improved access to crash statistics to better inform road safety improvement needs, and the development of a Speed Limit policy to compliment the overall Speed Management Program adopted by Council.



Implementing the Plan

The TMP Refresh has identified a series of infrastructure improvements and policies measures designed to support the City as it grows to a future population of about 80,000 people by 2051. The Plan includes:

- An expanded fixed route transit system designed to carry over 3 million riders per year,
- 118 km of new active transportation facilities,
- 34 road network improvement projects to add capacity and optimize the system, and
- 66 specific recommendations to guide the City in implementing the new infrastructure, polices and programs.

All of this work will take time and will require incremental investments in the transportation systems and networks in the City – investments that need to be aligned with growth, affordability considerations, and the availability of funding programs from senior levels of government.

The phasing of the proposed road network projects considers the forecast growth in population and employment within the City and associated travel demands. The phasing strategy for the Active Transportation Network is designed to implement the primary network of facilities within the 5-10 year horizon. Phasing for the transit enhancements assumes incremental improvements to the level of services with an interim target mode share of 1% by 2031, 4% by 2041 and the full 6% mode share target being reached by 2051.

The total estimated City cost to implement the multi-modal improvements identified in the Transportation Master Plan Refresh is **$502,820,000** spread out over the next 20-30 years. **Table ES.6** summarizes the anticipated costs by planning horizon and by improvement type, covering road, transit and active transportation improvements.

TABLE ES.6: CAPITAL AND OPERATING INVESTMENT BY HORIZON

Horizon	Capital Improvements (2025$)			Transit Net Operating	Total
	Road Capacity and Optimization	Active Transportation	Transit		
0- 5	$81,300,000	$11,360,000	$5,740,000	$10,800,000	$108,620,000
5 - 10	$77,100,000	$15,440,000	$44,700,000	$ 20,400,000	$157,640,000
10 - 20	$74,000,000	$9,620,000	$18,100,000	$65,500,000	$167,220,000
20-30	$14,700,000	$10,290,000	$1,250,000	$43,100,000	$69,340,000
Total	**$247,100,000**	**$46,710,000**	**$69,790,000**	**$139,220,000**	**$502,820,000**

Many of the policy measures identified in the TMP Refresh will need to be incorporated into the City's Official Plan and Zoning By-laws during future updates (road classifications, corridor protection policies, recommended networks). Many of the road network improvements identified will need to undergo additional study as part of the Municipal Class Environmental Assessment Process, with additional work undertaken to assess design alternatives, incorporate measures to mitigate environmental effects, and completion of preliminary designs to allow for identification of property requirements and completion of refined cost estimates.

The Capital Cost estimates developed as part of the TMP Refresh should be included in future updates to the City Development Charge By-law and some of the identified projects may be implemented or property secured as part of the Development Approvals process.

Ongoing monitoring of the transportation network will enable the City to gauge the effectiveness of the policies and recommendations of the TMP in fulfilling the transportation vision and goals. Specific performance measures and targets have been established to assist the City in monitoring progress towards the TMP Refresh goals as summarized in **Table ES.7**.

Generally, master plans should be reviewed every five years to determine the need for a formal update. The need to renew the TMP should also be examined in conjunction with a similar assessment of the Official Plan and Development Charges Background Study.

TABLE ES.7: RECOMMENDED MONITORING CRITERIA

Criteria	Description	Current	2041 Target	2051 Target
Mode Share	Share of Trips by Transit Share of Trips by Active Travel Modes (walk / cycle)	0.5% 5%	4% 8%	6% 10%
Transit Ridership	Number of Annual Transit Trips	0.15 M	1.5 M	3.2 M
Transit Access	Share of residents within 400 m of a transit stops	84%	90%	90%
Transit Service	Annual Transit Service Hours per Capita	0.44	1.25	1.52
Active Transportation	Kilometers of Active Transportation Infrastructure (excluding sidewalks) Kilometers of missing sidewalks	36 km 67 km	74 km 48 km	192 km 30 km
Road Network	Percentage of Arterial and Collector Road Network operating under congested conditions	<5%	<5%	<5%


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1 Introduction

1.1 Project Overview

St. Thomas is poised for significant growth – growth that will not only expand the City's population and employment opportunities but will position the City as a major community in southwestern Ontario. St. Thomas completed a Transportation Master Plan (TMP) in 2021 but since that time major industrial development associated with the PowerCo electric vehicle battery plant has been initiated and the forecast employment growth associated with this major facility is expected to drive growth in the local population, well above what was previously contemplated in the 2021 TMP.

To support the planned industrial growth, the province also announced plans to expand provincial infrastructure serving the City, by twinning Highway 3 through St. Thomas, providing a by-pass of Talbotville, and expanding Highway 4 all the way to Highway 401.

With these changes on the horizon, the City decided to complete a refresh of the 2021 TMP, to assess the transportation infrastructure needs to support a much larger and better-connected community. The Transportation Master Plan Refresh will lay out the future vision for how St. Thomas residents and visitors will move through the City over the next 25 years and beyond.

St. Thomas's transportation network has largely relied on expanding the road network to support the mobility needs of the community. The 2021 TMP provided the first look at a multi-modal vision for transportation that has resulted in an increased focus on active transportation infrastructure – not only for recreational purposes – but to attract a growing share of trips traditionally made by driving.

Today's most successful cities are those that design their infrastructure to provide safe mobility choices for people of all ages and abilities regardless of their choice to walk, cycle, take transit, or drive their personal vehicles to move around the City.

1.2 Planning Process

The Transportation Master Plan Refresh has been guided by the City of St. Thomas Strategic Plan, Provincial and Municipal Policy direction, and the Municipal Class Environmental Assessment process which guides infrastructure planning throughout the province.

1.2.1 St. Thomas Strategic Plan 2024-2027

The City of St. Thomas approved the 2024-2027 Strategic Plan, "Brighter Future", to act as a framework for Council and staff in decision making processes, priorities, and in the allocation of resources to initiatives that support the growth and development of a strong, resilient, caring and connected community.

The Strategic Plan is structured around two key pillars, reflecting community performance goals and corporate administration and governance goals. Within each pillar there are priority objectives identified that reflect the strategic actions that the City will focus on to deliver excellence and achieve the vision of the Strategic Plan:

- **Deliver Excellence in All We Do** – This strategic pillar represents the priorities that will support the needs of the community as it grows and includes 6 key priority areas that include:
  - **Public Safety and Community Well-being –** to prioritize public safety and focus efforts on community well-being by strengthening neighbourhoods and promoting a sense of belonging.
  - **Thoughtful, Strategic, and Sustainable Community Growth –** prioritizing effective land use planning, infrastructure investment, and sustainable development policies.
  - **Thriving Economic Development –** that supports job creation through fostering a diverse business environment where start-ups and digital innovation co-exist alongside manufacturing, creative enterprises and entrepreneurship.
  - **Equitable, Accessible, and Inclusive Communities** – where all individuals are provided opportunities to participate in the community.
  - **Housing for Everyone** – where every individual has access to secure, sustainable and affordable housing options and the City works with partners to support housing supply, affordability and reducing homelessness.
  - **Environmental Stewardship** – prioritizing the protection of the environment through support for climate action, preservation of green spaces, and actions that reduce pollution and carbon emissions.
- **Prepared and Resilient Team** – This strategic pillar represents the priorities that will build the organizational capacity of the City to deliver the goals and objectives outlined in the Strategic Plan, including:
  - **Effective Governance** – prioritizing transparency and accountability in community planning, decision making, and public engagement.

- **Passionate and Engaged City Team** – ensuring that City recognizes the significance of staff in delivering City business and ensuring they have the tools and support to foster a supportive and empowering work environment.
- **Fiscal Accountability and Continuous Improvement** – recognizing the importance of investing in services, infrastructure and continuous improvement as keys to advancing mobility, public services, economic and environmental sustainability and social challenges in the community.
- **Progressive Technology and Data** – leveraging technology and information systems to streamline city operations, enhance service delivery to residents, and manage risk.
- **Reciprocal Partnerships** – promoting mutually beneficial partnerships with service providers, organizations, businesses, and various levels of government to collaborate on and advance key community projects and priorities.

1.2.2 Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) was issued in October 2024 to replace the previous Provincial Policy Statement. The PPS provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. The *Planning Act* requires all planning decisions to be consistent with the PPS.

Section 3.1 (Infrastructure and Public Service Facilities) of the PPS states municipalities shall:

- Coordinate and integrate with land use planning and growth management to ensure facilities are financially viability over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

In planning and developing infrastructure and public service facilities, municipalities should:

- Promote green infrastructure to complement other infrastructure;
- Consider optimization and adaptive re-use of current infrastructure and public service facilities before developing new facilities;
- Strategically locate facilities to support effective and efficient delivery of emergency management systems, and ensure the protection of public health and safety; and

- Co-locate public service facilities in community hubs to promote cost-effectiveness, facility service integration and access to transit and active transportation.

Section 3.2 (Transportation Systems) sets out policies that focus on the movement of people and goods through a safe and energy efficient transportation system, and promotes a multimodal transportation system, which includes transit and active transportation. This direction is supported through the development of compact, mixed land uses, and transportation demand management initiatives that minimize the length and number of motor vehicle trips required.

Section 3.3 (Transportation and Infrastructure Corridors) directs municipalities to:

- Plan and protect corridors and rights-of-way for transportation, transit, and other infrastructure facilities to meet current and projected needs;
- Provide long-term protection for major goods movement facilities;
- Restrict development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified;
- Encourage preservation and reuse of abandoned corridors for purposes that maintain its integrity and continuous linear characteristics;
- Promote the co-location of linear infrastructure where appropriate; and

Beyond these elements, the PPS also provides important policy direction with a bearing on transportation pertaining to:

- Efficient use and management of land;
- Provision of sufficient housing to meet changing needs, including affordable housing;
- Protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands), and water;
- Opportunities for economic development and job creation in order to support a modern economy and plan for future employment areas with proximity to transportation infrastructure and services;
- Energy conservation and planning to reduce greenhouse gas emission and prepare for the impacts of a changing climate; and
- Protection of people, property, and community resources that emphasize protection of natural heritage features, water resources, agricultural lands, cultural and heritage resources, or natural and human-made hazards, such as flood prone areas.

Policy 6.2 references the need for a coordinated and integrated approach to planning matters in conjunction with other municipalities, other levels of government and first nations communities.

1.2.3 Accessibility for Ontarians with Disabilities Act, 2005

The *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) outlines mandatory requirements for the private, public, and non-profit sectors in Ontario to remove barriers and ensure equitable access for all individuals with disabilities by 2025. Ontario Regulation 191-11 under the AODA establishes accessibility standards to apply when planning, designing, and building transportation facilities, which were considered in completing the TMP and forming its recommendations.

1.2.4 Connecting the Southwest, A Draft Transportation Plan for Southwestern Ontario (2020)

In January 2020, the provincial government released a draft Transportation Plan for Southwestern Ontario for comment and consultation from municipalities, residents, and stakeholders. The draft plan contains 40 recommendations and actions to enhance transportation services and infrastructure in Southwestern Ontario and is intended to serve as a guide for provincial funding priorities. The plan is based on 5 key goals including:

- Getting people moving and connecting communities,
- Supporting a competitive and open for business environment,
- Improving safety,
- Providing more choice and convenience, and
- Preparing for the future.

The plan highlights the Ministry commitment to widening Highway 3, between Windsor and Leamington, widening Highway 401 through Waterloo Region and between London and Tilbury, constructing a new Highway 7 between Kitchener and Guelph, along with safety improvements to Highway 401 and investments to improve the International Border Crossing in Windsor.

To help the province prepare for the future of technology the Ministry has identified initiatives to continue to develop and prepare for connected and automated vehicle technologies and to review locations for alternative fueling stations, including electric and hydrogen, for public use.

With respect to transit, the plan recognizes the need for public transit options in rural areas and to link smaller communities and the Ministry intends to continue the Gas Tax funding program for municipal transit systems and supporting rural municipal transit through extending the Community Transportation Grant

Program funding through to 2025. In June of 2025 the Province announced new funding to support intercommunity transit in rural communities through the Ontario Transit Investment Fund, including new services in Middlesex County to provide services to and from London and adjacent municipalities including St. Thomas.

The plan also recognizes the role of local and regional cycling facilities and trails and commits to working with various partners and stakeholders to expand cycling routes identified in the province-wide cycling network.

1.2.5 City of St. Thomas Official Plan, 2022

The current City of St. Thomas Official Plan (2022) provides the land use policies to guide growth and development in the City.

The current Official Plan forecasts a future population of 50,600 residents by 2031, based on the anticipated growth in the London Housing Market Area. In 2024 Watson and Associates completed an updated growth forecast for the City of St. Thomas to assess the City's long-term population, housing, and employment growth potential to the year 2051[1]. The updated forecasts, discussed in Section 1.4 will need to be incorporated into the Official Plan Update.

Section 3.4 of the Official Plan reinforces the importance of Downtown St. Thomas as a pedestrian oriented retail, office, civic, cultural, and entertainment hub for the City. Opportunities to encourage commercial/retail development and redevelopment and residential infill and new development are supported along with projects seeking to redevelop the adjacent railway lands with pedestrian linkages and open spaces.

Section 9.1 of the Official Plan provides transportation policies covering roads, public transit, railway relocation, the municipal airport and pedestrian and bicycle traffic. In section 9.1.1 the road network classification system is defined and policies for various municipal roadways are discussed. The Official Plan contains a road widening section that defines planned right-of-way widths for municipal roads and a process for securing future lands to implement the planned right-of-way widths as part of the land use development process. Schedule C to the Official Plan defines road segments with a designated right-of-way width of 26 m and 29 m.

The transit section of the Official Plan promotes measures to support transit and increase ridership through land use and street network patterns that encourage connectivity and provide pedestrian walkways, and by exploring integration of

[1] Growth Analysis Study, City of St. Thomas, Watson & Associates (April 2024)

service delivery for student transportation and services for seniors and other social services.

Section 9.1.5 of the Official Plan provides policy direction that supports planning for pedestrian and bicycle use in the City as part of fostering a balanced transportation system. A safe and secure pedestrian and bicycle system is recommended comprised of walkways and paths that connect open space areas and parks, city-wide features to residential areas, and neighbourhoods to schools and parks.

The City's OP serves as a foundation document, providing the basis for growth forecasts, transportation system development, and development patterns. The TMP Refresh will build on the policies set out in the current OP and will provide important policy and infrastructure recommendations to guide the next update of the City's Official Plan.

1.2.6 Municipal Class Environmental Assessment Process

The work undertaken in completing the TMP Refresh followed the Municipal Class Environmental Assessment (MCEA) [2], an approved process under the *Environmental Assessment Act* for planning municipal infrastructure projects in Ontario. The study incorporated the key principles of environmental assessment planning, which include:

- Consulting with affected parties throughout the study;
- Considering a reasonable range of alternatives;
- Identifying and considering the effects of each alternative on all aspects of the environment;
- Evaluating the alternatives systematically to determine their net environmental effects; and
- Providing clear, complete, and traceable documentation of the planning process.

The Municipal Class EA defines different approaches to conducting master plans. The TMP Refresh followed **Approach #1**, with preparation of this report at the conclusion of Phases 1 and 2 of the Municipal Class EA Planning and Design Process, which comprise:

- Identifying the problem or opportunity (Phase 1); and
- Identifying alternative solutions to address the problem or opportunity (taking into consideration the existing environment) and establishing the

[2] Municipal Engineers Association. *Municipal Class Environmental Assessment (Class EA)*. October 2000, last amended in 2023.

preferred solution (taking into consideration public and review agency input) (Phase 2).

Consistent with this approach, the TMP Refresh was completed at a broad level of assessment, allowing the plan to serve as the basis for more detailed future investigations required to fulfil the remaining environmental assessment requirements for recommended Schedule B and Schedule C projects. Schedule B projects will still require the preparation of a project file, while Schedule C projects will need to fulfill Phases 3 and 4 of the MCEA process prior to filing an Environmental Study Report (ESR).

The TMP Refresh also recommends several projects, which are considered exempt under the Act. Projects of this nature, such as minor intersection improvements, pose limited potential for environmental effects, with routine measures typically utilized to mitigate any effects.

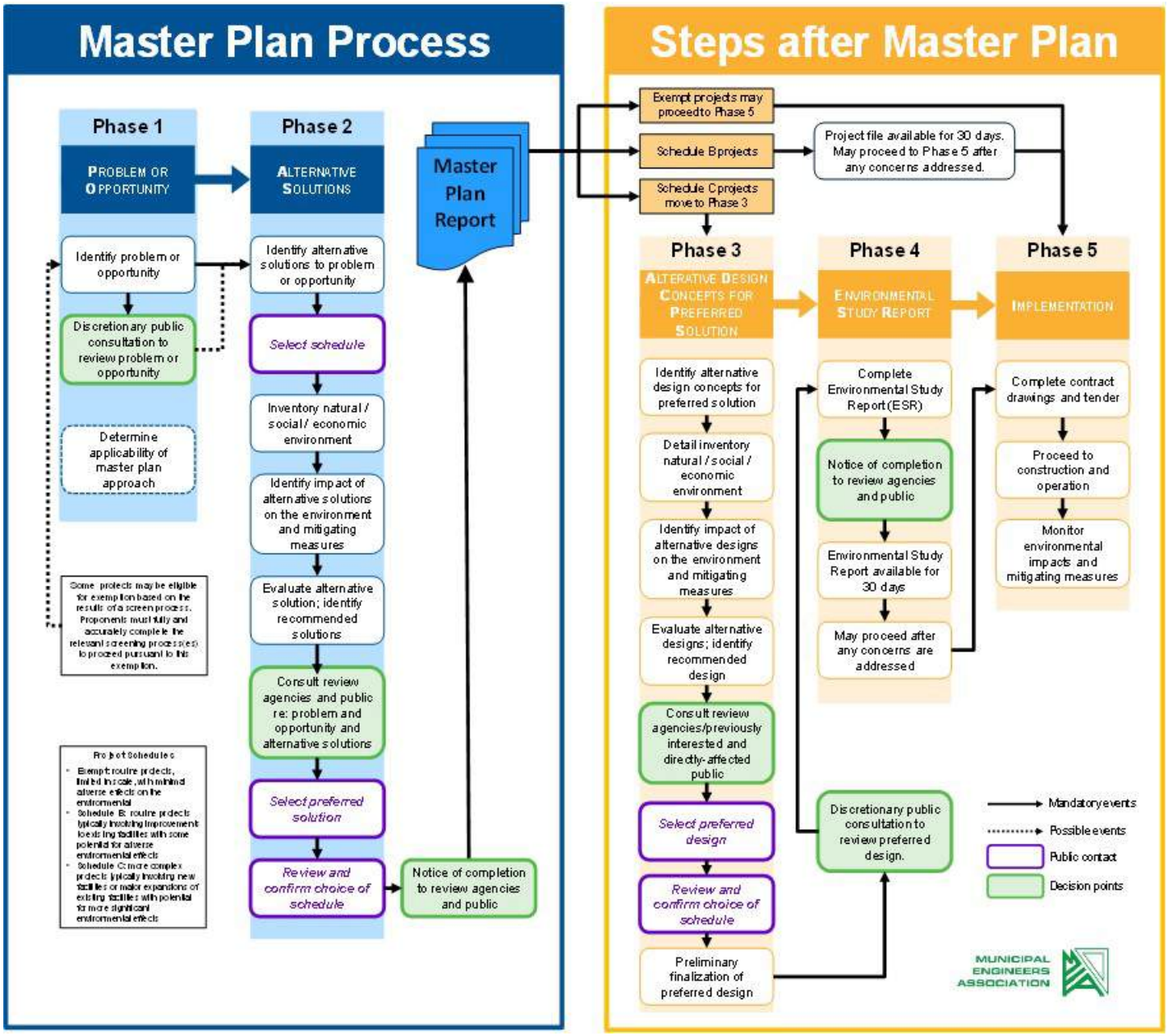
Table 1.1 provides examples of transportation projects included within each schedule of environmental assessment.

TABLE 1.1: MCEA PROJECT SCHEDULES

EA SCHEDULE	Types of Road Projects
Exempt Projects	Most maintenance activities, localized operational improvements (turn lanes or new traffic signals) within the existing right-of-way, and reconstruction projects where there is no change to the use or number of traffic lanes.
Schedule B	Improvements and minor expansions to existing roads such as reconstruction or widening or new collector roads that may have some adverse environmental impact requiring environmental screening and notification of those affected (cost less than $3M)
Schedule C	Construction of new facilities and major expansions that increase capacity or number of travel lanes and have the potential for more significant environmental impacts, requiring the full five-step EA process and public consultation (cost greater than $3M)
Projects Eligible for Screening	Some Schedule B or Schedule C projects may be exempt from the Environmental Assessment Act subject to the completion of an Archaeological Screening (that identifies no known potential for encountering archaeological resources) or the Collector Road screening process for projects that may have been approved through a similar level of study under the Planning Act.

Figure 1.1 illustrates the 5 phases of the MCEA process for infrastructure projects and how the Master Plan addresses the requirements under Phases 1 and 2.

FIGURE 1.1: MASTER PLAN RELATIONSHIP TO CLASS EA PROCESS



1.3 2021 Transportation Master Plan

The 2021 Transportation Master Plan provided was initiated in April of 2020 and was completed in November of 2021. The plan utilized forecasts of population and employment growth to a horizon year of 2031, based on previous estimates of growth prepared as part of the 2020 Development Charges Background Study.

By 2031 the City was forecast to grow to a population of 46,894 residents with an employment forecast of 20,719 jobs located within the City boundaries. Compared to the 2016 base year used in the study, 7,984 new residents and 3,149 new jobs were forecast for the City by the 2031 horizon.

Modest growth in population and employment was also forecast in the adjacent municipalities surrounding St. Thomas including the Township of Southwold (630 new residents and 160 new jobs) and Central Elgin Township (1,098 new residents and 678 new jobs). Growth in the Village of Port Stanley was also assumed, with 584 new residents and 42 new jobs forecast by 2031.

Growth within the City was originally focussed on 6 key growth areas around the west, south and northeast periphery of the City, as illustrated in **Figure 1.2**. New residential growth was assumed to be comprised of 61% single family units or semi-detached units, with 16% comprised of multiple dwelling units (i.e. townhouse) and 23% in apartment style units.

Based on forecasts of future growth in population and employment the growth in travel demand was estimated as a function of future growth in population and employment for three trip purposes, Home-Based-Work, Home-Based-Other, and Non-Home Based.

Base travel demands from 2019 were obtained from Streetlight Data[3] and these base demands were categorized into a zone system covering the City and external areas. There were 6 internal zones within the City and one external zone for areas outside the City. A Growth Factor process (also known as Fratar balancing) estimated the future trip making between zones based on the existing patterns and future growth forecasts in each zone.

[3] Streetlight, is private sector corporation that has developed a "Big Data" application which uses anonymous cell phone data to provide transportation statistics to support a range of transportation planning activities, including origin-destination studies, traffic speed analysis, and traffic count programs.

FIGURE 1.2: 2021 TMP – GROWTH AREAS

Figure 3.1: Future Growth Areas in St. Thomas

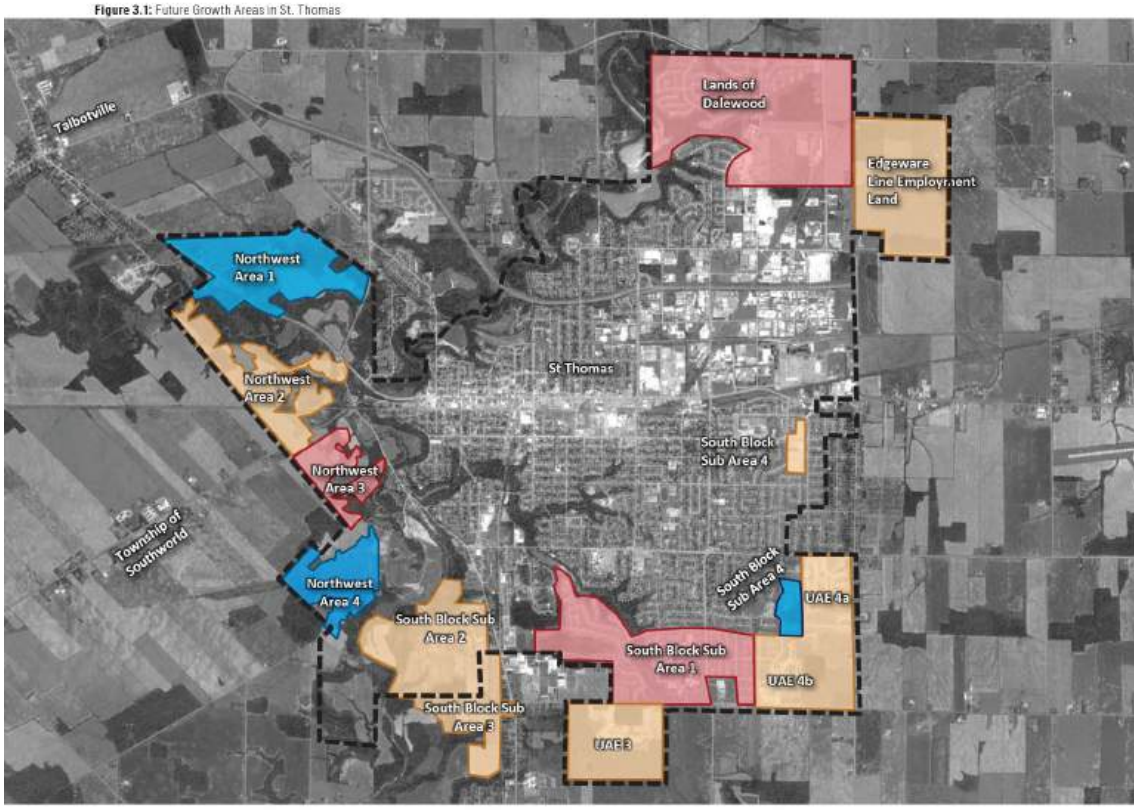


Table 3.3: External Forecasted Population & Employment Growth, 2016-2031

	Population				Employment			
Municipality	**2016**	**2031**	**Growth**	**% Annual Growth**	**2016**	**2031**	**Growth**	**% Annual Growth**
City of St. Thomas	38,909	46,894	7,984	**1.3%**	17,570	20,719	3,149	**1.1%**
City of London	394,300	465,900	71,600	**1.1%**	197,300	230,400	33,100	**1.0%**
Township of Southwold	4,450	5,080	630	**0.9%**	1,520	1,680	160	**0.7%**
Village of Port Stanley	2,148	2,732	584	**1.6%**	1,045	1,087	42	**0.3%**
Municipality of Central Elgin*	10,459	11,557	1,098	**0.7%**	5,810	6,488	678	**0.7%**
TOTAL	**450,266**	**532,163**	**81,897**	**1.1%**	**223,245**	**260,374**	**37,129**	**1.0%**
Elgin Census Division (excluding St. Thomas)	52,491	54,706	2,216	0.3%	Recent Division totals unavailable			

* Excluding Port Stanley

Sources: 1. Development Charges Background Study, April 2020 2. City of London Population, Housing and Employment Growth Forecast, February 2018 3. Municipality of Central Elgin Official Plan, February 2015 4. Township of Southwold Official Plan Review, August 2019

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Future traffic volumes using the area road network in the City were forecast by assigning the future growth in trip making to the area road network to estimate future traffic volumes during each period. For the purpose of determining road network capacity deficiencies, the PM Peak hour featured the highest traffic volumes. **Figure 1.3** illustrates the Weekday PM Peak Hour

Volume to Capacity Ratio (ratio of traffic volume to available road capacity) for the 2031 horizon year.

FIGURE 1.3: 2021 TMP – ROAD NETWORK DEFICIENCIES

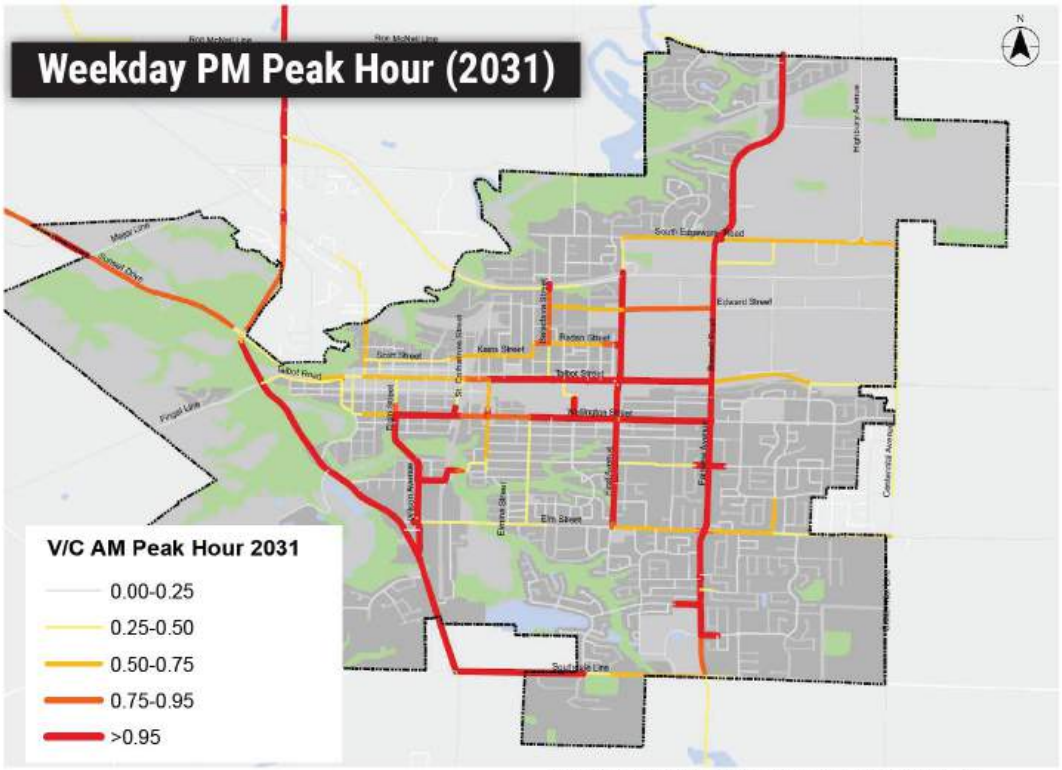


Figure 3.5: Forcasted growth operational analysis | Weekday PM Peak period

The capacity analysis results showed that most of the major arterial roads in the City (Sunset Drive, Talbot Street, Fairview Avenue / Burwell Street, First Avenue, Wellington Street, and Wilson Avenue / Elgin Street) would be operating at or over capacity during the afternoon peak hour.

2021 TMP - Transportation Vision

The 2021 TMP developed a future vision for transportation in the City by 2031 that sought to create...

> **" 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."**

The vision was to be realized through the adoption of 6 key objectives to describe the actions that would frame the key recommendations for the TMP. These include:

1. **Objective 1: Provide Infrastructure for Growth** – providing infrastructure to support growth over the 20 year horizon

2. **Objective 2: Plan Flexible Infrastructure for Seasonal Changes** – plan the infrastructure taking into account seasonal variations in use
3. **Objective 3: Prioritize and Encourage Active Transportation** – encourage active transportation as a mode of transportation to reduce travel demands and support transit, tourism and health
4. **Objective 4: Prioritize and Encourage Transit** – transit should be a viable alternative for users and should explore creative solutions to maximize the investment
5. **Objective 5: Improve Safety for All Road Users** – create a safe, comfortable and reliable network for all users regardless of how they travel.
6. **Objective 6: Enhance Multi-Modal Connections** – plan for coordination between travel modes within corridors.

2021 Mode Share Targets

One of the ways that a Transportation Vision Statement can guide the development of a Master Plan is through the development and selection of mode share targets. Mode Share targets describe the share of normal daily trips that are anticipated to use various modes of travel (walking, cycling, transit, and auto modes). A transportation plan based on a vision of increasing the number and share of trips made by transit will look very different than a plan based on maintaining the status quo.

The transportation mode choices of residents are influenced by many factors, but the key factors that can be influenced by a municipality include:

- The ability of the network to accommodate travel in a way that minimizes travel time for users.
- The cost to travel which can include direct costs like parking costs or transit fares, but can also include indirect costs like the cost and value of time, user charges, and the degree of congestion in the network.
- Land use decisions such as when and how much density to provide, the mix of land uses within an area, and the location of key land uses that generate large travel demands (such as major industrial parks, malls, hospitals, etc.).
- The availability of transportation services within close proximity of the locations where residents live, work and play COMBINED with the level of service provided by the services that are available. Providing access to all modes of travel within a reasonable distance is key to generating usage, but if a bus only comes twice a day, not many users will find it a convenient choice.

- The design of transportation related policies – where certain policies can favour certain modes of travel over others

In the 2021 TMP, three different mode share scenarios were considered. The Status Quo, representing current travel patterns in 2020 envisioned that 91% of all travel in the City would be made by automobile, with 5% of trips made by Active Transportation modes (walking or cycling), 3% of trips made by transit and 1% made via other modes.

A partial change scenario shifts some auto travel to active transportation and transit with the share of trip by auto reducing to 89%, and active transportation and transit increasing to 6% and 4% respectively.

An aggressive change scenario increased the share of trips made by transit and active transportation to 6%, with auto travel reducing to 87%.

The 2021 TMP undertook a corridor-based review to examine the implications of the various mode share scenario on four key roadway corridors – Fairview Avenue, Sunset Drive, First Avenue, and Talbot Street – all of which were forecast to operating at or over capacity by 2031.

The assessment concluded that **Scenario 2, a partial change** would be sufficient to mitigate the capacity issues forecast in all four corridors and was ultimately recommended as a mode split target to use for developing the infrastructure plans in the 2021 TMP.

Road Network Improvements

The road network improvement plan, developed as part of the 2021 TMP featured a mixture of road widening projects, isolated intersection improvement projects, new cycling facilities, and a number of localized transit priority improvements at major intersections or along major road corridors.

The 2021 TMP identified a total capital program of $44.5 M (2020$) for road, sidewalk, and cycling facility improvements with $6.7 M identified for the 0-5 year horizon, $10.8 M for the 5-10 year horizon, and $27.0 M in longer term project needs for the 10+ year horizon.

Table 1.2 summarizes the key infrastructure recommendations in the 2021 TMP.

TABLE 1-2: 2021 TMP - INFRASTRUCTURE RECOMMENDATIONS

ID	Location	Description	Limits	Improvement Type	Length (m)	Implementation Category	Class EA - Current	Total Cost	Assumptions/Inclusions
Short Term (0-5 years)									
1	South Edgeware Road	Widen from 2 to 3 lanes	Burwell Road to Highbury Avenue	Roadway	1220	Capital Investment	Schedule C (likely Schedule B in future)	$3,882,500	Includes single lane roundabout at Highbury Ave and signal upgrades at Burwell Road
2	Scott Street and Curtis Street	Conversion to two-way	St. George St to Mondamin St	Roadway	700	Capital Investment	Schedule A+	-	Project in development (includes roundabout at Kains/St. Catharine and pedestrian crossing improvements/bump outs at major crossings). Cost assumed to be evaluated independently of this TMP.
3	Scott Street/ Kains Street	Conventional Bike Lane	Hiawatha Street to Alma Street	Cycling	870	Minor Addition	Schedule A+	$10,440	Recommended to be completed alongside conversion to two-way traffic
4	Hiawatha Street	Signed Bike Route	Scott Street to Multi-Use Path Connection (Athlete Park)	Cycling	130	Minor Addition	Schedule A+	$455	
5	Sinclair Avenue/ Ripley Lane	Signed Bike Route	Fairview Avenue to Highview Drive	Cycling	460	Minor Addition	Schedule A+	$1,610	
6	Edward Street	Signed Bike Route	Balaclava Street to First Avenue	Cycling	600	Minor Addition	Schedule A+	$2,100	
7	Fifth Ave	Signed Bike Route	Wellington St to Elm St	Cycling	1200	Minor Addition	Schedule A+	$4,200	
8	Centre Street	Protected Bike Lane	King Street to Elgin Street	Cycling	775	Minor Addition	Schedule A+	$196,850	
9	Talbot Street	Upgrade courtesy crossings to ped crossovers	Talbot Hill to Balaclava St	Active Transportation		Minor Addition	Schedule A+	$350,000	Assumes installation of pedestrian-activated flashing lights at each existing courtesy crossing
10	Axford Parkway / Sauve Ave	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
11	Sunset Drive / Major Line	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
12	Wellington Road / NW Area 1 Collector	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
								Short Term Subtotal	**$6,698,155**
Medium Term (5-10 years)									
13	First Avenue	Two-Way Multi-Use Path	South Edgeware Road to Elm Street	Active Transportation	3200	Capital Investment	Schedule A+	$1,216,000	Consider sections of on-street bike lanes where possible for cost savings
14	Wellington St	Conventional Bike Lane	Fifth Ave to Eastern City Boundary	Cycling	3100	Rehab Addition	Schedule A+	$37,200	
15	Sunset Drive	Widen from 2 to 3 lanes	Elm Street to the St. Thomas southern jurisdiction boundary	Roadway	1200	Capital Investment	Schedule C (likely Schedule B in future)	$3,975,000	Includes 2 single lane roundabouts (Shaw Valley Drive and Parkside Drive), traffic signal upgrades at Elm Street, and 1 rail crossing
16	Wellington Street	Widen from 2 to 4 lanes	Fifth Avenue to Ross Street	Roadway	360	Capital Investment	Schedule B (likely Schedule C in future)	$1,820,000	Includes traffic signal upgrades at Fifth Ave and Ross Street, may require land acquisition
17	Talbot Street	Transit-Priority Measures	First Avenue to Elgin Street	Transit	1870	Minor Addition	-	-	Integrated with ITS investment
18	First Avenue	Transit-Priority Measures	Elm Street to Wellington Street	Transit	1200	Minor Addition	-	-	Integrated with ITS investment
19	Elm Street	Transit-Priority Measures	Parkside Drive to First Avenue	Transit	1360	Minor Addition	-	-	Integrated with ITS investment
20	Talbot Street	Transit-Priority Measures	Fairview Avenue to First Avenue	Transit	780	Minor Addition	-	-	Integrated with ITS investment
21	Fairview Avenue	Transit-Priority Measures	Wellington Street to Talbot Street	Transit	440	Minor Addition	-	-	Integrated with ITS investment
22	First Avenue	Transit-Priority Measures	Wellington Street to Redan Street	Transit	830	Minor Addition	-	-	Integrated with ITS investment
23	Fairview Ave	Conventional Bike Lane	Talbot Street to Elm Street	Cycling	1650	Rehab Addition	Schedule A+	$19,800	
24	Elm Street	Conventional Bike Lane	First Avenue to Manor Road	Cycling	1340	Rehab Addition	Schedule A+	$16,080	
25	South Edgeware Rd / Balaclava St	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
26	South Edgeware Road / First Ave	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
27	Manor Road / Chestnut Street	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
28	Manor Road / Highview Drive	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
29	Highview Drive / Chestnut Street	Single Lane Roundabout	Isolated	Roadway	-	Capital Investment	Schedule A+	$750,000	
								Medium Term Subtotal	**$10,834,080**
Long Term (10+ years)									
30	Burwell Road	Widen from 2 to 4 lanes	South Edgeware Road to Talbot Street	Roadway	1600	Capital Investment	Schedule C	$12,275,000	Includes bridge widening over Hwy 3, 2 rail crossings, and 3 traffic signal upgrades
31	Sunset Drive	Widen from 2 to 4 lanes	Elm Street to Wellington Road 25/Talbot Hill	Roadway	2500	Capital Investment	Schedule C	$13,650,000	Includes two-lane roundabouts at Elm Street, Bush Line/Stanley St, and Fingal Line; and upgrades to existing roundabout at Talbot Hill
32	Sunset Drive	Protected Bike Lane	Major Line to Elm Street	Cycling	4100	Capital Investment	Schedule A+	$1,041,400	
								Long Term Subtotal	**$26,966,400**
								TOTAL	**$44,498,635**

Cycling Network Recommendations

A new cycling network was proposed in the 2021 TMP that included a mix of conventional bike lanes, some multi-use trails and protected bike lanes and a number of signed routes on lower volume, lower speed roadways. Wellington Street, Centre Street, First Avenue, Elm Street, Fairview Avenue, and Sunset Drive comprised the main new facilities that were designed to tie into existing routes and extend the coverage of the network across the City. A technical evaluation program that considered population density, incline, crossing barriers, access to major destinations and network connectivity was used to evaluate potential network links and prioritize new facilities for implementation. The proposed plan did not identify any new off road trails or cycling facilities and did not identify any potential "rail to trail" conversion projects targeting the many underused rail corridors across the City.

Transit Recommendations

The 2021 TMP was completed shortly after the City had completed a Transit Strategic Plan in early 2020 and the TMP report essentially adopted the recommended network changes from the Strategic Transit Plan. The recommended network focussed on providing two-way service on major transit routes, eliminating the long one-way loops in the previous network to simplify the network and make the service more direct and on time performance more reliable. The proposed network prioritized more frequent service along Talbot Street through the downtown, while leveraging demand-responsive services in other areas of the City with lower ridership and for new growth areas in the south and northwest areas of the City.

The demand responsive service model was envisioned to supplement 5 fixed-routes running on fixed schedules, to offer more flexible service delivery in other areas of the City where riders would book a trip using on online app and the backend technology would determine the pick up time and route the vehicle would use to provide that trip, along with all of the other trips booked through the system.

To assist with on-time performance and schedule reliability the 2021 TMP did recommend implementing transit priority on a number of major road corridors across the City including Talbot Street, First Avenue, Elm Street and Fairview Avenue.

While addressing some of the concerns with the previous transit system, and positioning the City for future growth, the transit network recommendations in the 2021 TMP were designed to serve a community of under 50,000 people and did not contemplate a future strategy to significantly grow transit ridership in the City.

Policy Measures

In support of the new transportation vision and objectives, the 2021 TMP also proposed a number of supporting policy measures that were designed to help the City achieve the transportation vision outlined in the 2021 TMP. The key policy areas of focus and key recommendations are summarized in **Table 1.3**.

TABLE 1.3: 2021 TMP - POLICY RECOMMENDATIONS

Policy Area	Key Recommendations
Transportation Demand Management (TDM)	• Develop a Transportation Demand Management Checklist for new developments based on land use; • Context-sensitive amendments to zoning and parking by-laws including developing maximum and reduced vehicular parking rates for new developments based on the implementation of TDM measures; and • Coordinate with local school boards to develop a School Travel Planning program.
Traffic Calming	• Maintain existing traffic calming program and measures • Continue monitoring traffic and road safety concerns to proactively identify any gaps that may arise • Consider updating the Traffic Calming Policy in the future if appropriate
Complete Streets and Road Classifications	• Maintain existing Complete Streets Guidelines and approach to road reconstruction • Update Official Plan to proposed changes to Road Classification for Wellington Street, Peachtree Boulevard, McGregor Court and Avon Road
Winter Maintenance for Active Transportation Facilities	• Identify a classification system for cycling facilities and adopt winter maintenance standards for all facilities • Evaluate fleet requirements to provide more specialized maintenance services on cycling facilities
Commercial Vehicle Movement	• Develop a Goods Movement Strategy and truck routing map that can be integrated with the TMP and Official Plan
Pedestrian Safety and Crosswalks	• Develop a pedestrian safety plan that encompasses an evaluation scoring system to evaluate the need for and to prioritize pedestrian crossings. • Upgrade PXOs along Talbot St. to include pedestrian activated flashing amber lights. • Accelerate the signal rebuild schedule and incorporate Accessibility upgrades. • Seek greater access to crash statistics, including MVCRs, to help justify capital works related to road safety improvements.

Policy Area	Key Recommendations
Smart Mobility	• Adopt ATCC standard for new traffic signal controllers to allow flexibility for new technologies. • Develop a comprehensive transportation data monitoring plan including intersection counts, downtown curbside demand usage, parking utilization, and corridor volumes. • Upload and continually maintain transportation data on the city's future open data portal

1.4 Need for an Update

St. Thomas is poised for significant growth – growth that will not only expand the City's population and employment opportunities but will position the City as a major community in southwestern Ontario.

Similar to many municipalities in Ontario, St. Thomas has been experiencing a surge in development interest and new applications for residential, commercial and employment growth in the City since the completion of the 2021 TMP.

Since completion of the Transportation Master Plan in 2021 a new major industrial development associated with the PowerCo Electric Vehicle (EV) battery plant has been initiated and the forecast employment growth associated with this major facility is expected to drive growth in the local population, well above what was previously contemplated in the 2021 TMP.

In 2024 Watson and Associates completed an updated growth forecast for the City of St. Thomas to assess the City's long-term population, housing, and employment growth potential to the year 2051. The update extended the horizon year from 2031 to 2051 to provide a longer-term assessment of growth potential in the community. The review was intended to specifically consider the economic impacts associated with the Volkswagen Electric Vehicle (EV) battery plant and the implications it could have on the long-term growth potential of the City and surrounding municipalities.

The review found that the direct employment of the PowerCo EV battery plant and the potential "spin-off" employment has the potential to generate 3,000 direct jobs and at least 2,800 additional indirect and induced employment in the community. An additional 1,600 indirect and induced jobs are also anticipated within the surrounding municipalities in the "Commuter-shed" for St. Thomas[4].

[4] Growth Analysis Study, City of St. Thomas, Watson & Associates (April 2024)

Table 1.4 summarizes the growth forecasts used in the 2021 TMP compared to the updated growth forecasts being used as part of the TMP Refresh.

TABLE 1.4: COMPARISION OF GROWTH FORECASTS

Municipality	2021 TMP		TMP Refresh	
	2031 Population	2031 Employment	2051 Population	2051 Employment
St Thomas	46,894	20,719	78,900	38,600
London[1]	465,900	230,400	647,000	317,500
Southwold[2]	5,080	1,680	6,480	3,720
Central Elgin[2]	11,557	6,488	22,270	8,100
Port Stanley[3]	2,148	1,087	3,912	744

Notes:

1. London Population and employment forecasts based on City of London Growth Projection Study, Watson & Associates (2022), reference scenario.
2. Population forecast for 2051 extrapolated from 2044 and 2054 forecast prepared for Elgin County Transportation Master Plan and includes potential redevelopment of Hospital Lands south of Southdale Line. Employment forecasts from County Transportation Master Plan Needs and Opportunities Report adjusted to add 2,800 new population related jobs in Hospital Lands.
3. Port Stanley forecasts separated out from Central Elgin population and employment forecasts and updated to reflect future development potential.

Based on the 2021 Census, the population of St. Thomas grew by 10% compared to 2016 Census. For the previous 5 year period the growth rate was only 2.6%.

Table 1.5 summarizes select statistics and indicators from the 2016 and 2021 Census years to highlight other changes in the community.

While the growth rate was higher between 2016 and 2021, the median age was also increasing slightly from 42.9 to 43.6, reflecting a slight aging of the population. The average occupancy in housing units increased from 2.35 persons per dwelling to 2.37 persons per dwelling, which is opposite to the typical trend of a lower household occupancy rate as a population ages. This may have been influenced by the COVID pandemic, due to different living arrangements in place during the 2021 Census, or may be an early indicator of more multi-generational housing impacting household occupancy rates.

In 2021, the share of single-family dwelling units dropped slightly with a reported increase in the percentage of multi-unit dwellings (such as Semi-detached or townhouse units) in the housing stock, reflecting a trend towards increasing density in new developments. The City is also now reporting increased demand for high-density development in the downtown and along major road corridors in other parts of the City, which is not apparent from the 2021 Census results.

TABLE 1.5: COMPARISION OF CENSUS STATISTICS

	2021 Census	2016 Census
Population	42,840	38,909
Median Age	43.6	42.9
Occupied Dwellings	18,065	16,585
Person/Dwelling	2.37	2.35
Dwelling Type		
Single	64.8%	65.7%
Semi-Townhouse	14.7%	13.5%
Apartment	20.4%	20.6%
Visible Minority	7.1%	4.3%
% In Labour Force	58.9%	61.6%
Self Employed	10.1%	7.2%
Work at Home	16.7%	4.3%

The population of St. Thomas is also getting more diverse, in line with the trend in the rest of Ontario, with the percentage of people reporting as a visible minority increasing from 4.3% to 7.1%.

The City is also undergoing changing work patterns for some. With slight aging of the population, the labour participation rate was lower in 2021 compared to 2016 – as more residents have retired from full time work. The rate of self-employed residents also increased from 7.2% to 10.1%, and the percentage of residents who worked from home increased from 4.3% to 16.7%. It should be noted that the 2021 Census was undertaken in the spring of 2021, and many communities were still under various forms of gathering restrictions and many employees were affected by workplace closures or work from home mandates. While more recent trends suggest that more employees have returned to the office than indicted in the 2021 Census results, anecdotally the trend to greater work from home appears to be having a continued impact on commuting and travel patterns in many communities. Recent Federal and Provincial mandates to have employees return to work in the office may influence this trend moving forward.

Planned City Transportation Improvements

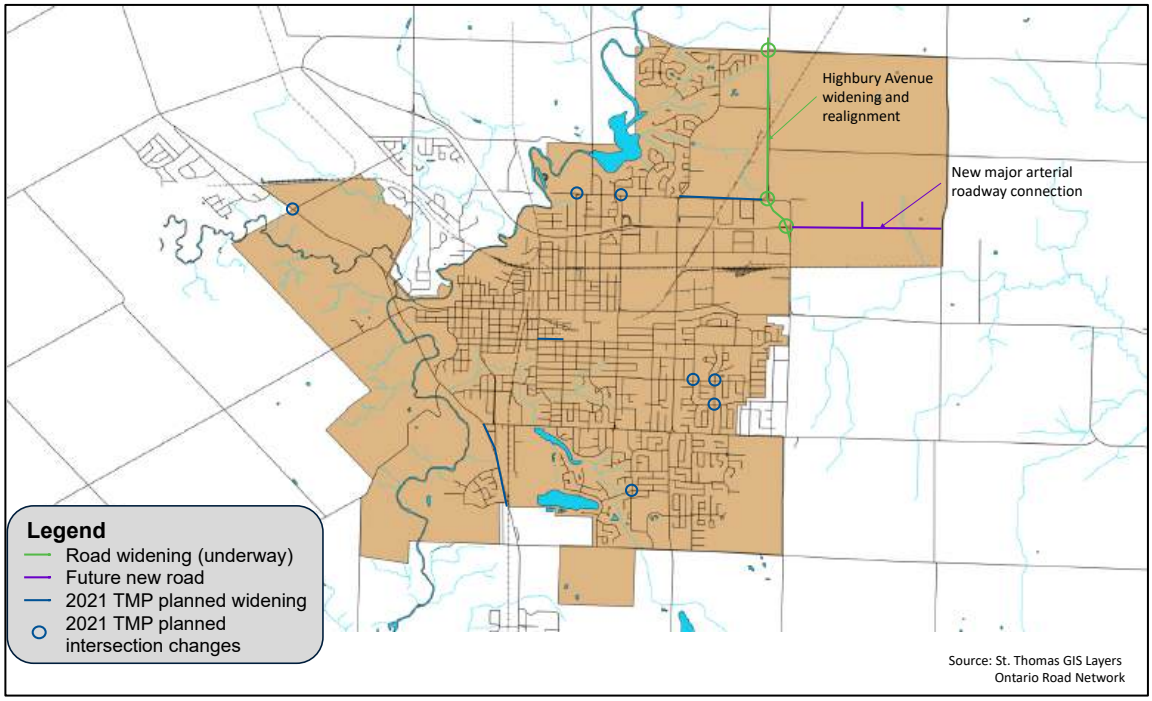
Since the 2021 TMP was completed, the City completed an Environmental Assessment Study for the widening of Highbury Avenue, from Ron McNeil Line south to the Highway 3 Expressway, and have recently completed construction of the project.

The City has also completed the Environmental Assessment Study for a new Major Arterial Road (now known as Technology Trail), between the Highway 3

intersection at Centennial Avenue and Yarmouth Centre Road, and this project is now under construction.

Neither of these projects, illustrated in **Figure 1.4**, were identified in the 2021 TMP but were initiated by the City in response to the planed development of the PowerCo EV battery plant on lands to the east of Highbury Avenue. Additional projects noted in the 2021 TMP for road widenings of Sunset Drive and South Edgeware Road were identified but subject to review as part of the TMP Refresh.

FIGURE 1.4: CURRENT / PLANNED CITY ROAD IMPROVEMENTS

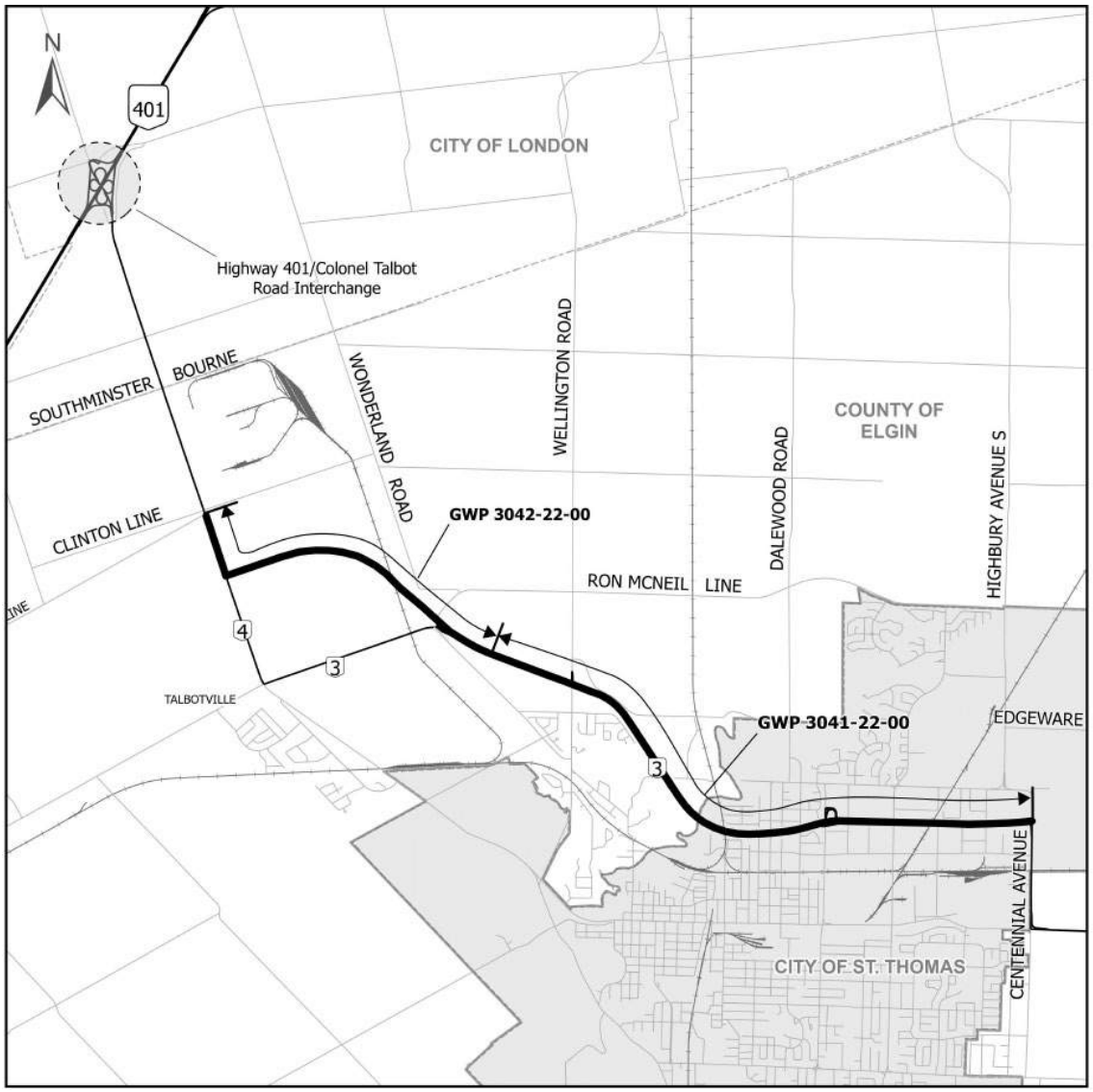


Planned Provincial Transportation Improvements

In addition to a longer-term planning horizon, higher growth forecasts, and changing demographics the province also recently announced plans to expand provincial infrastructure serving the City by twinning Highway 3 through St. Thomas, providing a by-pass of Talbotville, and expanding Highway 4 all the way to Highway 401. This provincial investment in road infrastructure was made to support the new PowerCo EV battery plant in St. Thomas along with anticipated spin off industrial development in the area.

Figure 1.5 illustrates the study area for the Highway 3 / 4 corridor improvement plan, which is currently under design with construction expected over the next 5 years.

FIGURE 1.5: CURRENT / PLANNED MTO ROAD IMPROVEMENTS

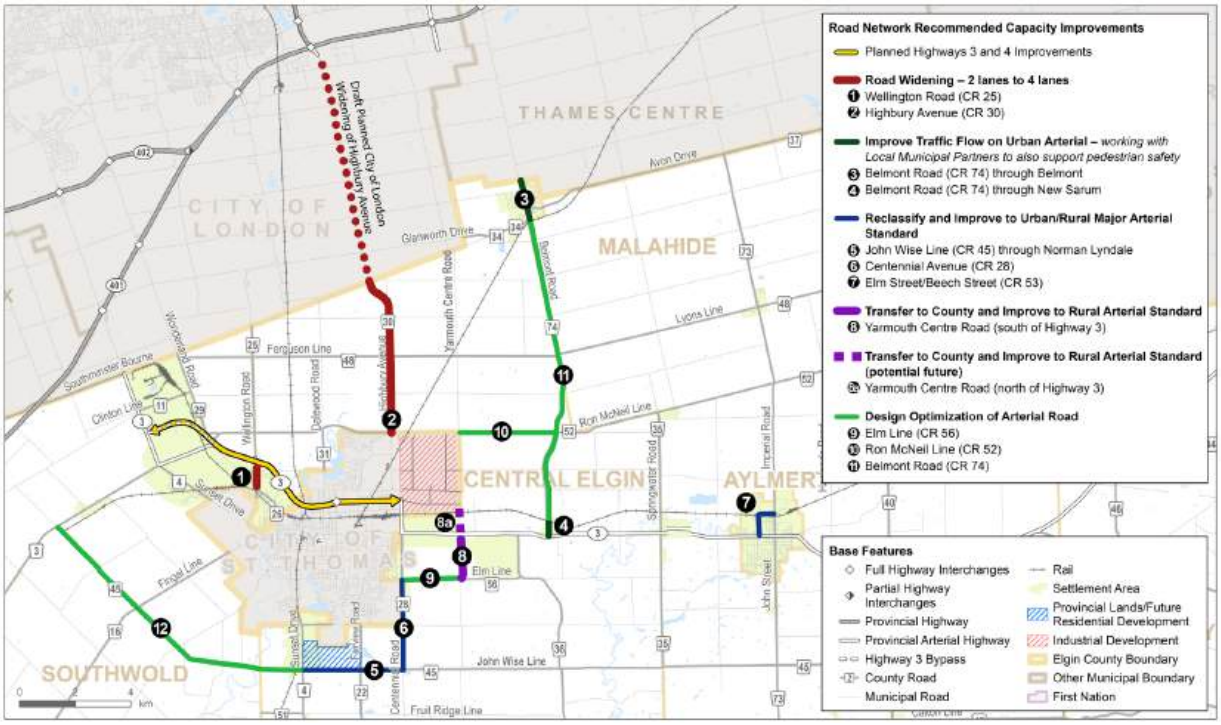


Elgin County TMP "Elgin in Motion"

In 2021 the County of Elgin initiated work on developing their first Transportation Master Plan. The study was paused between 2022 and 2024 as the County considered how some of the changing growth forecasts for the area would impact the County transportation system needs.

In spring of 2025 the project team presented the TMP recommendations to County Council which were published in their draft Phase II and III Multimodal Network Development report, dated April 2025. **Figure 1.6** illustrates the planned road network improvements recommended through the Elgin County TMP.

FIGURE 1.6: ELGIN COUNTY TMP – PLANNED ROAD IMPROVEMENTS



As many of the County Road improvement projects were located around the periphery of the City of St. Thomas, these improvements were incorporated into the transportation modelling work undertaken for the TMP Refresh so that any changes to travel demands impacting City roads as a result of the County improvements could be incorporated into the planning work.

Key projects of interest to this study, that were recommended in the County TMP, include:

- Widening of Wellington Road (CR 25) between the City Limit and Highway 3
- Widening of Highbury Avenue (CR 30) between London City limit and St. Thomas City limit
- Upgrade John Wise Line (CR 45) from Centennial Road to Highway 3 west of St. Thomas to a major arterial road
- Upgrade of Centennial Avenue (CR 28) to a major arterial road between John Wise Line (CR 45) and Elm Line (CR 56)
- Capacity upgrade of Elm Line (CR 56) between Centennial Avenue (CR 28) and Yarmouth Centre Line
- Upload of Yarmouth Centre Line from the Township to the County and upgrading it to major arterial road standards.

2 Engagement

Consultation is a core component of the Municipal Class EA process and a vital element of a master planning study. The **Engagement Program** for the study offered the public, youth, review agencies, other municipalities, and First Nations a variety of opportunities to learn about the TMP and provide input into the update of the long-range transportation strategy for the City of St. Thomas.

The Engagement Program featured a range of consultation, outreach, and communication initiatives to involve a broad spectrum of participants, focused on the following key messages:

- The City is planning for population and employment growth in the coming years;
- The City wants to provide users with a range of safe, efficient, and accessible mobility choices; and
- Involving residents, youth, businesses, agencies, and other stakeholders throughout the study would ensure the updated plan is pragmatic and meets community needs now and into the future.

The study process was organized into three phases and the project team undertook various forms of engagement within each phase, as summarized below.

Appendix A contains additional detail on the engagement program, summarizing the consultation approach, outreach methods, engaged stakeholders, and program milestones for engagement, with supporting documentation of the feedback received.

2.1 Phase 1: Foundation Building

2.1.1 Notice of Study Commencement

As the first point of contact, a Notice of Study Commencement was prepared and the City issued the notice on April 12, 2024 to public, agencies, stakeholders, and First Nations through local newspaper ads, emailed electronic copies, and through posting the notice on the City website.

The City established a webpage on the City website www.stthomas.ca/Transportation_Master_Plan_Refresh_2024 to host information about the project and to provide information for residents to learn about the project and planed engagement events. A project-specific email address was also established by the project team StThomasTMP@ptsl.com to allow for residents and other stakeholders to contact the project team to

obtain information, provide comments, or request to be added to the project mailing list.

At the initiation of the project the project team prepared an information brochure to provide as a handout to residents interested about the study. The brochure (**in Appendix A**) was made available at a City booth at the local Home Show (April 12-14, 2024) and was also available at City Hall for pick up. The handout provided information about various transportation modes within the City (transit, cycling, walking and driving), discussed the need for the TMP Refresh, provided information on how to get involved in the study, and advertised the online public survey and encouraged public participation.

2.1.2 Online Public Survey

The second point of contact involved the creation of a public survey to invite feedback from residents and stakeholder groups on their issues, concerns, and opinions regarding a host of transportation topics.

The online survey was hosted on the SurveyMonkey web platform, and a link to access the survey was provided on the City website. Printed copies of the survey were made available at the City municipal offices for those without computer access. Social media notifications were also sent via the City's accounts.

The survey included 26 questions in total, with structured questions asking users to select from various responses about needs and priorities, questions allowing for the assessment of locational or demographic patterns, and 5 open-ended questions, where participants could identify the issues of most interest to them.

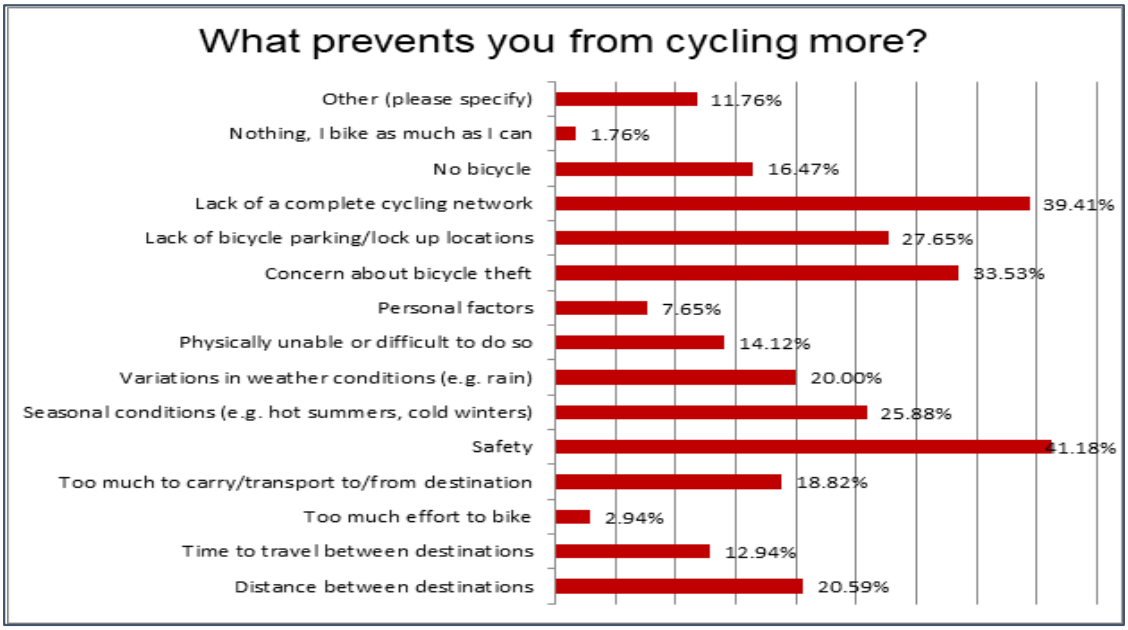
Of the 190 surveys completed, approximately 86% of survey respondents identified as being residents of St. Thomas, another 10% identified as living in Central Elgin, and the remaining 4% did not choose to provide a response. Just over 41% of respondents indicated that they work in St. Thomas, while 66-70% noted that they regularly shop, use services or participate in recreational activities in the City.

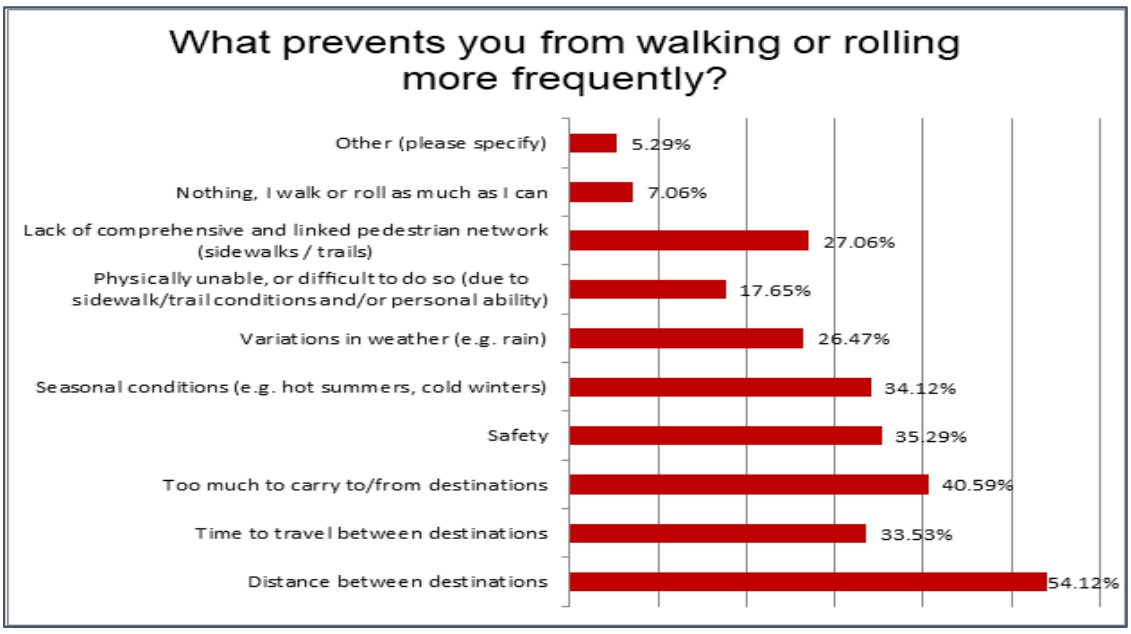
Survey respondents, when asked how they travel around the study area, indicated an overwhelming preference for auto oriented travel, with 75% indicating this is their primary mode of travel for trips. Approximately 87% of respondents indicated that they use active transportation modes often, but this dropped when asked how they typically travel to/from work or school – with only 7% selecting walking and 8% cycling. Based on the survey response, it appears that active transportation is more popular as a recreational activity than for transportation.

Approximately 14% of respondents indicated that they used public transit for some trips, but only 6% indicated that they used it for travelling to work or school.

Survey participants were asked about some of the reasons why they choose not to walk or cycle more often. Key barriers identified, as illustrated in **Figure 2.1**, include travel distance (particularly for walking), safety concerns and lack of a complete network for cyclists and walkers alike, the need to transport cargo with them, weather and climatic conditions, and physical limitations. Almost 28-34% of respondents also noted a lack of bike parking and the fear of theft of their bikes as reasons for not cycling more often.

FIGURE 2.1: BARRIERS TO CYCLING AND WALKING





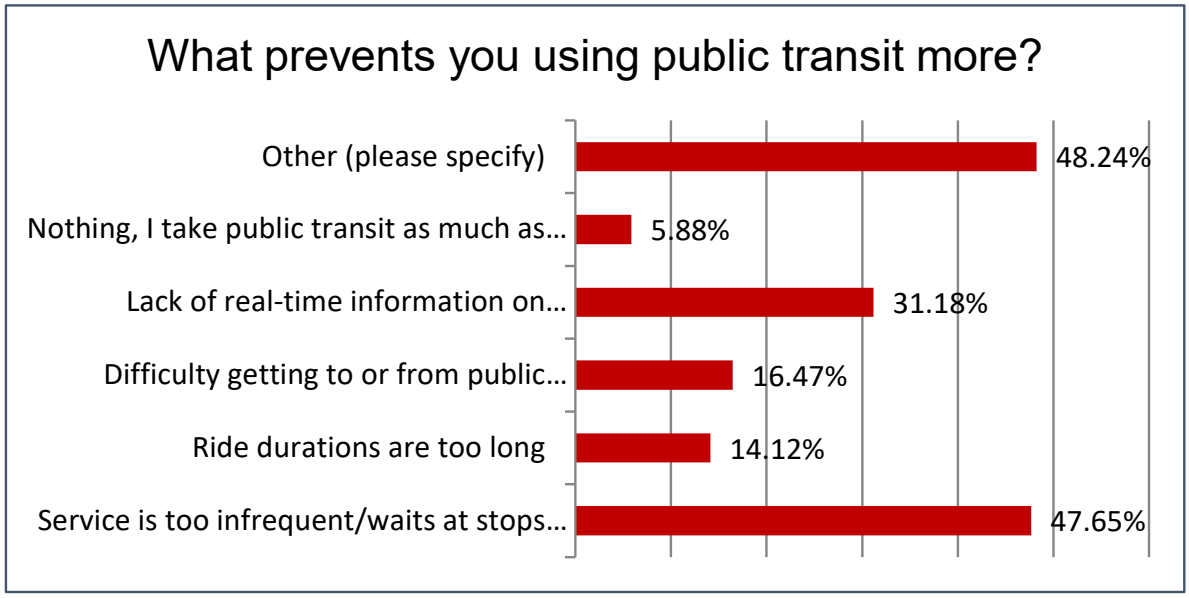
When residents were asked about their priorities for investment in the transportation system the responses varied by mode of travel as follows:

- Opportunities to Improve Walking
  - Accessibility upgrades – 77%
  - Education for drivers and pedestrians – 70%
  - More off road trails – 65%
  - More protected crossings of major roads – 65%
  - Sidewalks on both sides of major streets – 60%
- Opportunities to Improve Cycling
  - Education for drivers and pedestrians – 77%
  - Secure bike parking – 72%
  - Off Road trails – 66%
  - Bike lanes in the boulevard – 65%
  - On road marked bike lanes – 58%
- Safety Improvements
  - Separating pedestrians and cyclists from traffic – 82%
  - Intersection improvements – 70%
  - Improve road conditions – 64%
  - Reducing speeds – 41% (although 30% felt that lower speed limits were needed)
- Road Improvements
  - Education – 67%
  - Improving road conditions -63%
  - Coordinating traffic signals – 60%
  - Adding turn lanes or roundabouts – 58%
  - Designated truck routes – 55%
  - New roads or road widening - 45%

Survey participants were asked about some of the reasons why they choose not to use transit more often. Key barriers identified, as illustrated in **Figure 2.2**, include concerns about the frequency of service, with wait time being a significant barrier noted by almost 48% of respondents. The lack of real-time information on schedules is closely related to the frequency of service and is seen by about 31% as a key barrier to use. Approximately 14% of respondents

felt that the ride duration is too long, and almost 48% of respondents indicated other concerns such as reliability, service coverage, and scheduling concerns

FIGURE 2.2: BARRIERS TO TRANSIT USE



When users were asked about potential improvement to the transit service in St Thomas, almost 50% identified the need for more frequent service, closely followed by more routes (48%), service outside St Thomas (48%) and longer hours of service (36%).

The full survey results are included in **Appendix B**.

2.2 Phase 2: Plan Development

2.2.1 Public Open House 1

During the initial stage of the Plan Development Phase, the first Public Open House meeting was held on June 25, 2024 at the Memorial Arena and Auditorium.

The first round of engagement presented information and invited feedback on the study background and the TMP review and update process. The City issued the Notice of Public Information Centre (PIC) 1 to the public, agencies, stakeholders, and First Nations through local newspaper ads, mailed hardcopies, and emailed electronic copies. Social media notifications were also sent via the City's accounts. Display materials were provided on the City website for those who were unable to attend the open house meeting.

Approximately 33 residents signed in at the public open house meeting and the key areas of feedback received included:

- A desire for a strong network of pedestrian and cycling routes separated from traffic
- A desire for the City to explore "rail to trail" opportunities
- More strategic investments in road improvements with
    - less road widening,
    - more operational improvements , and
    - protection of future corridors
- The need to provide funding to enhance transit to provide an affordable alternative, enable access to all areas of the city, and give residents choice in how they travel.

FIGURE 2.3: PUBLIC OPEN HOUSE #1 – JUNE 25, 2024



2.2.2 Stakeholder Meeting with Development Community

A stakeholder meeting with representatives from the local Development industry was held on September 19, 2024 to solicit feedback on the Transportation Master Plan. Representatives of Hayhoe Homes and Doug Tarry Developments were in attendance along with City staff and members of the Consulting team.

Both industry representative expressed strong support for infrastructure and policies designed to enhance Active Transportation. They noted that their primary customers are looking for infrastructure in new neighbourhoods that make them walkable and safe for cycling by all users.

Parking in new developments was raised as an issue to be considered in any updates to development standards for new subdivisions. With reduced lots sizes and road right-of-way widths there is pressure for providing suitable parking in the front yard or boulevard area for residential land uses. The developers indicated a general level of support for traffic calming measures to be built into new subdivisions up front as part of the design. Both representatives typically include rough in provisions for electric vehicle charging in new housing units as a standard item.

There was some discussion about the need for Boundary Road Policies to determine what standards should be in place for boundary roads controlled by multiple jurisdictions.

2.2.3 Municipal Meetings

The project team also scheduled agency meetings with Elgin County and neighbouring municipalities including Southwold Township and Central Elgin Township on October 1, 2024. The focus of these discussions focussed on opportunities for inter-municipal coordination of growth and infrastructure planning.

Elgin County noted that they had recently restarted their Transportation Master Plan work including updating their growth forecasts to reflect more recent development trends in the area. The County and Central Elgin Township noted planned growth on the former Hospital lands to the south of Southdale Road could influence road improvement needs in the area and there was discussion about the need for improvements to Southdale Line, Centennial Road and potential future role of Yarmouth Centre Road, given the industrial development adjacent to this rural roadway.

Southwold Township noted the need for improvements in the Major Line / Ford Road area due to planned growth in the City's Northwest Area 1 urban expansion. There was also some concern expressed about the impacts of future growth in Northwest Areas 2 and 3 on Fingal Line and Northwest Area 4 on Bush Line, which are very constrained and not well suited for increased traffic use. The County noted potential road works on Ron McNeil Line and recent improvements on Dalewood Road.

2.2.4 Youth Engagement

The City engaged with students in St Thomas through the "Students Build Cities" program[5] which engaged 72 local high school students to share their ideas and vision for transportation in St Thomas. The students who participated in the program attended Parkside Collegiate Institute and Central Elgin Collegiate Institute and were enrolled in Kinesiology, Business, and Geography classes.

The sessions were designed as a workshop format, with students in the "Community Engaged Learning" program at Western University assisting with the workshop design and summary of feedback. Subsequently, students were given the chance to brainstorm ideas for improving transportation in the city from a variety of perspectives, including pedestrians, drivers, cyclists, transit users, and those with mobility challenges.

While many students currently travel around the City by walking or by automobile, there was a desire to see a more balanced system of transportation where investments in public transit and cycling facilities make these viable and desirable alternatives to the car for longer trips. Some students noted that the small buses used in St. Thomas can often be full after school, and others noted the need to wait for up to an hour for the next bus if the one they intended to take was full. Both issues, reduce the level of reliability in the transit system.

Students recognize that driving will continue to play a large role in the way residents move around the City, and they emphasized the need to continue to test innovative ways to support traffic flow, such as roundabouts and other new intersection designs.

The students noted that there appears to be other factors that influence how people travel around the city beyond convenience. It was noted that enhancements to aesthetic improvements along trails and sidewalks could encourage more people to walk and cycle; while investing in more attractive buses with passenger amenities could encourage more people to use transit.

Providing information about transportation options is just as important for students as it is when other members of the public are surveyed. Youth noted that there is limited awareness of how to use the transit system in the City, including where to purchase tickets and the existence of the Railway City Transit app. Those who new about the app felt it could be designed to work better and be more intuitive.

[5] Program run by Andrew Gunn Consulting and young & free press in collaboration with the Thames Valley District School Board and the STEAM Education Centre. STEAM is an education innovation charity established in 2016 to foster skills development in science, technology, engineering, art/design, and math for youth.

Safety is a key concern for students and the group noted that the perception of safety will influence where they travel and how they travel. Continuing to expand the network of safe bike lanes and multi-use paths should be a priority of the TMP, along with providing other infrastructure to support cycling such as secure bike parking at busy destination locations. Interestingly, students engaged in discussion about the types of cycling lanes and wondered if it would be better to provide bike lanes next to the sidewalk instead of on the roadway.

Other key areas of interest include:

- The City's approach to investing in more EV chargers in the downtown and other strategic locations,
- The need for prioritizing pedestrians and cycling in the downtown including adding more protected crossings and separated cycling lanes,
- The need for a strategic approach to parking, with the option to invest in parking structures to free up land for residential development, and
- The degree to which the Highway 3 by-pass is being utilized and if adding a new interchange could improve access to the downtown.

2.3 Phase 3: Implementation and Reporting

2.3.1 Public Open House 2

During the Implementation and Reporting Phase, the second Public Open House meeting was held on July 24, 2025 at the Memorial Arena and Auditorium. The focus of the second round of engagement was to present preliminary study recommendations to the public to seek feedback prior to finalizing the final recommendations.

FIGURE 2.4: PUBLIC OPEN HOUSE #2 – JULY 24, 2025



Approximately 22 residents signed in at the public open house meeting and the key areas of feedback received included:

- Support for interim and long term transit plan to develop a grid network with improved frequency
- Support for protecting for an east-west active transportation corridor in the former rail corridor and along Centre Street
- Desire for continuous north-south Active Transportation corridors

3 Existing Conditions

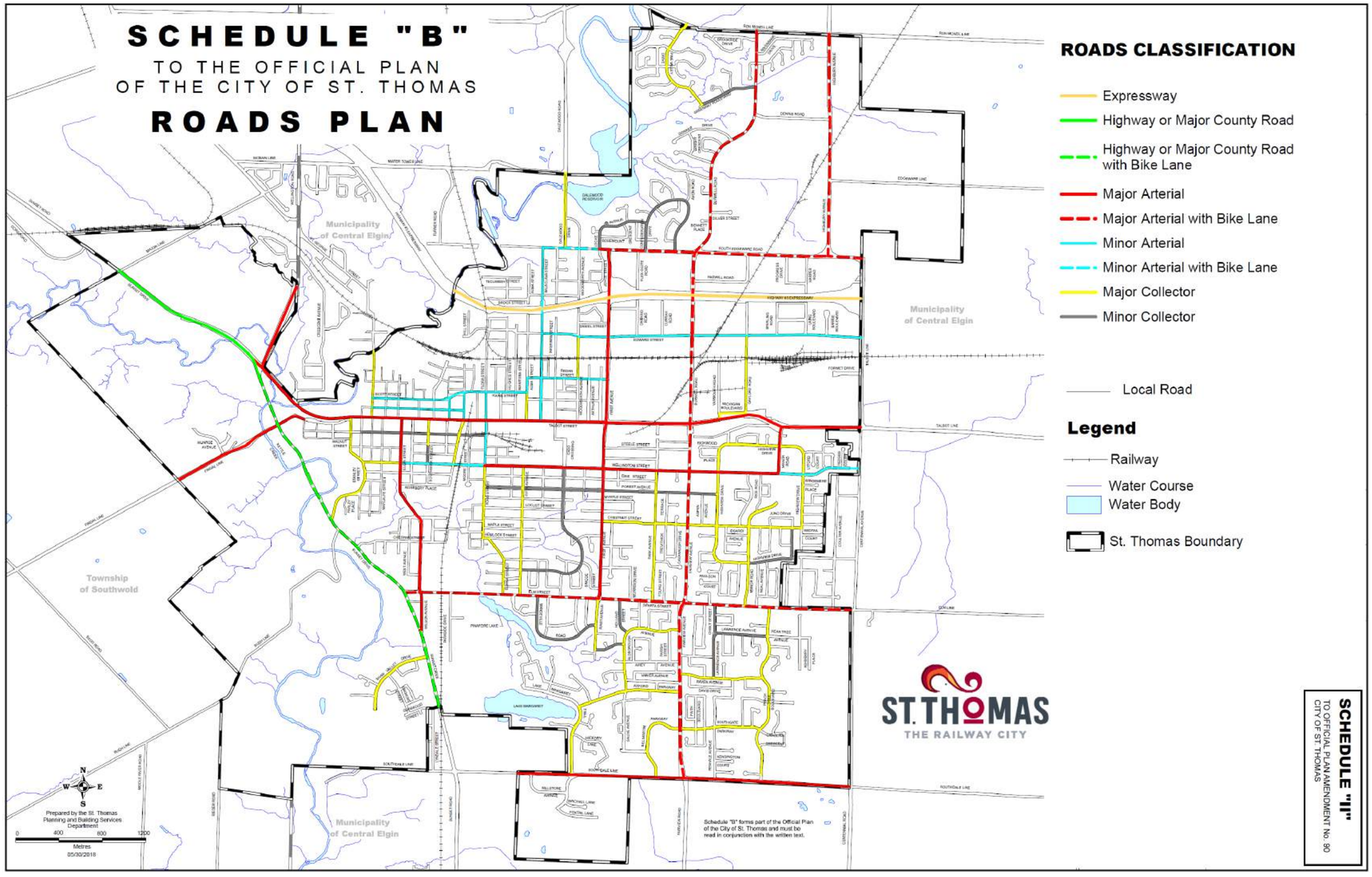
3.1 Existing Road Network

The City's established road classification system, as outlined in the City's Official Plan, Design Guidelines (2020) and Transportation Master Plan (2021), includes the following:

- Freeways / Expressways – carry large volumes of long-distance traffic at high speeds under relatively free flowing conditions with access by means of interchanges. These roads are typically owned and operated by the province.
- Highways of Major County Roads – carry large volumes of long-distance traffic at high speeds with some access permitted under strictly controlled conditions. These roads are typically owned and operated by the Province or the County.
- Arterial Roads (Major and Minor) - carry large volumes of all types of traffic at relatively high speeds. The Arterial Street provides a through route in the City and traffic flow should only be interrupted at traffic lights. Within these two categories the existing Roads Plan in Schedule B of the Official Plan designates Major and Minor Arterial roads with Bike Lanes, separately from other Arterial Roads.
- Collector Roads (Major and Minor) serve as a link between the Arterial and Local Roads and has the functions of providing traffic service and property access
- Local Roads provide property access and are not meant to be designed for through traffic.

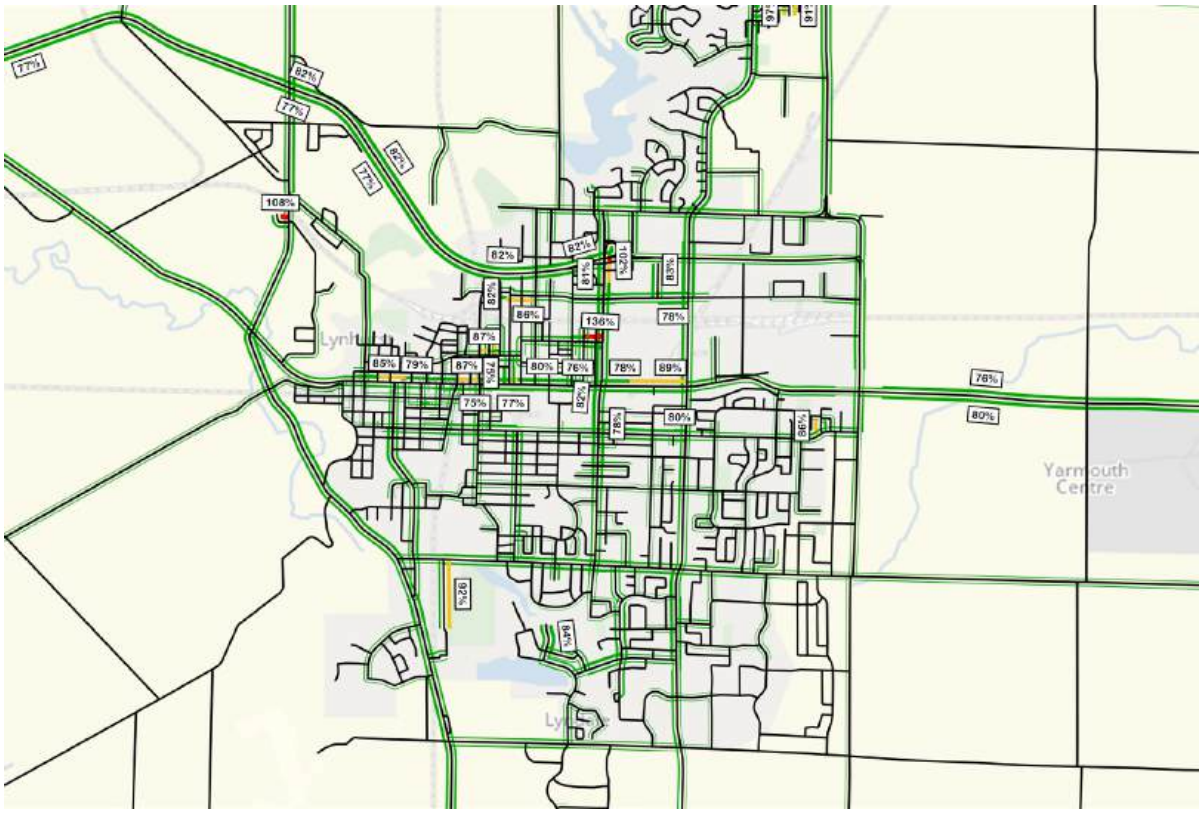
The existing road network classification system in the City's Official Plan is illustrated in **Figure 3.1**.

FIGURE 3.1: EXISTING ROAD NETWORK CLASSIFICATIONS



For the most part, the existing road network currently operates at acceptable levels of service during peak periods, with most major roads operating below their design capacity. Based on observed traffic count data **Figure 3.2** illustrates the general performance of the road network during a typical afternoon peak period, the highest time period of the day travel demands.

FIGURE 3.2: EXISTING ROAD NETWORK PERFORMANCE



While the majority of the road segments are operating below their practical capacity during peak periods, some road segments through the downtown along the Talbot Street corridor are approaching capacity.

It should be noted that even on road segments operating below capacity, intersections can still have poor operational and capacity performance due to key movements approaching capacity. Often heavy turn movements can result in delays for some movements during peak periods including:

- South Edgeware Road at Dalewood Road
- Burwell Road at South Edgeware Road
- First Avenue at Talbot Street
- Fairview Avenue at Talbot Street, Wellington Street, Elm Street and Chestnut Street
- Wellington Street at Elgin Street and First Avenue

3.2 Existing Transit Network

The transit system in St. Thomas is comprised of a conventional (fixed route) service supplemented by on-demand service that is comingled with the parallel service. The parallel service is designed to provide door to door service for passengers with mobility limitations who cannot board the fixed-route transit service.

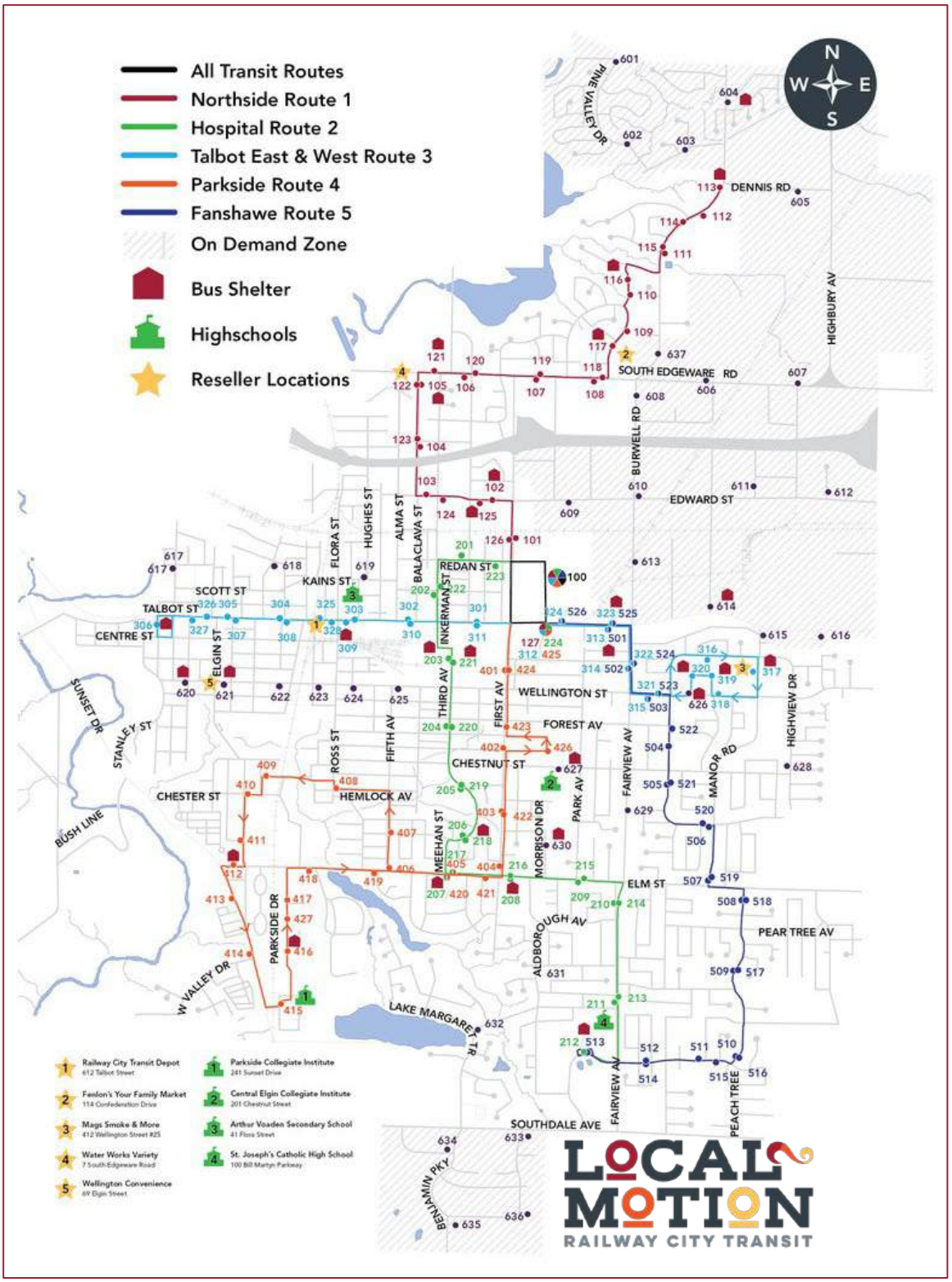
3.2.1 Conventional Service

The conventional transit service is comprised of 5 fixed-routes and 2 on-demand zones, illustrated in **Figure 3.3**, which provide coverage across the majority of the City limits. During the evening (between 5:45 pm and 9:45 pm) the fixed route service is discontinued, and service is provided to the entire City using the after hours on-demand service. Transit service is operated 7 days per week and is supported by a fleet of 10 fully accessible, low floor buses. The service is operated as a contracted service through a third party vendor.

There are 150 bus stops across the City and 25 of these have shelters which provide protection for passengers while they are waiting for their bus.



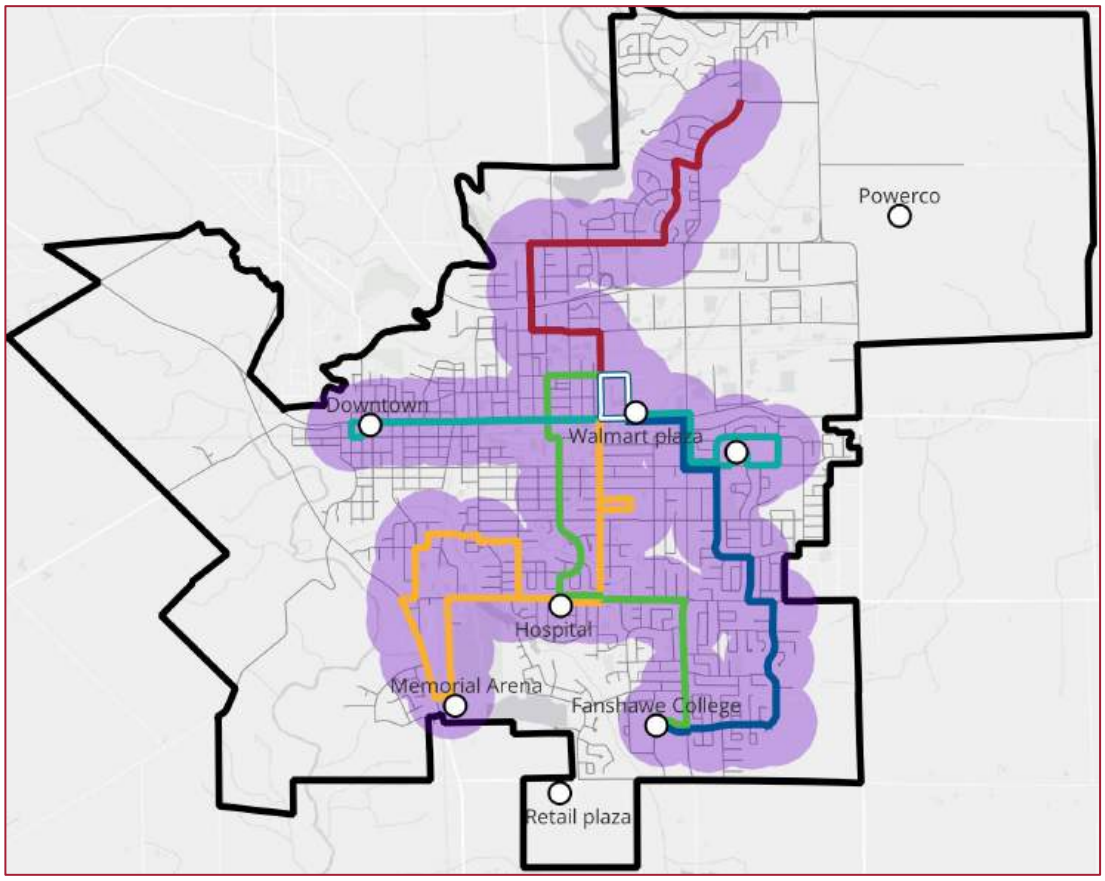
FIGURE 3.3: EXISTING TRANSIT NETWORK



Typically, the service area coverage provided by the fixed route transit service is one of the key measures used to determine the level of access the service provides to potential passengers. The service area is defined by the walk distance to the nearest stop, and a typical distance of 400 m (equivalent to a 5 minute walk distance) is typically used in transit service planning. Based on the existing fixed-route system, **Figure 3.4** illustrates the effective service area provided by the current fixed-route service.

Outside of the fixed route service area (illustrated in **Figure 3.4**), the on-demand service provides access to transit services, where passengers can request a ride pick up at the bus stop nearest their location and the bus will drop them at the bus stop nearest their destination, or a stop where they can transfer to the fixed-route system.

FIGURE 3.4: SERVICE AREA - EXISTING FIXED ROUTE TRANSIT NETWORK



The conventional fixed route transit service operates from 7:15 am to 5:45 pm on weekdays and between 9:15 am and 5:45 pm on weekends. Early morning service (starting at 6:15 am on weekdays and 8:45 am on Saturdays) and service after 5:45 pm (ending at 9:45 pm on weekdays and Saturdays) is provided using the on-demand service covering the entire City.

Based on the hours of service, the route lengths, and the service frequency total service hours for the existing conventional service were estimated as summarized in **Table 3.1**.

TABLE 3.1: ANNUAL SERVICE HOURS – CONVENTIONAL TRANSIT

Route	Weekdays				Weekends				Annual Service hours
	Start	End	Headway	Cycle	Start	End	Headway	Cycle	
1 - Northside	7:15	17:45	60	30	9:15	17:45	60	30	1,807
2 - Hospital	7:15	17:45	60	30	9:15	17:45	60	30	1,807
3 - Talbot	7:15	17:45	20	40	9:15	17:45	40	40	6,334
4 - Parkside	7:45	17:15	60	30	9:45	17:15	60	30	1,625
5 - Fanshawe	7:45	17:15	60	30	9:45	17:15	60	30	1,625
								Total	**13,208**
On Demand			**Hours**	**Veh**			**Hours**	**Veh**	
Morning DRT	6:15	7:15	1:00	1	8:45	9:15	0:30	1	286
Comingled DRT	7:15	17:45	10:30	2	9:15	17:45	8:30	1	6,344
Evening DRT[6]	17:45	21:45	4:00		17:45	21:45	4:00		
									6,630
							Conventional		**19,838**

3.2.2 Travel Times

Passenger travel times is another important measure that helps assess the conventional fixed route service. **Figure 3.5** shows the distribution of travel times for fixed-route transit trips within the city. The chart on the left shows the percentage of trips with a journey time under a given time. The infographic on the right summarizes the travel time key statistics for the existing fixed route network, with a breakdown into short trips and long trips, and trips falling outside the fixed route service area and outside the current service hours.

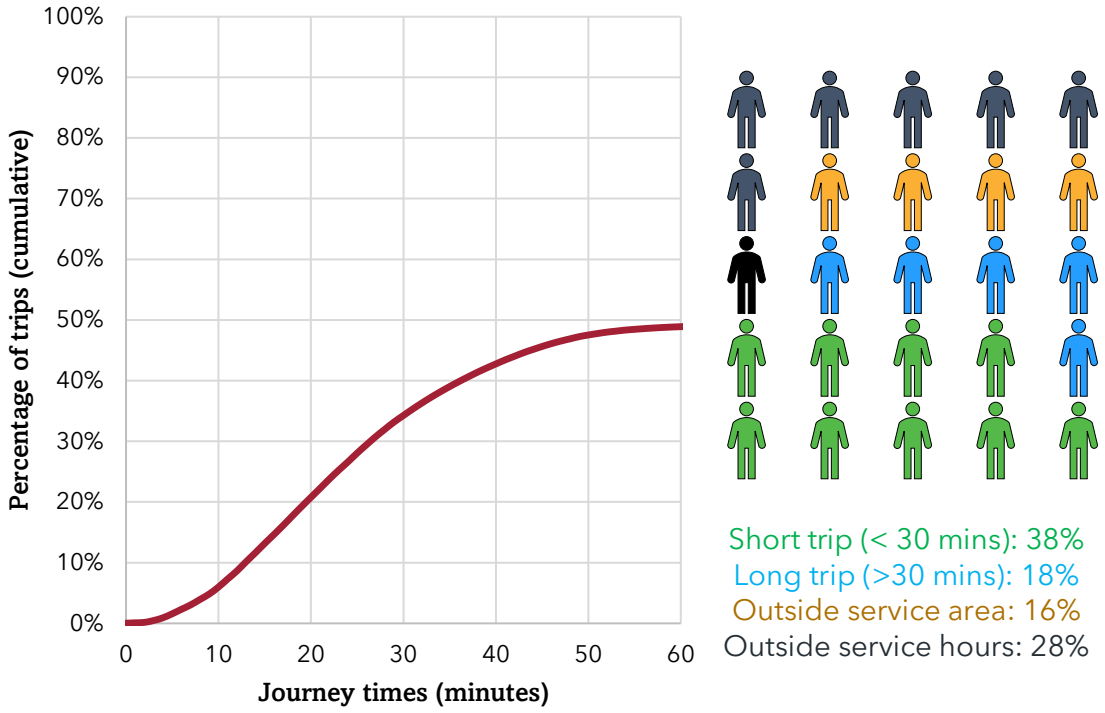
Travel times during the on-demand service periods can vary based on the number of trip requests at any given time and the pick-up and drop-off locations of trip requests received and are therefore not considered in the travel time analysis.

The existing fixed-route network operates with a "hub-and-spoke" configuration meaning that customers can travel between any two points in the service area with just one transfer (at the hub). However, this may require

[6] The evening on-demand (DRT) service is operated with the parallel service and service hours are summarized under the parallel service (see Table 3.3)

passengers to travel all the way into the hub and then all the way back out, resulting in long journey times to travel a short distance.

FIGURE 3.5: TRAVEL TIMES ON EXISTING FIXED ROUTE NETWORK



3.2.3 Fares

Transit fares for the service are $2.75 per rider and children under 5 can ride for free with a parent or guardian. A transit fare includes a one-way transfer to allow a user to board another bus to get to their destination with no additional cost, so long as the transfer is made within 60 minutes – otherwise it is considered a separate trip.

There are a number of multi-ride tickets available, including 10 ride tickets and monthly passes. Each type of multi-ride ticket provides a discount for purchasers compared to the price of a single ride ticket, as summarized in **Table 3.2**.

TABLE 3.2: TRANSIT FARES

Passenger Class	Single Ride	10 Ride Ticket	Monthly Pass
Adult	$2.75	$22.50	$70.00
Student (over 12)	$2.75	$16.50	$60.00
Senior (65+)	$2.75	$16.50	$60.00
Child (5-12)	$2.75	$16.50	$60.00

3.2.4 Parallel Service

The parallel transit service operates during the same hours as the conventional transit system, to ensure the same level of access is provided for each set of users. The parallel transit service is reserved for residents who are unable to board the regular conventional service either on a permanent basis, a temporary basis (due to medical condition) or during certain periods where physical barriers limit access to the conventional bus service. Visitors to the City, who are registered as a parallel transit user in another municipality are also permitted to use the St. Thomas system when visiting the City.

Passengers must register with the City and their health practitioner must verify their health status and level of ability as part of confirming eligibility. The cost to use the parallel service is the same as the conventional transit service.

Based on the hours of service, the total service hours for the existing parallel transit service were estimated as summarized in **Table 3.3**.

TABLE 3.3: ANNUAL SERVICE HOURS – PARALLEL TRANSIT

Period	Weekdays			Weekends			Annual Service Hours
	Start	End	Vehicles	Start	End	Vehicles	
Early AM	6:15	7:15	1	8:45	9:15	1	286
Day	7:15	17:45	1	9:15	17:45	1	3,614
Evening[7]	17:45	21:45	1	17:45	21:45	2	1,456
						Parallel	**5,356**

[7] The evening on-demand (DRT) service (noted in Table 3.1) is operated with the parallel service and service hours reflect both services.

3.3 Existing Active Transportation Network

The City has a well developed network of sidewalks and trails to support active transportation users. **Figure 3.6** and **Figure 3.7** illustrate the current cycling and sidewalk networks in the City, respectively.

Based on existing inventory data provided by the City the active transportation network includes:

- 207 km of sidewalks
- 23 km of Multi-use trails
- 13 km of marked bike lanes / paved shoulders

On road cycling lanes are provided on portions of Elm Street, Wellington Street, Kains Street, Centre Street, Fairview Avenue, Chestnut Street, Highview Drive, South Edgeware Road, and Sauve Avenue. Many of the facilities have been implemented as part of resurfacing or other capital projects, resulting in gaps in the network where project limits have constrained implementation.

Based on GIS data provided by the City there are approximately 214 km of roadways owned and operated by the City, with approximately 60 km of these designated as Collector or Arterial Road, and the remaining 155 km designated as local roads. There are approximately 207 km of sidewalks currently adjacent to City-owned roadways and it is estimated that approximately 67 km of roadways are missing sidewalks, either on one side or both sides of the road.

FIGURE 3.6: EXISTING CYCLING AND TRAILS NETWORK

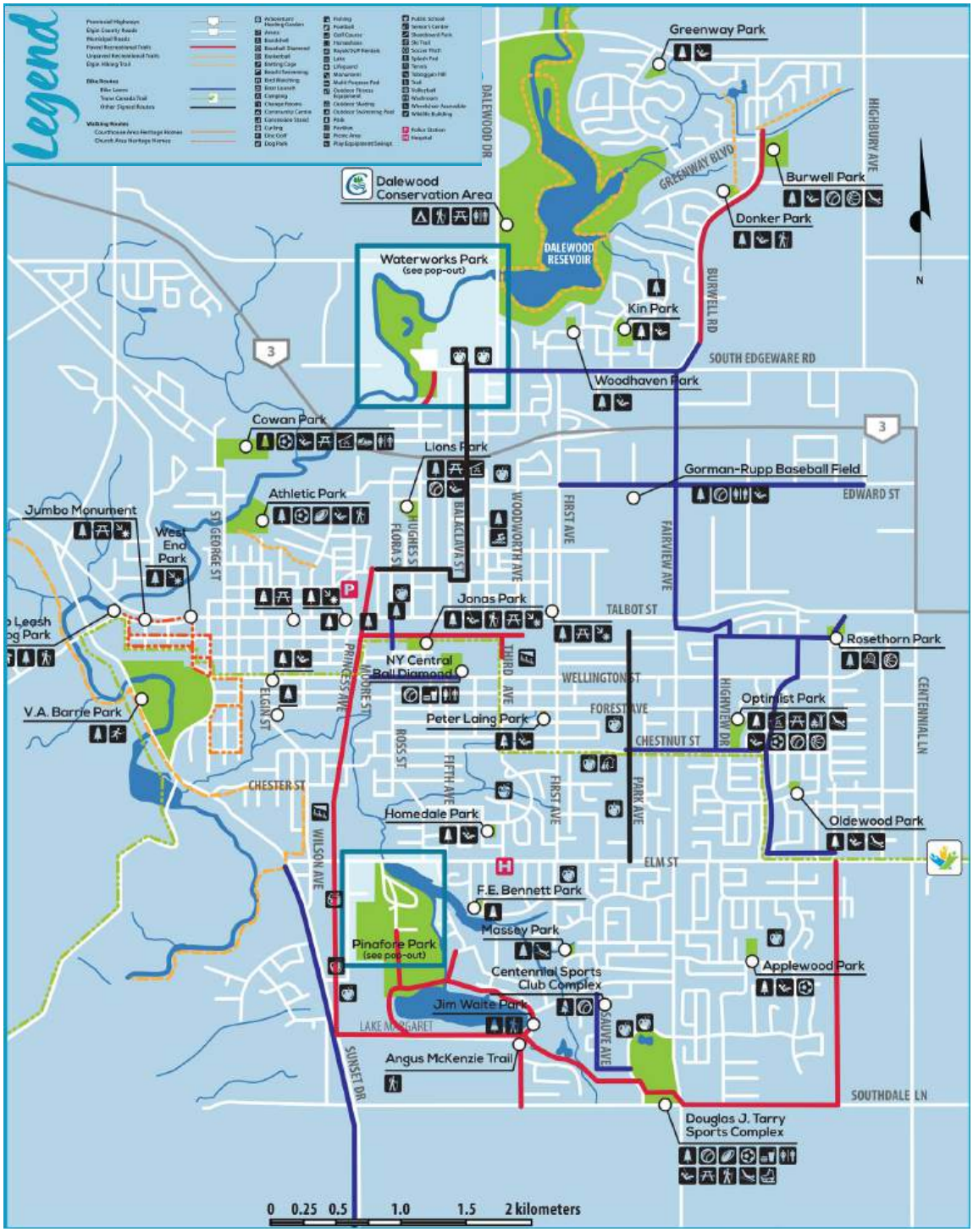
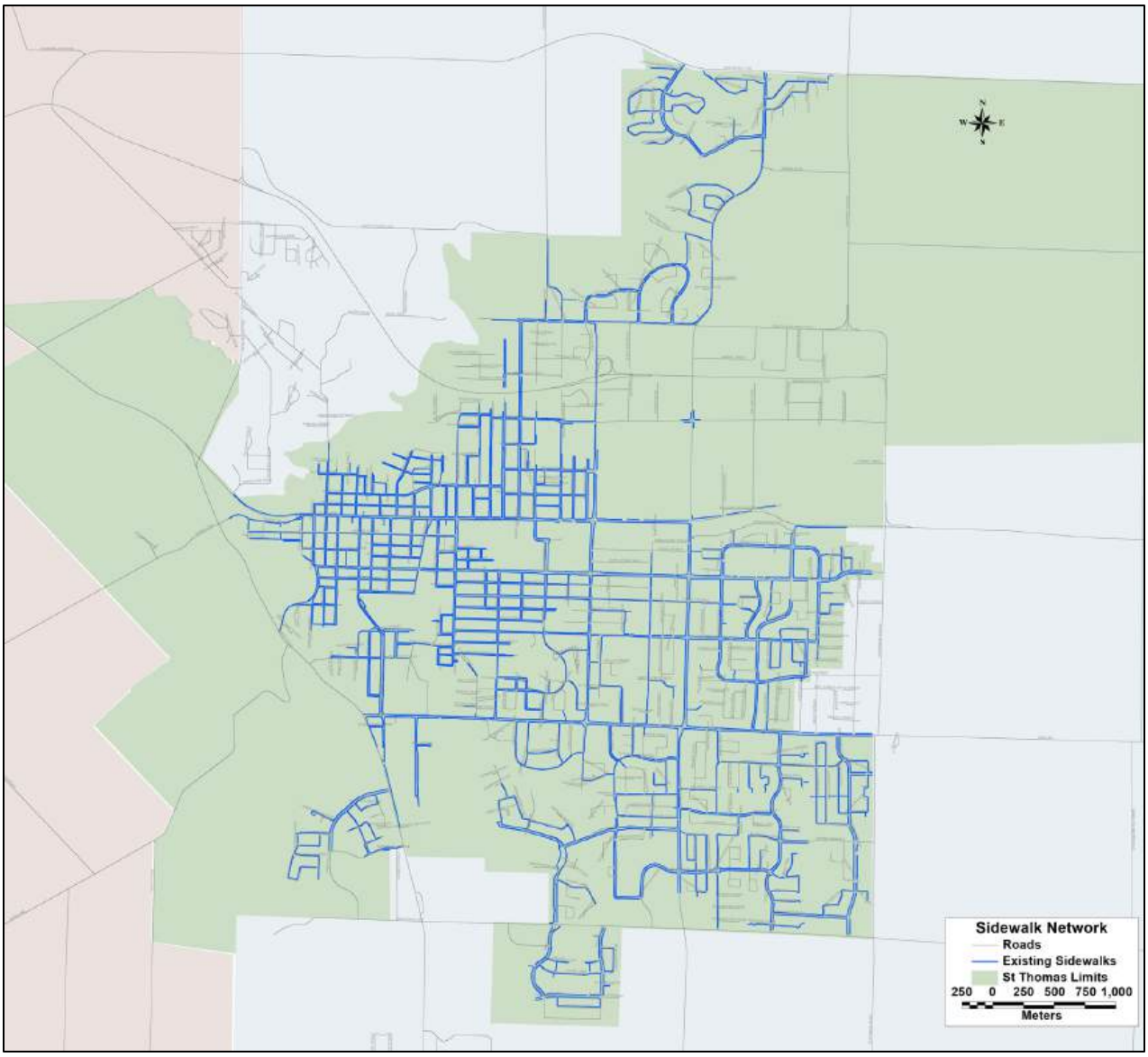


FIGURE 3.7: EXISTING SIDEWALK NETWORK



4 Future Conditions

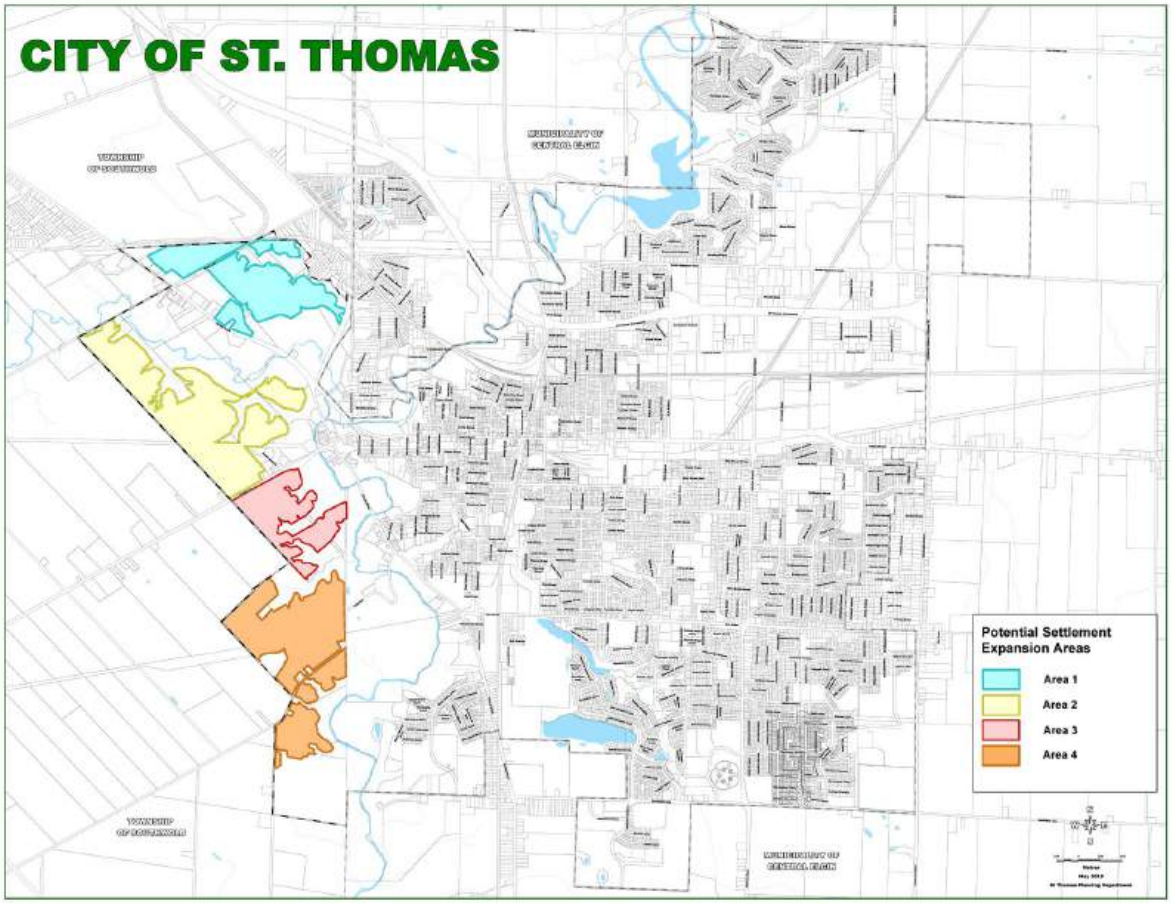
4.1 Future Growth Allocation

In February 2021 the City of St. Thomas passed by-law 29-2021 adopting an Official Plan Amendment (No 97) to amend the City Official Plan to incorporate planned new land use designations for the lands known as Area 1, which are located in the northwest corner of the City in the area bounded by Sunset Drive, Wellington Road and the Rail Corridor west of Major Line.

These lands were designated for future growth following an extensive land use planning review known as "Positioned for Growth" which examined four potential growth areas on the west side of the City to determine the optimum location for new growth based on environmental and servicing constraints.

Figure 4.1 illustrates the location of the four growth areas assessed as part of the Positioned for Growth planning exercise.

FIGURE 4.1: "POSITIONED FOR GROWTH" GROWTH AREAS



OPA 97 identified Area 1 as the preferred location to develop for new growth. At the time of adoption, the OPA references a 2041 growth forecast of 50,600 persons in St. Thomas. The updated growth forecasts provided in the Watson report[8] from 2024 estimated that the City would hit this population target between 2026 and 2031.

With the growth target of 79,500 residents by 2051 it is assumed that the City will need to continue to plan for additional development in the Area 2 and Area 3 lands, along with intensification within the existing built-up areas of the City.

In addition to growth within the City, potential growth is also anticipated within Central Elgin, on approximately 416 acres of land that was formerly used for the St. Thomas Psychiatric Hospital, which closed in 2013. A report to Central Elgin Council in May 2025[9] established a vision and guiding principles for the redevelopment of these lands and initiated a public engagement process to discuss options for how the development of these lands could be planned. Early estimates by the Municipality have estimated that this area could accommodate around 9,000 new residents in 3,500 new homes. As the draft vision for the lands contemplates a mixed use community, with a distinctive main street to anchor the community, the lands are also anticipated to feature a range of population related employment uses.

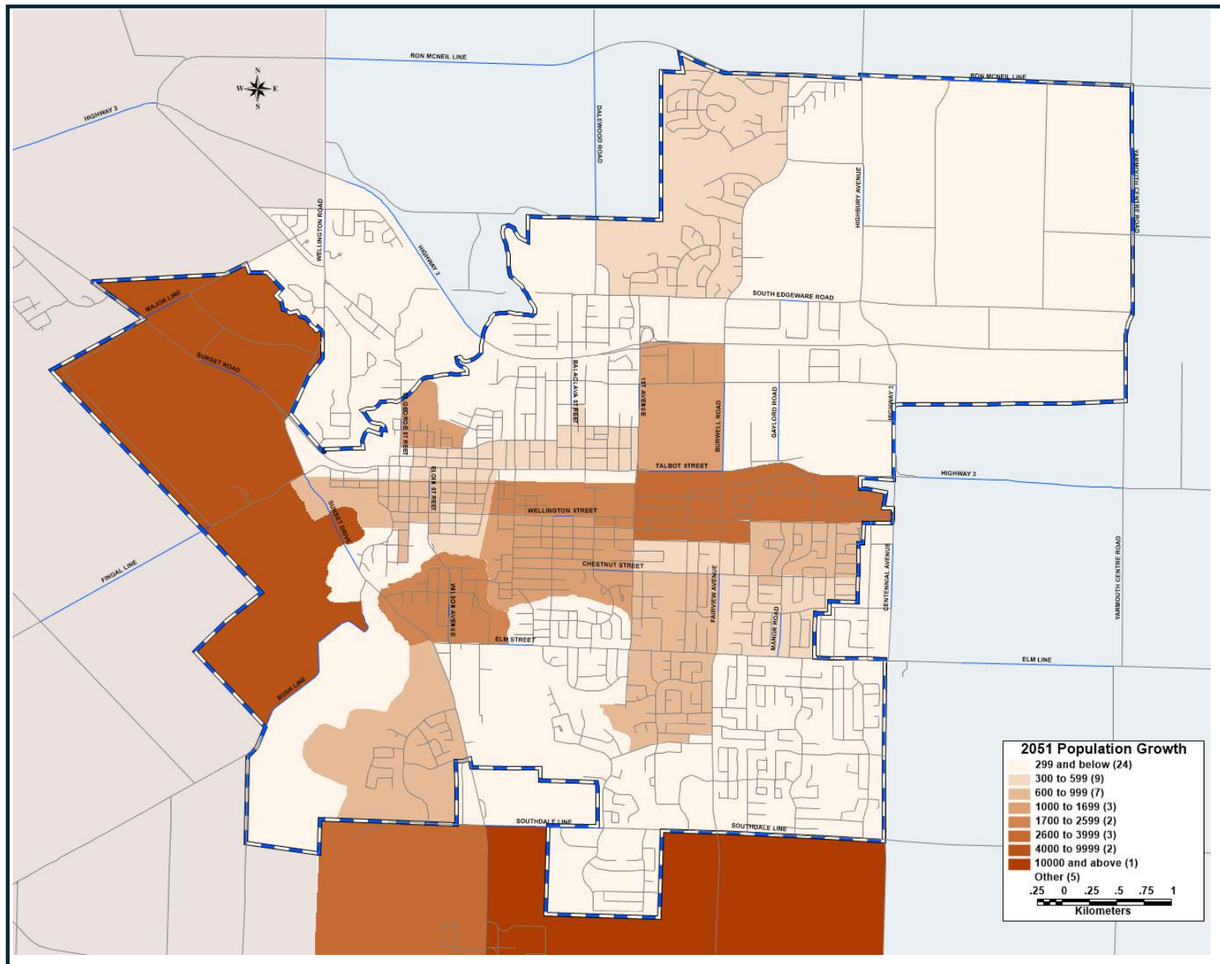
For the purpose of the TMP Refresh population and employment forecasts were prepared by the consulting team in consultation with City staff to allocate the 2051 target population and employment to the zone system used in the transportation model, as illustrated in **Figure 4.2.**

Potential new growth in the former hospital lands south of the City were incorporated in the forecast as the residents of this new community are expected to travel to and from St. Thomas for major employment (ie at the PowerCo EV battery plant) and for many shopping and other non work purposes.

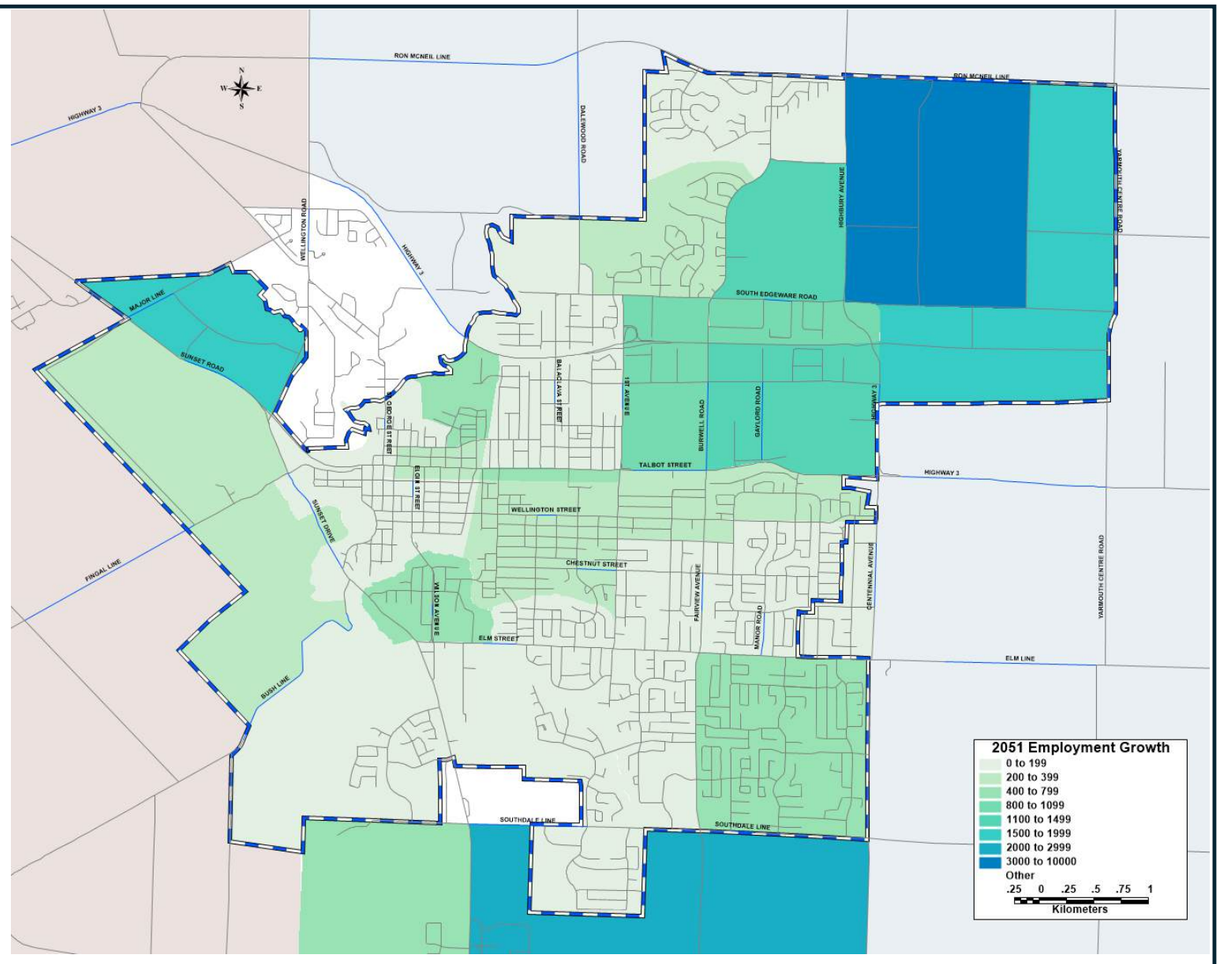
Appendix C provides a detailed summary of the population employment forecasts used in the modeling work for the study.

[8] Growth Analysis Study, City of St. Thomas, Watson & Associates (April 2024)
[9] Report CAO.06.25: A Vision and Guidelines for development of the Central Elgin former hospital lands, May 2025

FIGURE 4.2: POPUALTION AND EMPLOYMENT GROWTH TO 2051



Population Growth



Employment Growth

4.2 Transportation Model Development

To assist in forecasting future travel demands a strategic travel demand model was developed for the study area using the VISUM transportation planning software. The model was designed as a simplified 4 step model, including trip generation, trip distribution, mode choice and auto assignment steps.

Origin-Destination data provides the base travel demand data for the model. Updated data was extracted from Streetlight[10] Data platform to provide the average daily travel demands for the Spring 2022 period, between April 1, 2022 and April 30, 2022. The data included both weekday and weekend trip making activity, however the model was designed to forecast average weekday conditions.

4.2.1 Zone System

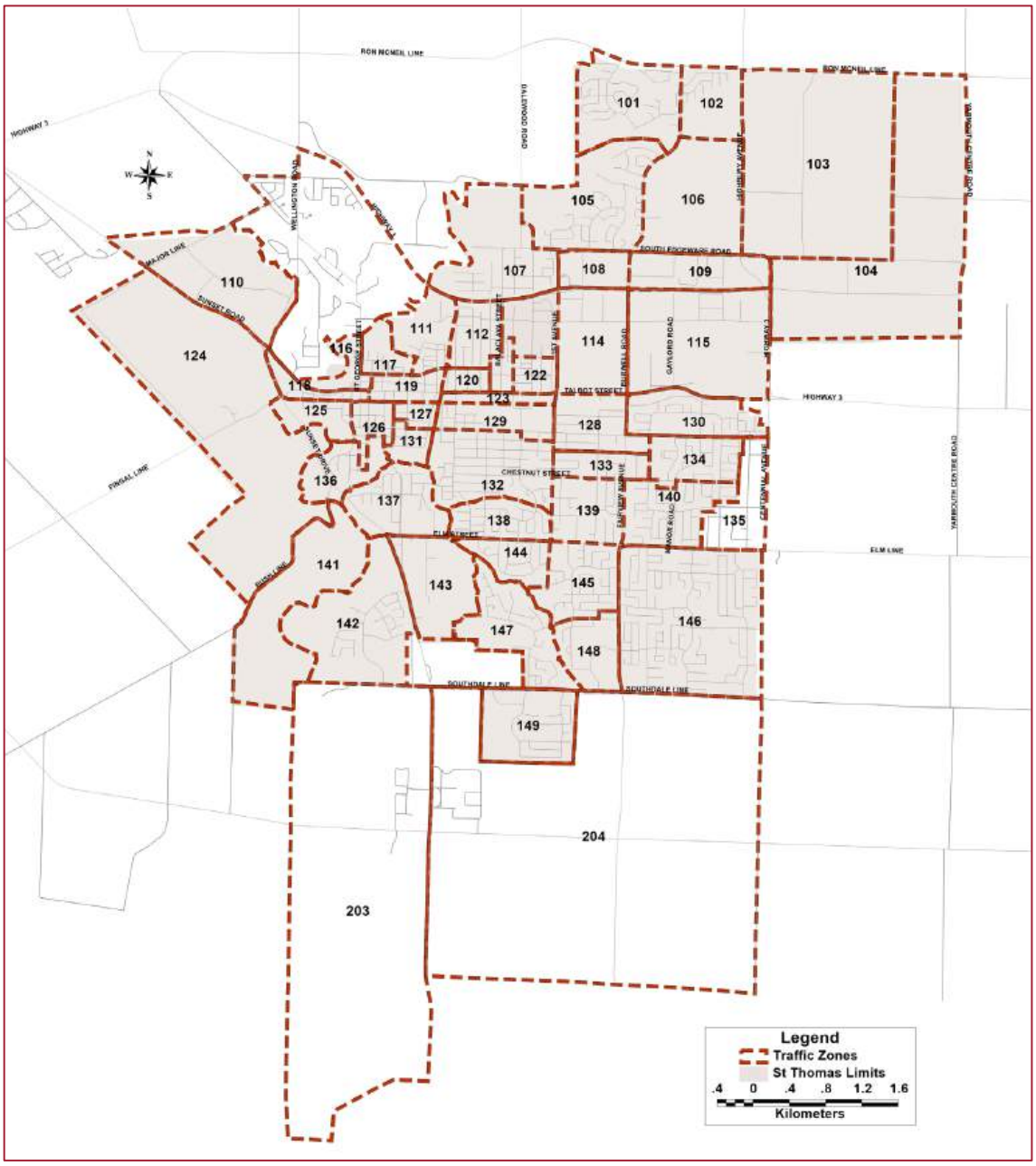
To facilitate the extraction of origin-destination data the study area was broken down into 49 traffic zones within the City, 4 external zones in areas adjacent to the City (within Central Elgin and Southwold),12 external zones representing the remaining areas with adjacent municipalities within Elgin and Middlesex Counties, and 9 external gateways representing major highways serving the study area. **Figure 4.3** illustrates the zone system within and directly adjacent to the City of St. Thomas.

The zone system was developed based on the Census Dissemination Area boundaries within the City, with some zones in the rural areas with little travel activity aggregated to provide larger zones. Existing population and dwelling counts from the 2021 Census provide the allocation of existing population within each of the traffic zones.

The study area road network was obtained from Open Street Network data layers, supplemented with data and air photos from the City to confirm intersection configurations, number of lanes, and speed limits. Zone connectors were added to the network to connect traffic zones to the local road network to facilitate the loading of vehicle trips during the assignment process.

[10] Streetlight is a third party data analytics company that assembles anonymized mobile app data from cell phones and other location based service devices and develops data for transportation analysis applications.

FIGURE 4-3: STUDY AREA ZONE SYSTEM



4.2.2 Trip Generation

The model was designed to forecast PM peak hour travel demands with the peak hour representing average conditions for the PM peak period between 2:30 pm and 5:30 pm. The weekday PM peak period represents the highest travel demand period throughout a typical week.

Trip generation was undertaken for three separate trip purposes, including:

- HBW = Home to Work / Work to Home (21% of PM peak demand)
- HBO = Home to Other / Other to Home (46% pf PM peak demand)

- NHB = Not home based = Other to Other (33% of PM peak demand)

Linear regression analysis was used to develop trip generation formulas based on a series of variables including zone population, plus estimates of the area of commercial, office, and industrial employment uses within each zone. Additional variables for other traffic generators such as the airport, tourist locations, schools, and the downtown were used to represent special areas that generate trips.

The trip generation relationships were compared to existing observed trip generation demand for each zone from the Streetlight Data platform to determine the degree of correlation achieved by the formulas based on the R^2 statistic from the regression equations. **Table 4.1** illustrates the resulting R^2 statistics or each trip purpose, with a value of 1.0 representing a perfect match. Based on the results of calibration assessment the forecasting of future demands was based on the rates for the combination of all trip purposes as these provided the highest degree of calibration to observed demands.

TABLE 4.1: TRIP GENERATION CALIBRATION

Trip Type	R^2
HBW-Productions[11]	0.366
HBW-Attractions	0.629
HBO-Productions	0.765
HBO-Attractions	0.730
NHB-Productions	0.773
NHB-Attractions	0.782
All Purposes -Productions	0.852
All Purposes - Attractions	0.790

4.2.3 Trip Distribution

Trip distribution patterns for future horizon years were based on the observed trip distribution patterns from the base year data, factored to account for growth in trip making to or from each zone due to growth. A doubly constrained growth factor (or fratar) process was used to balance future trip productions and attractions and estimate the future travel demands between

[11] The correlation of HBW trip productions for the afternoon peak period is lower than other trip purposes since after work many people may not go directly home and may make trips for other purposes or may make intermediate stops – which are typically classified as NHB trips. The use of employment (at the production end) and population (at the attraction end) as the primary variables for these trips are typically not able to capture these patterns.

each pair of zones in the model. For new growth areas with no observed trip making activity, seed values were used based on the trip making patterns in adjacent zones to ensure local trip making patterns were maintained in the forecasting process.

4.2.4 Mode Share

The model was designed to use a policy-based mode share, based on the mode shares observed in the existing census data for each municipality in the study area. For the base forecasts no changes to the relative share of trips made by transit, walking or cycling was assumed to occur in the study area over the forecasting period.

4.2.5 Trip Assignment

As the observed travel data from the Streetlight Data platform provided auto vehicle trips, as opposed to person trips, the future forecasts also provide an estimate of future auto vehicle trips, assuming no change to average vehicle occupancies.

Existing auto travel demand was assigned to the road network and simulated volumes on various road links were compared to observed traffic count data to ensure that the model was able to predict existing observed travel patterns.

The trip assignment procedure uses an iterative process to assign traffic to the best route (shortest travel time) between origin and destination. On the first iteration, all traffic takes the fastest route, and as traffic increases popular routes become slower due to congestion. For subsequent iterations the model assigns more trips to other routes to save travel time. The assignment process is finished when no driver can reduce travel time by changing their route. The end state of the process attempts to replicate driver behaviour, where on average drivers will take the fastest route to get to their destination taking into account prevailing traffic on various roads in the network.

Before the model is used to forecast future conditions, the model needs to be tested to confirm that it is able to replicate existing conditions within acceptable ranges of tolerance. This is known as model calibration.

The Ontario Ministry of Transportation standards for model calibration were used to determine the level of confidence in the model, based on the GEH

$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$

GEH Equation where:
M = model volume
C = count volume

statistic, which evaluates both the absolute difference and the percentage difference between the modelled and the observed flows.

Based on MTO standards:

- A GEH < 5 is high to very high confidence in accuracy;
- 5 < GEH < 10 is moderate to high confidence in accuracy; and
- GEH > 10 is low confidence in accuracy

For a model to be considered suitably calibrated, 75% of links should have a GEH statistic of 5 or less, with up to 20% of links with a GEH value of between 5 and 10. No more than 5% of links should have a GEH of 10 or higher.

Table 4.2 summarizes the model calibration results comparing simulated volumes from the model with observed traffic count data at over 45 intersections (representing approximately 160 road links) across the City. Based on the model calibration results, the model can adequately represent traffic flows on the road network within acceptable standards.

TABLE 4.2: MODEL CALIBRATION RESULTS

GEH Values	Standard	Model Results
>= 5	75%	89%
5< x <=10	20%	9%
> 10	5%	2%

4.3 Future Travel Demands and Deficiencies

Based on planned growth in population and employment in the study area, PM peak hour travel demands are expected to grow as well, with an overall forecast growth of 180% by the 2051 horizon, as summarized in **Table 4.3**. This includes trips passing through St. Thomas from external areas which represents approximately half of the total traffic using the road network, which includes the Highway 3 corridor passing through the City. Internal travel demand is summarized separately in **Table 4.3**, with an increase of 183% forecast by 2051.

TABLE 4.3: GROWTH IN PM PEAK TRAVEL DEMAND

Trip Type	2024	2036	2051
Total Trips	34,615	47,992	62,447
Growth from 2024		138%	180%
Internal Trips	17,113	24,988	31,088
Growth from 2024		146%	183%

It should be noted that the growth forecasts prepared for this assessment are based on the observed travel patterns from the spring of 2022 and still incorporate some of the post COVID changes to commuting patterns and work from home that have continued to some degree after the lifting of gathering and travel restrictions. As part of the model development these demands were corrected to reflect a 2024 base year by updating the overall demands to match observed traffic counts.

While work at home was not as prevalent in the study area as in other communities in Ontario, the trend analysis from the 2021 Census did show a marked increase in work from home within the study area as well. There is significant uncertainty with respect to the continuation of the work at home trends that have emerged post COVID.

While many public institutions have continued to allow work from home for jobs that are able to work remotely, some employers have begun to request that employees return to the office at least part time. The Federal government, for example, recently ordered office staff to return to the office at least 3 days per week, starting in September 2024[12] and the Provincial government recently issued notice that their employees will be expected to work in the office 4 days per week in the fall of 2025, returning to full time office work in January 2026. Given the uncertainty with how this work pattern may evolve in the future, no adjustments to the travel demands have been made in the model.

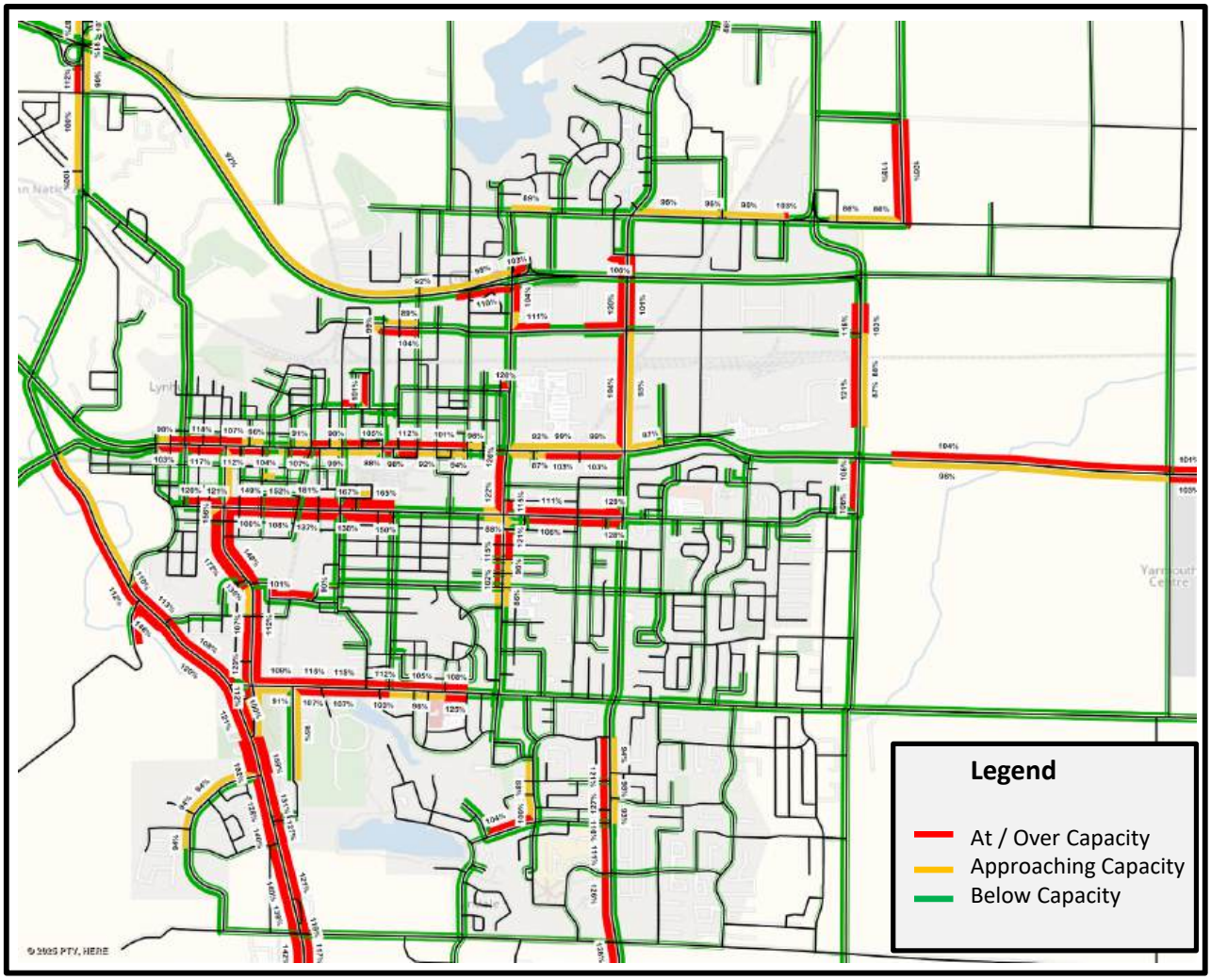
As a result, the model forecasts represent conservative estimates of future travel demands, and this has been considered during the assessment of the model results, the determination of needs, and the evaluation of required improvements.

Figure 4.4 illustrates the anticipated road network performance and capacity deficiencies for the 2051 PM peak period with planned road improvements currently being implemented (as illustrated in Figure 1.4) in place including the Highbury Avenue widening, the Highway 3 twinning by MTO, and completion of Technology Trail and basic local road network serving the PowerCo EV battery plant.

As illustrated in **Figure 4.4**, the future growth is anticipated to result in many major roads in the City operating over capacity.

[12] Government of Canada Website, https://www.canada.ca/en/government/publicservice/modernizing/hybrid-work/common-hybrid-work-model.html, accessed August 2024

FIGURE 4.4: 2051 ROAD NETWORK DEFICIENCIES



Assuming no additional road improvements and no change to the share of trips using non-auto travel modes, increased congestion is forecast for:

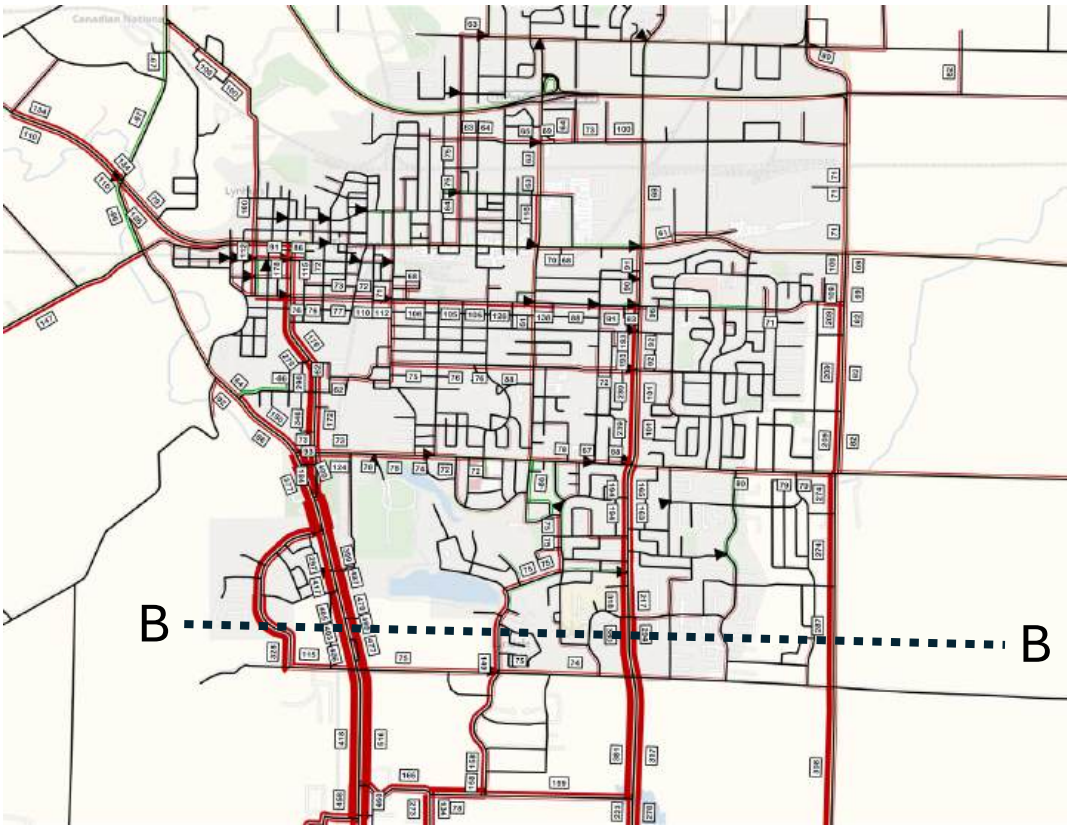
- Talbot Street through the downtown
- Burwell Road north of Talbot Street to South Edgeware Road
- First Avenue through downtown and in the vicinity of the Highway 3 interchange
- Elm Street west of First Avenue
- Wellington Road through the downtown and between First Avenue and Fairview Avenue
- Sunset Drive from south of the City through to Talbot Street
- Elgin Street and Wilson Avenue, and
- Highway 3 at the east edge of the City and further to the east

Many of the road network deficiencies in the south end of the City, on Sunset Drive and Fairview Avenue in particular, can be partially attributed to the anticipated growth of the hospital lands envisioned by Central Elgin south of the City. **Figure 4.5** illustrates the implications of the additional growth south of the City on the performance of the key roadways north of Southdale Line. The map in **Figure 4.5** shows the difference in traffic volumes on various road segments with and without the growth in hospital lands, with the thickness of the line representing the magnitude of the volume increase.

Using a screenline assessment approach, the tables in **Figure 4.5** summarize the forecasted volumes, capacities, and volume / capacity ratios on each of the key roads north of Southdale Line with and without the hospital lands growth. Typically, a roadway operating at 90% of its capacity or greater (v/c ratio of 0.90 or higher) is considered to be at or over capacity. In the southbound direction in the PM Peak hour, Sunset Drive and Fairview Avenue are forecast to be well over the capacity threshold with the hospital lands growth in place. Without this growth, Sunset Drive is still expected to operate at capacity but Fairview Avenue would continue to operate with minimal congestion.

The volume plot also illustrates that traffic from the growth areas to the south of the City could be expected to infiltrate to minor streets in the south end of the City if no improvements are undertaken to provide sufficient capacity on the major road network.

FIGURE 4.5: IMPACTS OF GROWTH SOUTH OF CITY



2051 Horizon - Base - Existing Transit Use in City
No External Growth in Zone 203 / 204

Screenline B - North of Southdale Line - South of Elm St

Road Segment	NB Vol	NB Cap	NB v/c ratio	SB Vol	SB Cap	SB V/c ratio
Sunset Dr	652	900	0.72	980	900	1.09
Lake Margaret Trail	160	400	0.40	125	400	0.31
Fairview Ave	205	900	0.23	710	900	0.79
Peach Tree Blvd	102	650	0.16	134	650	0.21
Centennial Rd	92	900	0.10	250	900	0.28
Screenline Total	**1212**	**3750**	**0.32**	**2198**	**3750**	**0.59**

2051 Horizon - Base - Existing Transit Use in City
With External Growth in Zone 203 / 204

Screenline B - North of Southdale Line - South of Elm St

Road Segment	NB Vol	NB Cap	NB v/c ratio	SB Vol	SB Cap	SB V/c ratio
Sunset Dr	1105	900	1.23	1366	900	1.52
Lake Margaret Trail	208	400	0.52	233	400	0.58
Fairview Ave	502	900	0.56	1117	900	1.24
Peach Tree Blvd	163	650	0.25	199	650	0.31
Centennial Rd	121	900	0.13	541	900	0.60
Screenline Total	**2099**	**3750**	**0.56**	**3456**	**3750**	**0.92**

4.4 Overview of Needs and Opportunities

The assessment summarized in the preceding sections highlights existing conditions and prevailing trends that will shape and influence the City transportation system in the coming years. It is important to recognize and plan for these opportunities and challenges to develop a transportation network that serves all users. The following summarizes the key transportation opportunities and challenges in the study area:

Road Network Needs

St. Thomas is experiencing rapid growth with ongoing and expected development within and around City boundaries. This additional growth will increase travel demands on many City roads, with north-south and east-west roads particularly affected in different areas of the City.

Road network improvements that improve the operation of existing roads, and direct traffic away from the core area can assist in managing future congestion and reduce the growth in traffic on local roads.

Transit Needs

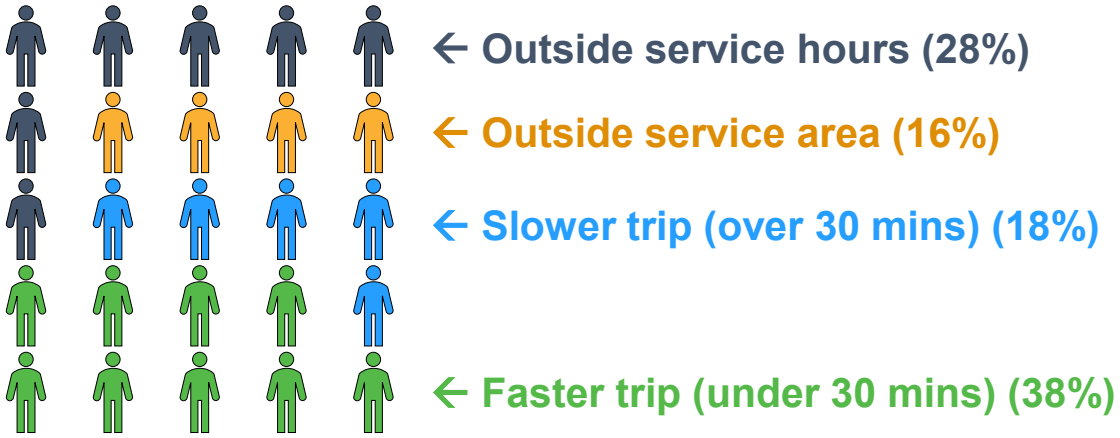
The feedback received from the public as part of the opinion survey and public open house sessions expressed concerns with the level of transit service being provided in the City. Users suggested that the service coverage was not broad enough to provide sufficient access, the service hours were not long enough to serve many trip demands, and the service frequency was too low to provide an attractive service that would encourage, except for those who had no other choice.

Based on review of the existing service, there are three key opportunities to enhance transit in St. Thomas in the short to medium term and position the City to provide enhanced services over the long term. The three key issues to address in achieving this are:

- Improving when transit runs
- Expanding where transit runs
- And improving how long an average trip takes.

These issues were assessed by examining the total amount of trip making in the community and determining how well the current transit system is able to serve this demand. The ability to better service the overall demand, the more ridership the system will be able to attract. The graphic in **Figure 4.6** illustrates how the current service is performing relative to these considerations.

FIGURE 4.6: PERFORMANCE OF THE EXISTING TRANSIT SYSTEM



Approximately 28% of current trip making activity occurs outside the time period when transit operates regular fixed route services and only has access to the on-demand service. Improving the fixed route service hours can attract more of these potential customers to use the service by introducing additional certainty for a user's trip.

Approximately 16% of the current trip making activity occurs in areas where transit does not operate on a regular fixed-route basis. This includes much of the industrial areas and some of the residential neighbourhoods adjacent to the downtown and in the north and south ends of the City.

For those trips that occur within the hours of service and service area, approximately 18% of these trips take longer than 30 minutes (excluding walk time and wait time) while 38% can be completed in under 30 minutes. Adding new routes that are shorter and more direct can reduce on board travel time and make transit more competitive with the automobile for many trips.

A benchmarking exercise was undertaken to assess the service provided in St. Thomas compared to a select number of peer municipalities of a similar size, along with a number of larger municipalities that are currently the size that St. Thomas is planning to be by 2051.

As part of the review the population and size of the service area was considered and key statistics were obtained from industry publications to compare published ridership, operating cost, service hours, and transit mode shares focussing on the conventional transit service. **Table 4.4** summarizes the municipalities reviewed and their relative population compared to St. Thomas.

TABLE 4.4: PEER MUNICIPALITIES

Municipality	Population (2021 Census)
Orangeville	30,167
Stratford	33,232
Orillia	33,411
Timmins	41,145
St. Thomas	**42,840**
Woodstock	46,705
Cornwall	47,845
North Bay	52,662
Belleville	55,071
Sarnia	72,047
Sault Ste. Marie	72,051

As summarized in the **Table 4.4**, three of the peer municipalities were slightly smaller than St. Thomas by population, three were in the same size range, and four municipalities were approaching the size of St. Thomas by 2051.

Some larger municipalities, such as Peterborough (85,000) were not included in the review due the presence of large post secondary institutions which influence the service hours and ridership and were not considered as a reasonable comparator.

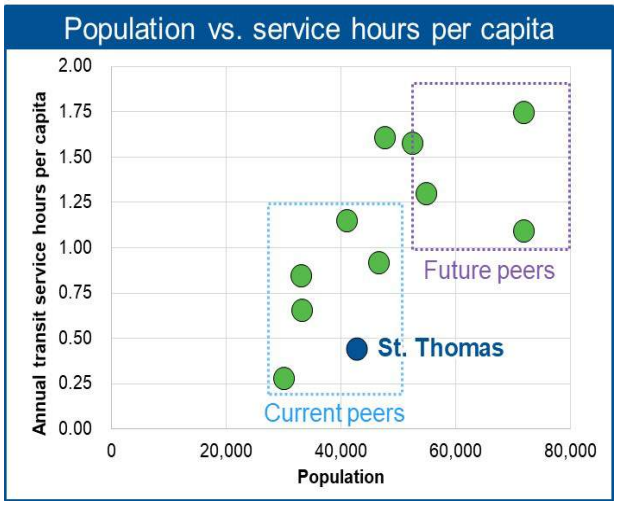
One of the measures used to compare the amount of service provided is service hours per capita – which essentially compares the number of annual service hours provided on a per person basis. Based on 2023 published data for St. Thomas and the peer municipalities, the City was providing approximately 0.44 hours of service annually per resident on the conventional a service compared to the average of 1.05 for all municipalities and 0.84 for municipalities that are either smaller or a similar size today[13]. As illustrated in **Figure 4.7**, St Thomas provided a lower level of service and achieves lower ridership on a per person basis compared to many peer municipalities of a similar size.

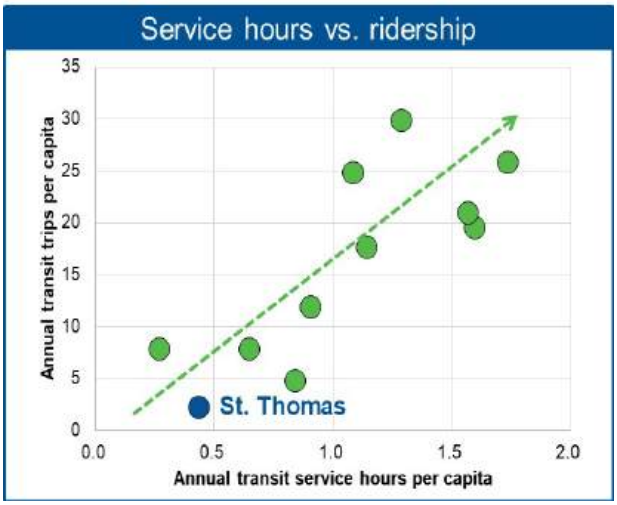
When compared to the service hours provided in communities the size that St. Thomas is planning to achieve by 2051, a significant increase in service would be needed to keep pace with the average of 1.44 hours per person provided in these municipalities.

The review also found that there is a direct correlation between service hours and ridership in all of the peer communities reviewed. This is consistent with publish research that has found that increasing the level of service in any transit system will have a direct benefit on ridership levels. Where St. Thomas attracted approximately 3.0 annual rides per capita in 2023 the average of all peer municipalities was 15.7 rides per capita and 10.3 for municipalities that are either smaller or a similar size today. For communities the size that St. Thomas is planning to achieve by 2051, the average level of ridership was 29.7 rides per capita.

[13] Based on 2024 data St. Thomas is currently providing 0.58 service hours per capita for the conventional and specialized service.

FIGURE 4.7: BENCHMARKING SERVICE HOURS AND RIDERSHIP

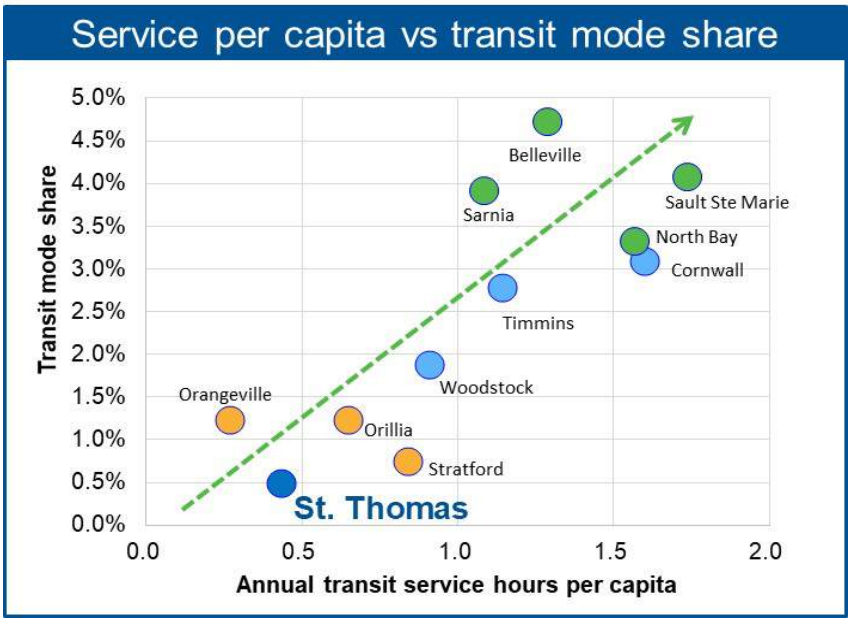




The benchmarking review also found relatively consistent correlation between annual service hours provided and the share of trips choosing to use transit in each community, as illustrated in **Figure 4.8**.

The interesting part of the comparison, however, was that the level of transit service provided appeared to have a greater influence on ridership and mode share than population, with all of the communities in the same size range as St. Thomas achieving higher transit mode shares by providing higher levels of service. The communities that are currently larger than St. Thomas are achieving transit mode shares between 3% and 5% of daily trips, demonstrating that making the investment in transit service can create an attractive service that is able to shift users away from automobile trips.

FIGURE 4.8: BENCHMARKING SERVICE HOURS AND MODE SHARE



In the longer term horizon, there is an opportunity through this TMP Refresh to re-examine the future role of transit in the City, commensurate with its future growth to a population of just under 80,000 people by 2051.

Based on the feedback received from residents, stakeholder groups, and the youth of the community, it appears that the community is ready for enhanced transit services. The review of the existing transit service and the benchmarking exercise of transit serviced in other municipalities similar in size to St. Thomas highlights that providing enhanced transit service will bring new riders to the system and reduce the reliance on the automobile for all trip making. Establishing a future transportation vision that is centred around an enhanced transit service is one of the biggest opportunities and the biggest changes to be considered as part of the TMP Refresh.

Transitioning the transportation system in St. Thomas to a multi-modal system based on a modern enhanced transit system will take time to realize. However, it is recognized that this is an opportunity that is so important to the future growth of the City that now is the time to start the planning for how this transition can be achieved and how it can support the City as it grows.

Walking and Cycling Needs

The relatively short trip lengths in St. Thomas offer an opportunity to enhance the active transportation network within the City for both commuting and recreation purposes. Investments in new multi-use paths, sidewalks, and cycling facilities can build on the excellent use of the current systems in the City and can enhance mobility options across the City for those without access to a car.

Opportunities to expand the active transportation network should be explored to enhance access and connect neighborhoods, including potential acquisition of the former and underutilized rail corridors crossing the City to support new cross city opportunities to link to new growth areas in the west end.

Opportunities

Continued reliance on the automobile for the majority of trip making is expected to continue, despite the potential environmental, economic, societal, and health consequences. Efforts to reducing dependence on motorized vehicles can help mitigate roadway congestion (in locations forecast to experience high volumes), combat climate change, improve public health and user safety, and make the transportation system more equitable to all users.

As identified in the 2021 TMP there is an opportunity to implement Transportation Demand Management (TDM) policies and programs that look to reduce the need to travel or to encourage residents to choose non auto

travel for more of their regular trip making. One key TDM opportunity is to support and promote work from home for those who can. If each person in a community made one less auto trip per week, the total travel demand can be reduced by 20% - that is almost equivalent to 10 years of growth without having to widen any roads!

Opportunities to promote alternative travel modes include enhancements to:

- Transit – improve service, expand coverage, increase frequency
- Walking – invest in sidewalks, multi-use paths, protected crossings and shade trees, and benches
- Cycling – invest in separated bike lanes and multi-use paths to enhance user safety and provide end of trip amenities to support those who choose to cycle or use their bike as part of the first mile-last mile of a transit trip.

4.5 Transportation Vision and Scenarios

The 2021 TMP established a proposed Vision for Transportation in St. Thomas to guide development of the previous plan, which was expressed in the vision statement below.

Transportation Vision and Objectives for St. Thomas

> "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."

This vision statement was further refined and expressed as six key objectives that would be used as a basis for the design and evaluation of transportation solutions, policies and as outcomes of the Master Plan. The six Objectives include:

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

Based on the assessment of the current planning context for the City and province, feedback received from the Public Consultation, and the assessment of future needs and opportunities for transportation in St. Thomas in 2051 the original proposed vision statement and objectives identified in the 2021 TMP are still relevant and applicable in the current context – despite all that has changed in the community.

Despite the similarities in the vision and objectives there is an opportunity in the Transportation Master Plan Refresh to revisit the level of emphasis on each of the objectives to determine the right mix of infrastructure and policy recommendations to guide the City as it transitions from a small municipality into a mid-sized bustling City with a future population of 80,000 residents.

To help define an appropriate level of emphasis on each of the objectives three planning scenarios were developed to describe the types of measures that would be used and the level of emphasis on each mode of travel using mode share targets. Each 2051 scenario was based on incremental changes to the existing mode shares observed in St. Thomas for 2016 and 2021 based on the results from the applicable Census year, as summarized in **Table 4.5**.

TABLE 4.5: FUTURE SCENARIOS AND MODE SHARE TARGETS

Scenario/ Mode Share	2016	2021	2051		
			Status Quo	Partial Shift	Aggressive Shift
Auto	91%	93%	91%	87%	83%
Transit	1%	0.3%	1%	4%	6%
Walk/Bike	7%	5%	7%	8%	10%
Other	1%	1%	1%	1%	1%

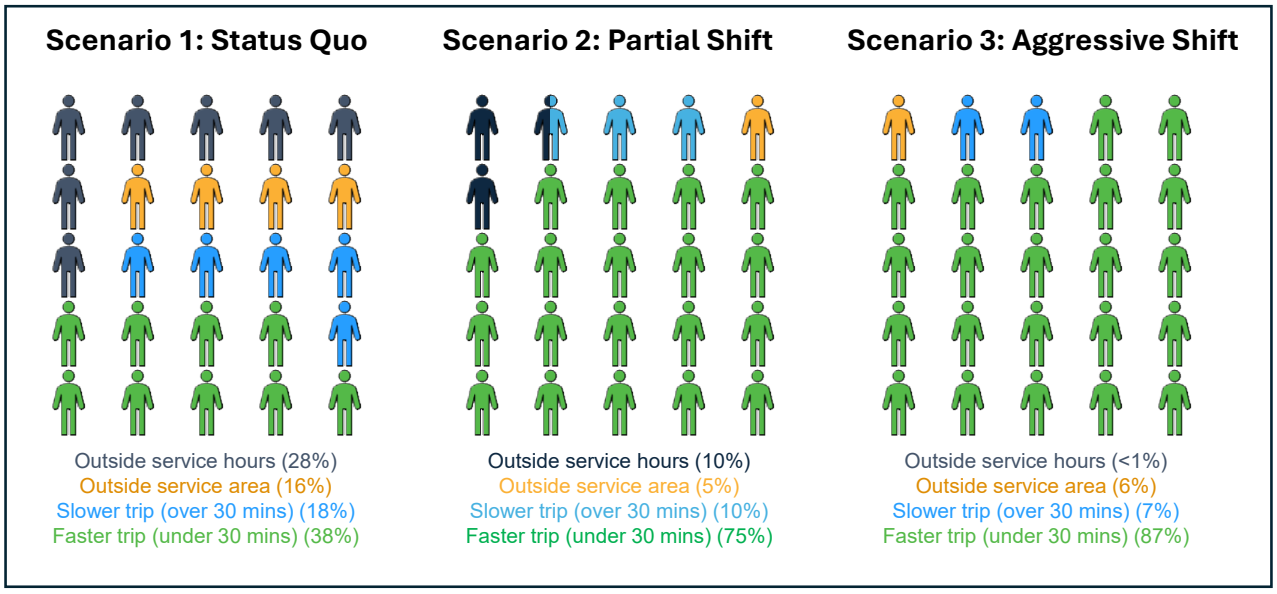
For each scenario a high level description of the planning approach is summarized below:

- **Status Quo** – this planning scenario assumes a continuation of past trends in choice of travel modes used by residents of St. Thomas. A high reliance on auto travel would be expected to continue and accordingly the mix of infrastructure recommendations would focus on road widening and other road capacity solutions to address future deficiencies. A modest increase in transit to reflect 2016 patterns of use would be expected to occur in response to basic improvements in access to transit and some minor improvements to hours of service. Walking and cycling use would return to 2016 levels as well, through continued investment in new off-road trails, sidewalks in residential neighbourhoods, and a limited network of cycling infrastructure within road corridors – primarily where off road trails are not able to be provided. Transportation policies would place an emphasis on auto travel, optimizing capacity and efficiency over measures to support or increase use of other travel modes.
- **Partial Shift** – this planning scenario envisions a modest shift in the way people travel around the City. Travel by auto would still represent the mode choice for 87% of trips, however investments in transit service would increase the share of trips using transit to 4%, up from 1%. An expanded fixed route transit system, improved hours of service, and some enhancements to the frequency of service would attract new riders. A modest shift in use of active transportation modes would occur due to investment in new sidewalk infrastructure, programs to encourage walking for short trips, and a mix of new off road multi-use paths and cycling facilities in some key road corridors. Transportation policies would be designed to encourage users to shift to other travel modes with Transportation Demand Management (TDM) measures as outlined in the 2021 TMP.
- **Aggressive Shift** – an aggressive shift in travel patterns in St. Thomas would provide a more balanced approach to travel in the City, with

auto travel reducing to 83% of all trip making, down from 93% in 2021. This would be achieved through the provision of high quality infrastructure and services combined with supportive policies to make other modes of travel more attractive to many residents. This scenario is defined by an aggressive emphasis on improving the transit service in St. Thomas to mirror the type of services offered in municipalities that are already at the 80,000 population threshold and achieve a 6% share of trip making using transit. Improved access to new fixed route transit services, increased service hours to attract shift workers and other part time employees, and enhanced frequency of service would be implemented over time to increase ridership. A similar emphasis on providing an active transportation network for walking and cycling that appeals to users of all ages and abilities and provides safe and comfortable choices to access major activity areas (downtown, employment areas, schools, and parks and recreational facilities) improves the share of trips made by active transportation modes from 5% in 2021 to 10% by 2051.

An assessment of the three planning scenarios was completed to determine how well each scenario would address the needs and opportunities identified. The assessment examined each scenario in terms of how well the transit service issues previously identified would be addressed, and for each scenario high level cost estimates and estimates of Greenhouse Gas (GHG) emission reductions were developed to aid in the overall assessment framework. **Figure 4.9** provides a graphical representation of the assessment results for each scenario.

FIGURE 4.9: PLANNING SCENARIOS - TRANSIT PERFORMANCE



The Status Quo Scenario results in no significant change in transit access or system performance for users. The Partial Shift Scenario ensures that more trips can be made within service hours, provides better fixed route service coverage to improve access and results in 75% of trips able to be made in under 30 min. The Aggressive Shift Scenario builds upon these results with virtually all trips falling within the expanded service hours and all but 6% of trip making activity within the fixed route service coverage area. With improved fixed route structure and frequency, 87% of trip making can be made in under 30 minutes.

From a cost and system performance perspective, **Table 4.6** summarizes the key performance results and cost implications for each planning scenario at an order of magnitude level of detail.

TABLE 4.6: COSTS AND PERFORMANCE OF FUTURE SCENARIOS

Costs and Performance (2024$)				
Measure	**Existing**	**Scenario 1 - Status quo**	**Scenario 2 - Partial shift**	**Scenario 3 - Aggressive shift**
Target mode share	*0.50%*	*1%*	*4%*	*6%*
Weekday (Weekend) service hours	15.5 (13)	15.5 (13)	17 (14)	17 (14)
Weekday Buses in service	8	8	15	26
Annual Service Hours	25,800	52,700	88,100	152,800
Annual Ridership	147,000	300,000 - 400,000	1,400,000 - 1,500,000	1,800,000 - 2,200,000
Net Operating Cost	$ 1.58 M	$2.9 - 3.1 M	$ 3.7 M - $3.9 M	$6.8 M - $7.6 M
Annual Capital Cost	$0.57 M	$1.1 M	$1.2 M - $1.3 M	$1.5 M - $1.7 M
Population	44,400	79,500	79,500	79,500
Net Operating Cost / Capita	$35.47	$36 - $39	$47 - $50	$85 - $96
Annual Capital Cost / Capita	$12.84	$13 - $14	$15-$16	$16-$17
Net Total Annual Cost / Capita	$48.31	$49 - $53	$62 - $66	$101 - $113
Annual Reduction in Auto Travel		0	4,000,000 veh-km	7,000,000 veh-km
Annual Reduction in CO2 Emissions		0	748 T	1,314 T

Scenario 1: Status Quo

In the Status Quo scenario transit ridership will increase to some degree due to population growth and service hours will also increase as new service is provided to growth areas, primarily as additional on-demand services. It is estimated that the modest improvements to the existing fixed routes to

enhance access will increase the transit mode share to about 1% of trips, up from the 0.5% today.

With higher ridership and only a modest increase in the level of service, the total net operating and capital cost increases marginally as well.

The Status Quo scenario has no meaningful reduction in auto travel from the Do Nothing scenario, and as a result there are no emission reduction benefits either.

Scenario 2: Partial Shift

The increase in the transit mode share in the Partial Shift scenario, from 0.5% to 4%, results in a ridership increase in the range of 10 times the current level of annual ridership. To achieve this increase, the annual service hours would be increased to 88,100 by adding new routes, increasing fixed route coverage and some improvements to frequency. The additional fixed routes and frequency would require an additional 7 buses to be in service on a typical weekday.

The increased service levels could be expected to increase the net cost per person by about 160% compared to today, with a total net operating cost (after fares) of about $3.7 - $3.9 million per year or $62 - $66 on a per capita basis.

With the moderate improvement in service levels and mode shift the City would see a moderate reduction in emissions, estimated at 748 tonnes of CO2 annually.

Scenario 3: Aggressive Shift

Achieving a 6% transit mode share in the City of St. Thomas by 2051 would increase ridership by about 15 times the current level, with annual ridership approaching 1.8 – 2.2 million per year. To achieve the added ridership service levels would need to be increased significantly by adding new fixed routes, increasing service hours on weekdays and weekends, and increasing bus frequency to shorten the average travel time by transit.

Scenario 3 could be expected to increase the net operating costs to $6.8-$7.6 million per year with an average of 26 buses in service on a typical weekday. On a per person basis, the total net cost would increase to about $101 - $113. The significant improvement in transit service and ridership would result in a reduction of about 7 million annual veh-km of travel on the road network and could be expected to reduce the need for some road widening projects in key areas of the downtown, where growth due to intensification is expected to put additional pressure on the road network. With the reduction in auto travel a reduction in emissions would also be expected, estimated at 1,314 tonnes of CO2 annually.

4.6 Preferred Transportation Solution

Feedback from the public consultations is supportive of the Aggressive Shift scenario, although it is acknowledged that the response rate was small.

An assessment of other municipalities the size that St. Thomas is planning for suggests that a more aggressive approach to investing in transit represents a significant opportunity to shift travel demands in the community, in a way that has been proven to work in other municipalities.

It is recommended that the St Thomas adopt the Aggressive Shift Scenario to create a better balance of travel demands in the community and support more sustainable travel habits. The Aggressive Shift Scenario:

- Aligns with input from public for improved transit
- Supports future land use plans which are transit supportive
- Reduces road widening needs in the downtown and other constrained areas,
- Reduces emissions from the transportation sector
- Reduces wear and tear on roads, and
- Enhanced transit service to new industrial lands can establish lasting patterns

The Aggressive Shift Scenario also aligns with the City Strategic Plan objectives that strive to achieve:

2 – Thoughtful, Strategic and Sustainable Community Growth

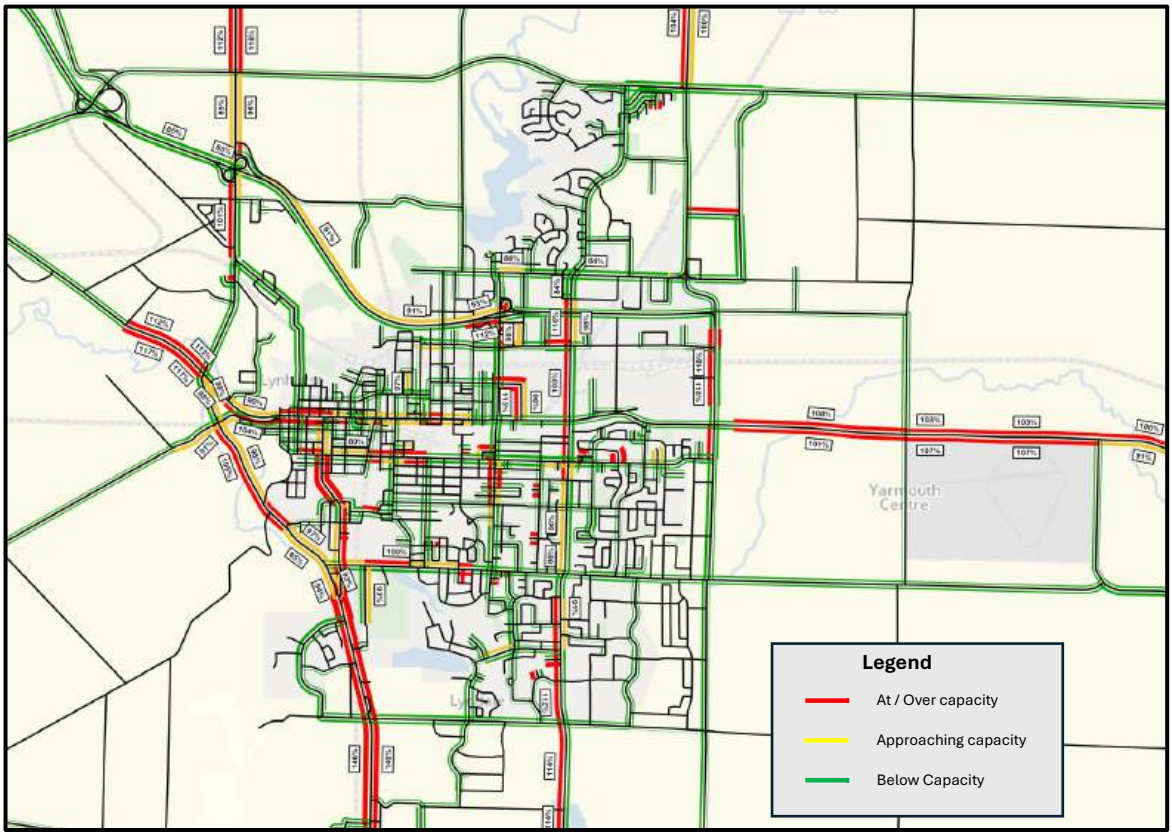
4 – Equitable, Accessible and Inclusive Communities

6 – Environmental Stewardship

As illustrated in **Figure 4.10**, the emphasis on shifting more trip making to transit and active transportation modes of travel can have a noticeable benefit on the performance of the road network as well, when tested using the transportation model.

In the downtown area, where more frequent transit service would be provided, there is a noticeable reduction in the extent of road network segments operating at or over capacity. Providing enhanced transit does not eliminate all potential deficiencies but it does reduce the extent of congestion such that major road widening needs on downtown corridors such as Talbot Street and Wellington Street are no longer needed. These corridors have constrained rights of way which would make widening very impactful to adjacent properties. North-south travel on First Avenue is also improved compared to the "Do Nothing" scenario, illustrated previously in **Figure 4.4**.

FIGURE 4.10: 2051 ROAD NETWORK DEFICIENCIES - ENHANCED TRANSIT



By implementing the Aggressive Shift Scenario, the City can adopt a transportation improvement strategy that:

- Emphasizes investments in Transit and Active Transportation in the downtown where the mix of land uses results in shorter trip lengths that can be attracted to use non-auto modes of travel.
- Directs new investment in road infrastructure to outlying new growth areas where transit and active transportation are not able to attract the same level of usage.
- Accommodates growth in adjacent municipalities where external and through traffic is directed to the outlying road network to reduce the growth in traffic and congestion in existing established residential areas of the City.

Key Recommendation:

R.1. It is recommended that the City adopt the Aggressive Transit Scenario as the basis for future transportation system planning and establish mode share targets of 6% of future trips using transit and 10% of future trips using active transportation modes by 2051.

5 Recommended Improvement Plans

5.1 Overview

Achieving the 2051 vision for transportation in St. Thomas will require a multi faceted and multi-modal approach requiring strategic investment in new capital infrastructure along with investment in new operating funding to support programs and service delivery. Implementation of new policies and practices will also be required to support the infrastructure program and to create the conditions to encourage mode shift while allowing the City to manage the transportation system as the community grows.

The key elements of the recommended Transportation Master Plan include:

- Planning for a Modern Transit System
- Providing an Interconnected Active Transportation Network
- Strategic Investment in road network capacity improvements to support growth while optimizing existing roads, and
- Implementing a full suite of policy measures to support the infrastructure investment recommendations and encourage mode shift.

These key elements of the recommended plan are summarized in the sections below with supporting policy recommendations discussed in Chapter 6.

5.2 Planning for a Modern Transit System

5.2.1 Priorities

A review of the performance of the existing transit system and feedback received from the public during the TMP Refresh identified a desire to improve transit in the community. The benchmarking assessment of communities that are already the size that St. Thomas is planning for in 2051 has shown that investments in transit can generate significant increases in transit ridership.

The City would be wise to make a significant investment in transit over the next 25 years to position the City to achieve their transportation vision and deliver the services that will be expected in a community of close to 80,000 residents. This is perhaps the most critical element of the Transportation Master Plan Refresh – and marks a significant change from the previous 2021 Transportation Master Plan.

Based on the analysis presented in this report, stakeholder feedback, and engagement input, there are five key priorities that will allow the City to

transform the existing transit system into a modern system designed for the future:

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

Priorities 2 and 5 can all be advanced at any time through incremental changes – regardless of the network as the City can extend the service span, or increase the frequency of the existing fixed route network. However, priorities 1, 3, and 4 all require changes to the fixed route transit network.

Ultimately it is recommended that the City complete a Transit Master Plan to determine the optimum long-term fixed route system and service plan for the City and to develop a phasing plan for service enhancements over time to allow for a gradual transition that improves service levels and increases ridership in each phase.

As part of the Transit Master Plan the City will need to consider the optimum service delivery model for the new transit service. Most municipalities reviewed in the benchmarking exercise for the TMP Refresh used in house resources to deliver transit services, where the vehicles are owned by the municipality and transit drivers and support staff are municipal employees. There are a number of transit agencies that outsource some aspects of service delivery to the private sector. Identifying the future service delivery model for transit services in St. Thomas will be a key step in identifying the necessary implementation steps to guide the transition.

In the long term, the development of a future transit system capable of carrying 1.8 – 2.2 million passenger per year (based on achieving a 6% transit mode share by 2051) will require investment in a new fleet of transit vehicles and a transit garage to store and maintain the new vehicles. Based on the conceptual service plan developed for the Aggressive Shift Scenario up to 27 full sized buses (including spare vehicles) would be required to provide the recommended level of fixed route service, up from the current fleet compliment of 10 smaller style buses currently in use.

Based on the anticipated future ridership target it is anticipated that the City will need to purchase larger transit buses than they currently use to ensure sufficient capacity is available to carry passenger loads during peak periods. There will still be a role for smaller buses in the fleet, to provide the parallel service or to provide service in lower ridership areas of the City.

With the need to purchase a fleet of new buses over time, the City should also consider completing a Transit Fleet Electrification Study to provide guidance on new fleet purchase decisions and the design requirements for a new bus storage garage and other supporting transit infrastructure. Ideally, the electrification study should be completed in conjunction with the Transit Master Plan, as electrification and charging strategies are very dependant on the characteristics of the routes, passenger loads, and the service plan which all have an influence on energy requirements and vehicle range.

Key Recommendations

R.2 It is recommended that the City complete a Transit Master Plan to determine the optimum long-term fixed route system and service plan for the City, consider designating potential future transit corridors, and develop a phasing plan for service enhancements over time.

R.3 As part of the Transit Master Plan the City should determine the optimum service delivery model for the new transit service.

R.4 The City should also consider completing a Transit Fleet Electrification Study to provide guidance on new fleet purchase decisions and the design requirements for a new bus storage garage and other supporting transit infrastructure.

To provide an initial guide for the future Transit Master Plan, and to provide an order of magnitude cost estimate associated with adopting the Aggressive Transit Scenario an Interim Transit Network and Long Term Transit Network were developed along with conceptual service plans for each network as part of the TMP Refresh. These service strategies are discussed in the following sections.

In developing the networks, transit coverage was assessed both quantitively (the proportion of trips served) and qualitatively (service to major destinations). For the latter, the following list of major destinations was used:

- Smart Centres (Walmart) retail plaza (at Talbot Street and First Avenue)
- Downtown area (west end of Talbot Street)
- Joe Thorton Community Centre
- Fanshawe College
- PowerCo
- Elgin Centre
- St. Thomas-Elgin General Hospital
- Planned retail / supermarket at Southdale Lane and Benjamin Parkway

5.2.2 Interim Fixed Route Transit Network

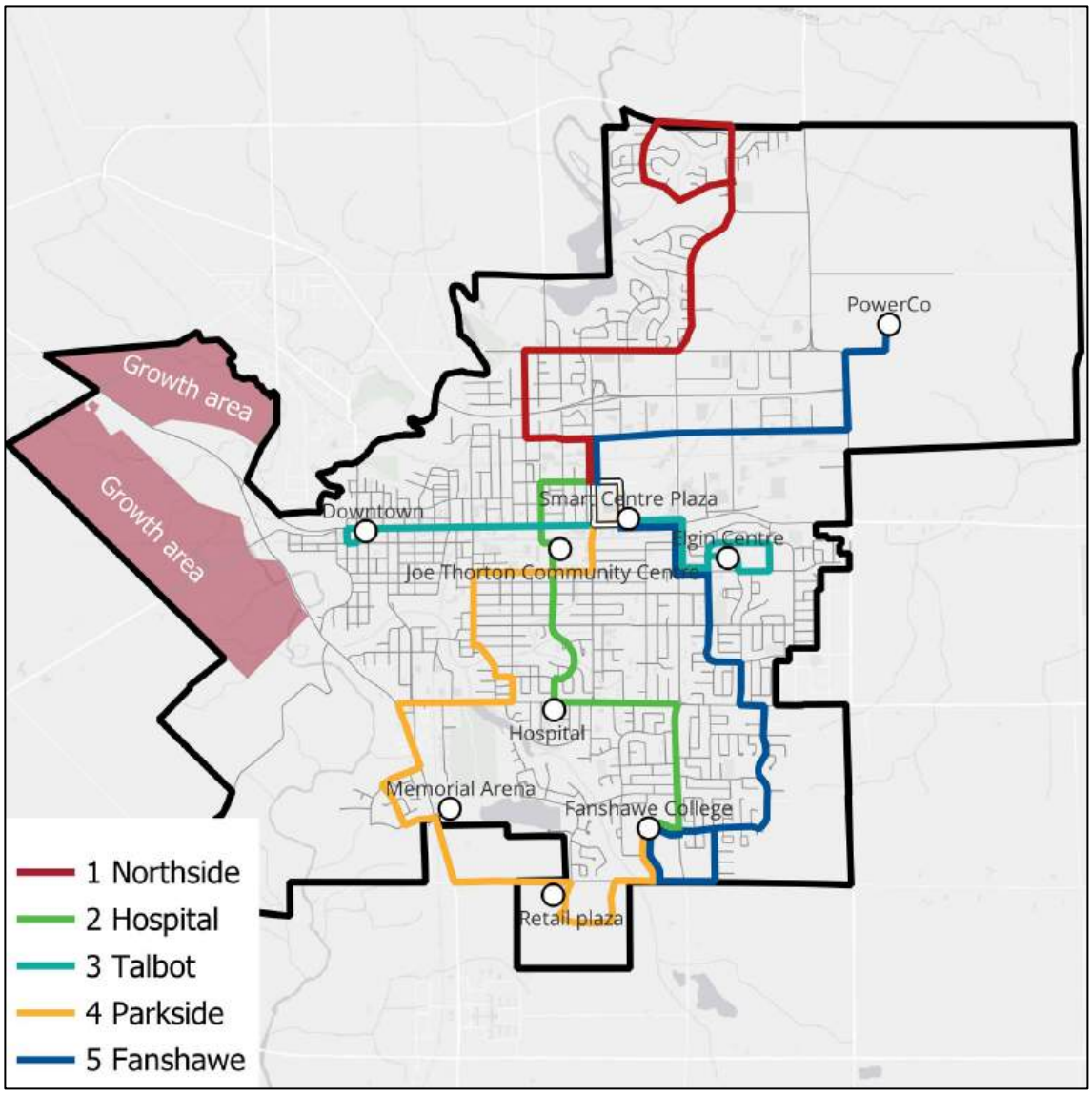
The purpose of the interim fixed route transit network is to address the coverage gaps in the existing fixed route network (priority #1), while avoiding substantial changes to existing fixed routes and retaining the hub-and-spoke style system. The Interim Network would be accompanied by longer service hours (priority #2) and higher frequencies (priority #5) on some routes.

The recommended interim fixed route transit network is shown in **Figure 5.1**. It makes the following changes to the existing fixed route transit network:

- Extend route 1 NORTHSIDE to serve residential and employment areas in the north of the city, and reroutes a portion from a local road to a major road.
- Extend route 5 FANSHAWE to serve existing employment in the northeast of the city, terminating at the future PowerCo EV battery plant – a future major trip attractor
- Realign route 4 PARKSIDE to better serve the eastern part of the city; add coverage in the southeast and south of the city; and connect to the Memorial Arena, planned retail / supermarket at Southdale Lane and Benjamin Parkway, and Fanshawe College

Routes 2 HOSPITAL and 3 TALBOT are not changed from the existing as part of the Interim Transit network. Similarly, the existing portions of routes 1 Northside and 5 Fanshawe are unchanged – those routes are just extended to provide service coverage to areas not currently serviced with fixed routes.

FIGURE 5.1: INTERIM FIXED ROUTE TRANSIT NETWORK



The interim fixed route network increases geographic coverage and is able to increase from approximately 79% of trips to 90% of trips falling within the fixed route service area. This includes both recent growth areas and older urban areas that had lacked fixed route coverage. The interim network also connects to all the major destinations identified above.

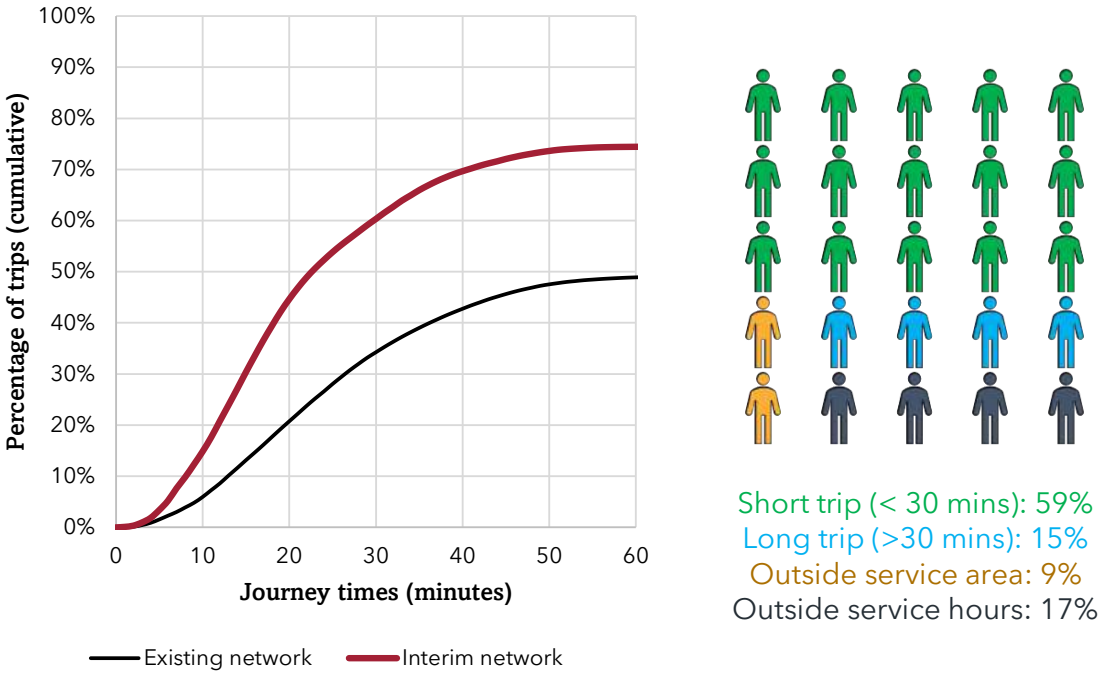
To offset some of the intrinsic issues with a hub-and-spoke system, an additional transfer point could be added between three of the routes proposed to serve Fanshawe College. Further, the expansion of service hours for the fixed-route network (to 7am-7pm) means more trips within the service area can be made by the conventional fixed route transit system.

Figure 5.2 shows how transit travel times change with the interim network. The chart on the left shows the percentage of trips with a journey time under a given time. The black line represents the existing network; the red line

represents the interim network. Because the red line is *above* the black line, this means that *more* trips can be made within any given time, and hence journey times are lower.

The infographic summarizes the travel time key statistics for the interim network, with a breakdown into short trips, long trips, trips outside the service area, and trips outside the 7am-7pm service span.

FIGURE 5.2: TRANSIT TRAVEL TIMES WITH INTERIM NETWORK



Further analysis of the travel time distribution revealed generally lower travel times for trips that occur with the service areas and service spans of both the existing and interim network. This means that people who currently use transit will generally see a reduction in their journey times.

Assuming 30-minute headways for all routes and appropriate interlining, the interim transit network would require the same eight vehicles as the existing service, allowing for appropriate layover time at the transit hub.

Overall, the interim network provides a significant improvement in coverage and travel times compared to the existing fixed route network and is anticipated to be able to generate annual ridership of 250,000 - 300,000, equivalent to a mode share of approximately 1% of trip making.

Table 5.1 summarizes the estimated operational performance statistics and annual operating and capital costs for the interim transit network, assuming this network serves a population level up to about 55,000 people.

TABLE 5.1: COSTS AND PERFORMANCE INTERIM CONVENTIONAL TRANSIT NETWORK

Costs and Performance (2024$)		
Measure	**Existing**	**Interim Network**
Target mode share	*0.50%*	*1%*
Weekday (Weekend) service hours	15.5 (13)	15.5 (13)
Weekday (Weekend) Fixed Route service hours	9 (7)	12 (9)
Weekday Buses in service	8	8
Annual Service Hours	25,800	40,000
Annual Ridership	147,000	250,000 - 300,000
Net Operating Cost	$ 1.58 M	$2.5 – 2.6 M
Annual Capital Cost	$0.57 M	$0.57 M
Population	44,400	55,000
Net Operating Cost / Capita	$35.47	$45 - $47
Annual Capital Cost / Capita	$12.84	$10 - $11
Net Total Annual Cost / Capita	$48.31	$55 - $58

Net Operating Costs for the interim transit network are anticipated to increase to $2.5-$2.6 million per year. This estimate includes costs for the parallel service in line with current service levels assuming no significant change to operating hours or vehicle requirements. On a per capita basis the recommended changes in the Interim Network increase the net operating costs from $35.47 per person to between $45 and $47 per person.

Key Recommendation

R.5 It is recommended that the Interim Fixed Route Network illustrated in **Figure 5.1** be considered for implementation in the short term, subject to any further refinement explored as part of the Transit Master Plan.

5.2.3 Long-Term Fixed Route Transit Network

The long-term fixed route transit network is designed to advance two goals that were not possible with the interim fixed route transit system:

- Enable service to growth areas in the west of the city through easy route extensions (priority #3)
- Further reduce transit coverage gaps (priority #1) and journey times (priority #4) by switching from a hub-and-spoke to a grid-style system

The long-term fixed route transit network would also be accompanied by longer service hours (priority #2) and higher frequencies (priority #5). The use of the existing on-demand service would be phased out but could be used to extend service beyond 10 pm to better service shift workers, subject to ridership demand.

Four options for the long-term fixed route transit network were developed. These are listed in **Table 5.2**, along with the target service areas, the main focus for the roads used, the number of routes, and the total network length[14].

TABLE 5.2: LONG-TERM FIXED ROUTE TRANSIT NETWORK OPTIONS

Option	Service area focus	Road focus	Number of Routes	Total Network length (km)
Option 1	Urban area	North/south	7	140
Option 2	City boundaries	North/south	6	124
Option 3	Urban area	East/west	7	134
Option 4	City boundaries	East/west	6	112

Option 1 and 3 provide 7 fixed routes and both have the longest overall network length, while Option 2 and 4 are designed to operate with 6 fixed routes and as a result have a lower overall network length. The longer the length of the network the more vehicles are needed to provide service at the planned service frequency. **Figure 5.3** shows the fixed route network options considered.

All four options connect within a 400 m walking distance of the major destinations listed in Section 5.2.1. For options 1 and 2, all parts of the network allow access to all major destinations with no more than one transfer. For options 3 and 4, some passengers will require two transfers to reach some destinations. All of the options can support the extension of one or more routes to serve the Northwest Growth Areas. Options 1, 3 and 4 all have three routes that can be extended into the Northwest Growth Areas while Option 2

[14] This network length is based on the two-way length of each route.

only has two such routes. In **Figure 5.3** the shortest route serving the downtown was used as the route to be extended into the Northwest Growth Areas, although additional analysis of different route extension options should be completed prior to implementation to assess the benefits on ridership and service integration.

FIGURE 5.3: LONG TERM FIXED ROUTE TRANSIT OPTION MAPS

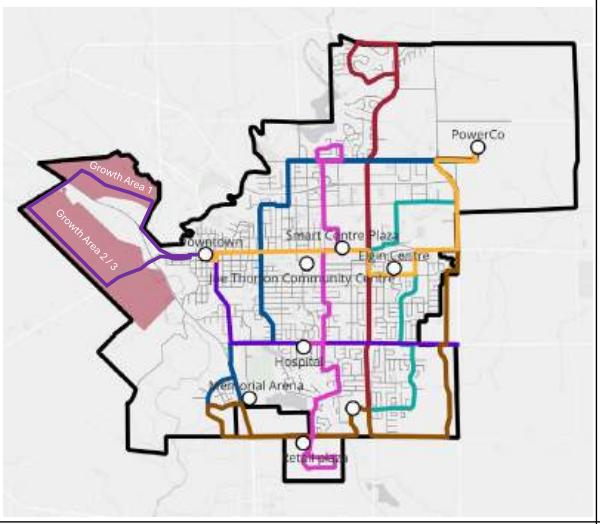
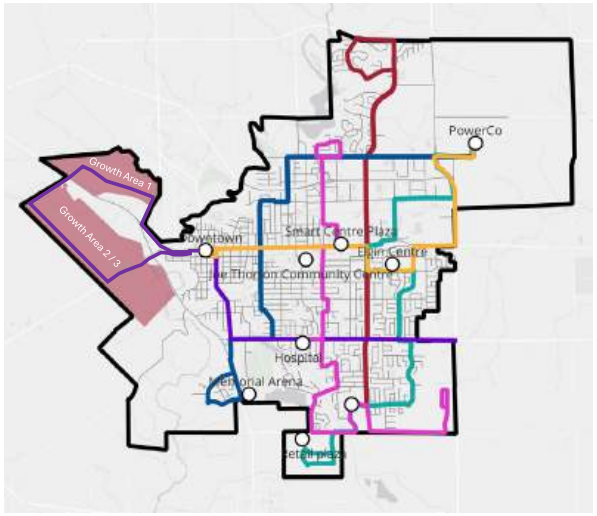
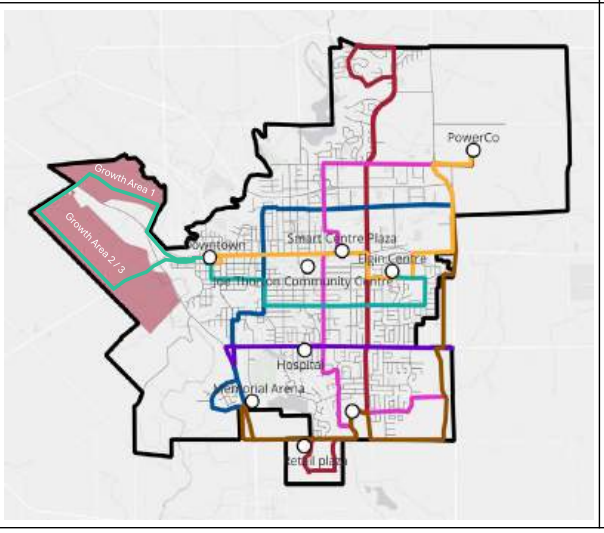
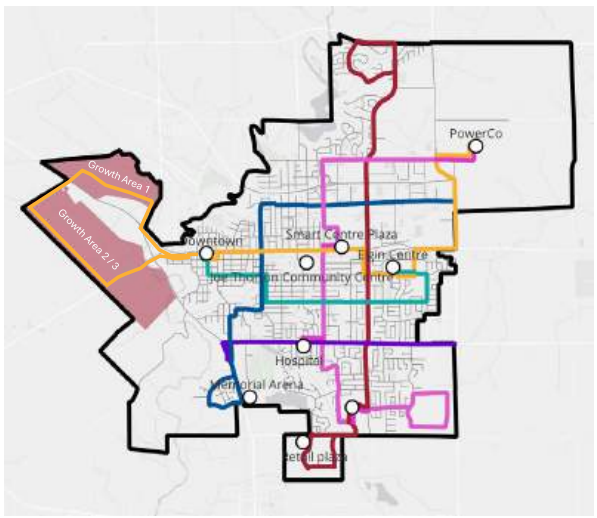
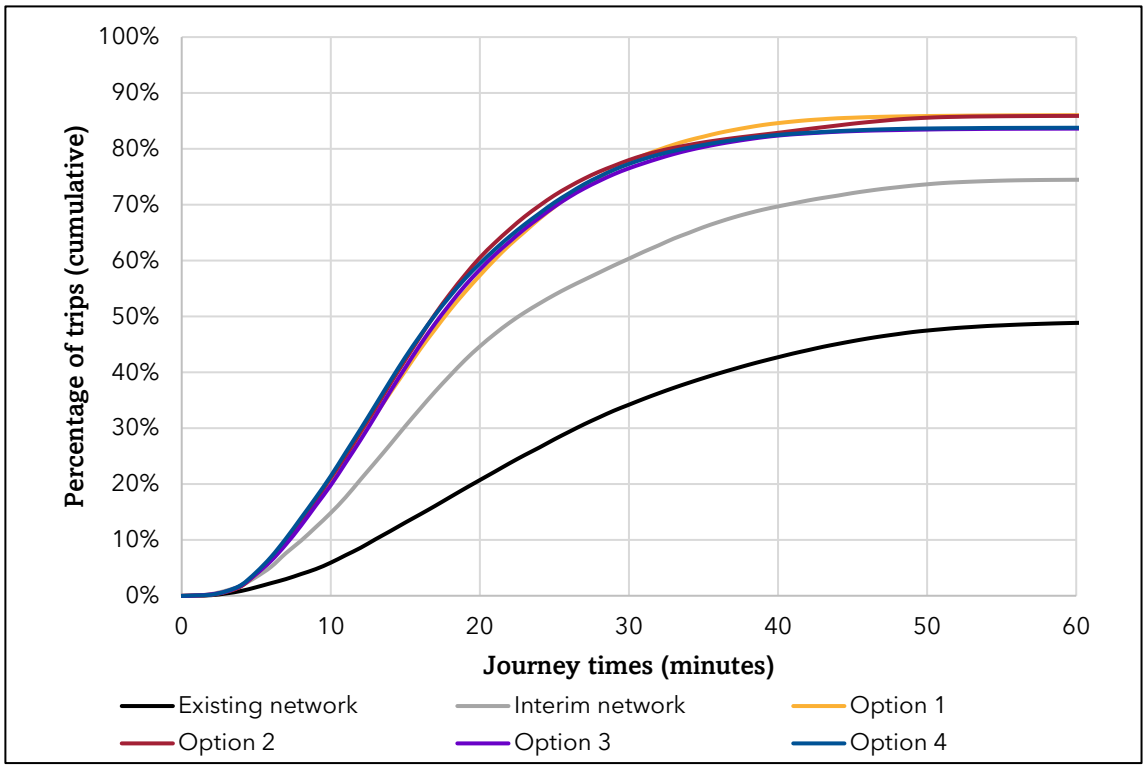
Option 1	Option 2
	
Option 3	**Option 4**
	

Figure 5.4 shows the percentage of trips with a journey time under a given time. The black line represents the existing network; the grey line represents the interim network (for comparison); the other lines represent the various options. The analysis uses expanded service hours (from 6am-10pm).

FIGURE 5.4: TRANSIT TRAVEL TIMES BY OPTION



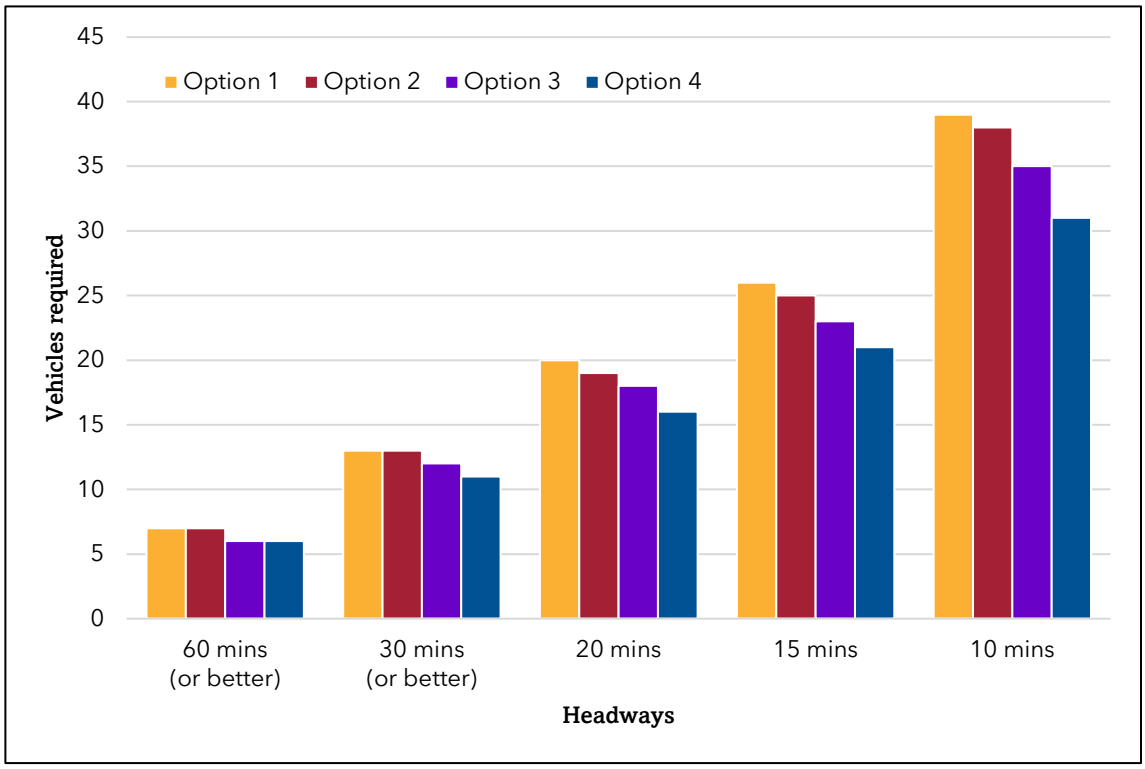
All four options offer substantial improvements in journey times compared to the interim network, which is itself a substantial improvement on the existing network. The chart also shows that the four options perform very similarly. Options 1 and 2 serve 94% of trips taking place during the service span while Options 3 and 4 serve 92% of trips during the same period.

Given their similar performance, it is useful to compare the operating costs of the four options. This is primarily dictated by the number of vehicles required to operate at a given level of service – with more vehicles it means greater operating and capital costs.

Figure 5.5 shows the number of vehicles required to provide a given headway. The calculations assume no interlining, and hence a short route may achieve headways under 60 or 30 minutes with just one vehicle.

The chart shows that option 4 requires fewer vehicles than any other option across all headways from 60 minutes down to 10 minutes. Notably, option 1 needs 20 buses for 20-minute headways, but option 4 can deliver 15-minute headways with the same number of buses.

FIGURE 5.5: VEHICLE REQUIRMENTS BY HEADWAY AND OPTION

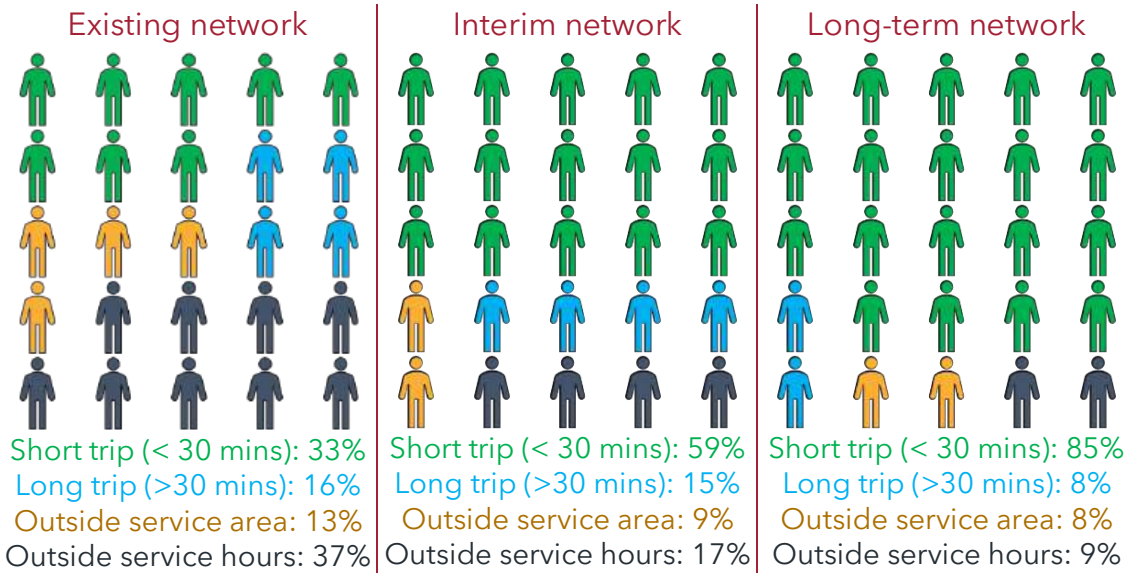


Overall, option 4 offers the best performance in advancing the priorities for transit in St. Thomas:

- Like all four options, it addresses the coverage gaps remaining from the interim fixed route network (priority #1)
- Service to the Northwest Growth Areas is enabled as easily or better than the other options (priority #3) with three routes able to be extended to serve these areas
- Journey times are reduced compared with the interim network at a similar level to the other options (priority #4)
- The lower vehicle requirements mean it is the cheapest option for higher frequencies (priority #5) and longer service span (priority #2)

Figure 5.6 summarizes how transit coverage and travel times improve from the existing to the interim network, and from the interim network to the long-term network. Each symbol represents 4% of trips, with the actual percentages shown below. The figure shows that the proportion of trips within the fixed route service coverage area improves at each stage, as does the proportion of trips that can be completed within 30 minutes. The results for the Long Term Fixed Route Network are based on a service frequency of 15-20 minutes.

FIGURE 5.6: TRANSIT TRAVEL TIME AND ACCESS



Overall, the conceptual transit plan developed as part of the TMP Refresh can improve access to transit for existing and future residents and workplaces, reduce travel times, and increase transit ridership. Consequently, it is recommended that fixed route network option 4 be further explored in the Transit Master Plan as the City's long-term fixed route transit network.

Key Recommendation

R.6 It is recommended that the Long Term Fixed Route Option 4 be further explored as part of the Transit Master Plan.

5.2.4 Connecting Transit Beyond the City Boundaries

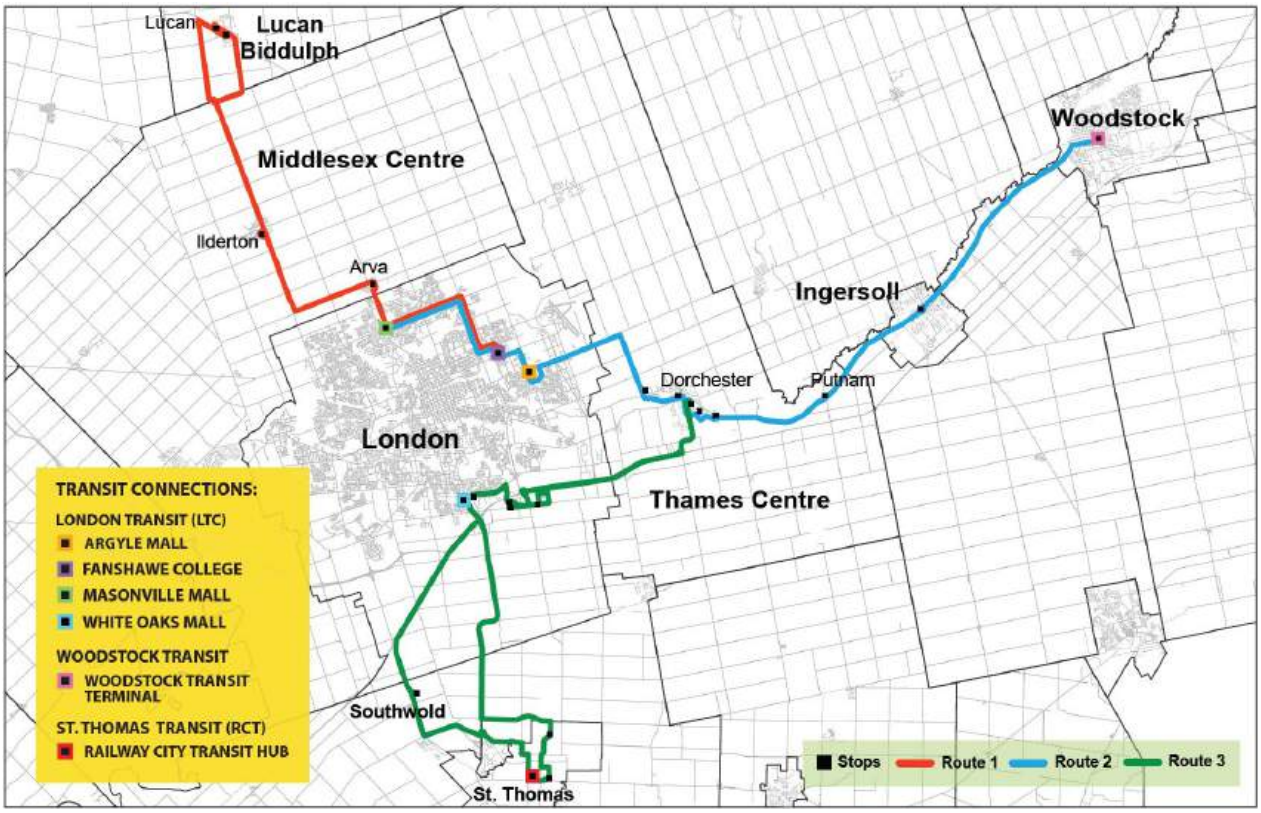
Growth in the City will increase the need for connectivity between the City and other adjacent municipalities for transit users, the same as for road users. The City current provides integration of their transit services with the Middlesex County Connect Transit Service which provides 3 fixed routes that connect St. Thomas to London, London to Ingersoll and Woodstock, and London to Lucan Biddulph.

Fares for users are currently set at $5.00 for a one-way trip, with children under 5, veterans, and support persons (accompanying a person with a disability) riding for free. Students can purchase a 30 day monthly pass for $160.00. Vehicles are fully accessible, and some have front mounted bike racks to allow for multi-modal integration.

Route 3 which provides service between St. Thomas and London has three pickup locations in St. Thomas with morning pick-ups on weekdays starting at 7:05 am and 9:15 am, and afternoon stops at 3:55 pm and 6:00 pm. Saturday service is also provided on this route with stops at 9:05 am, 11:15 am, 3:55 pm and 6:00 pm.

As illustrated in **Figure 5.7**, the route is structured as a loop, with the inbound route generally following Wellington Road from London to St. Thomas, and the outbound route leaving the Railway City Transit Hub and following Highway 3 and Highway 4, providing a stop at the Amazon Fulfillment Centre in Southwold before returning to London.

FIGURE 5.7: MIDDLESEX CONNECT TRANSIT ROUTES



The same general route structure is used in both the morning and afternoon service spans, making it difficult for this route to serve commuters travelling between St. Thomas and the Amazon Fulfillment Centre. Commuters leaving the Amazon plant and wanting to return to St. Thomas must travel into London and then catch the return trip from London to St. Thomas.

Middlesex County is currently undertaking a comprehensive review of the inter-community transit services. The objective of the assessment is to evaluate the current transit routes and recommend financially sustainable, integrated transportation solutions that best support local and regional needs. It is recommended that the City engage with the project team undertaking the

review to advocate for the needs of St. Thomas residents in maintaining or enhancing this service.

In the longer term, the existing CN rail corridor between St. Thomas and London would provide an opportunity to re-establish a form of higher-order rail based transit service between these two communities, which could also connect to the Port Stanley area for tourist travel. While the demand for such as service may not be realized within the 2051 horizon for this plan, the City and County should consider implementing policies within their respective Official plans to protect this corridor to preserve future opportunities.

To the east of St. Thomas, inter-community transit service was operated on behalf of the Southwest Community Transit (STC) organization by T:GO, the Town of Tillsonburg transit service. The inter-community service was recently discontinued on April 1, 2025 due to lack of funding after the end of the Ontario Community Transportation Grant Program. This service did not directly serve the City of St. Thomas but provided connections between London and Ingersoll and Woodstock (duplicating the Middlesex Connect service), and between Tillsonburg and Ingersoll, Woodstock, Port Burwell, and Delhi.

With the planned employment growth in St. Thomas there is potential for an increase in commuting demand between the adjacent municipalities and the PowerCo EV Battery Plant, along with other supporting industrial employers in the St. Thomas area. The City should consider opportunities to work collaboratively with the Southwest Community Transit organization as well to explore opportunities to provide transit connectivity to the east to serve the future industrial employers in the City.

Key Recommendations

R.7 It is recommended that the City continue to engage with adjacent municipalities and inter-community transit service providers to maintain and potentially enhance inter-community services to beneift City residents.

R.8 The City should consider (in conjunction with Elgin County and the City of London) implementing corridor protection policies within the Official Plan to protect the existing CN Rail corridor between St. Thomas and London for future long term use as high-order rail-based transit corridor and to pursue reconnecting this to the existing L&PS rail corridor to Port Stanley.

R.9 As part of the future Transit Master Plan / and through the annual budget process the City should review and consider opportunities to provide funding support for inter-community tranist services in return for improved service levels for City residents.

5.3 An Interconnected Active Transportation System

The City has a well-developed network of recreational trail facilities in and around many of the parks and open spaces areas in the City. While there are opportunities to enhance this trail network further, a future network designed to increase the share of trips using active transportation modes will also need to focus on facilities that connect key trip making activity areas in the city, from residential neighbourhoods to schools and community centres, commercial areas, and employment areas.

Investments in Active Transportation are also important to support transit through the provision of safe infrastructure to assist with the first-mile, last-mile portion of most transit trips – linking the user from their home to the nearest transit stop or to their finial destination.

Providing a well-connected network of active transportation facilities is the first step – but providing facilities in the network which are designed to accommodate users of all ages and abilities will be key to encouraging more people to shift some of their trips to walking and cycling and away from driving.

To support the City in achieving a more balance transportation system – one that can encourage 10% of trip making activity to be made by bike or on foot – it is recommended that the City expand the Active Transportation Network by up to 120 km from the current 27 km of existing facilities. The recommended Active Transportation Plan includes:

- Approximately 75 km of proposed new facilities in road corridors or in open space areas,
- Protecting corridors now for approximately 26 km of potential future facilities along existing rail corridors or in development areas, and
- Working with neighbouring municipalities to implement 19 km of new facilities to connect to areas outside the City.

Figure 5.8 illustrates the recommended active transportation network, and a detailed listing of projects is provided in **Table 5.3**.

Key Recommendation

R.10 It is recommended that the City adopt the Recommended Active Transportation Network presented in **Figure 5.8**.

FIGURE 5.8: RECOMMENDED ACTIVE TRANSPORTATION NETWORK

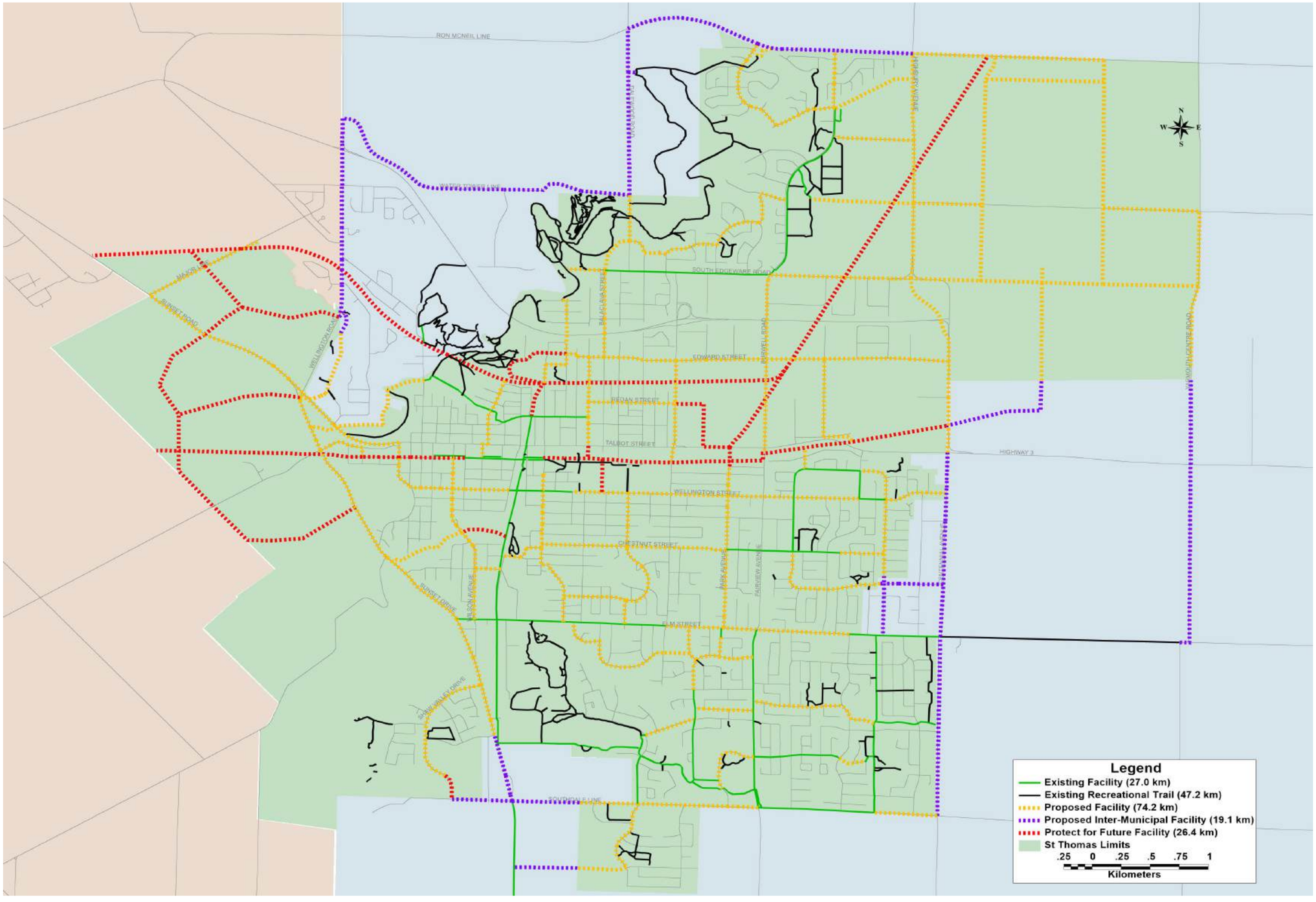


TABLE 5.3: ACTIVE TRANSPORTATION NETWORK PROJECTS

Project Number	Facility	Limits	Length (km)	Notes
Proposed Road Corridor Facilities - Primary Network				
P1	Wellington Street	Stanley Street to Princess Avenue, 5th Avenue to Manor Road, and Highview Drive to Centennial Line	3.8	New facility within road corridor to connect existing facilities
P2	Elm Street	First Avenue to Peach Tree Boulevard	1.6	New facility within road corridor to connect existing facilities
P3	Edward Street	Hughes Street to Highway 3 (Centennial Avenue)	3.3	New facility within road corridor
P4	Southdale Line	West City Limit to Fairview Avenue, Orchard Park Trail to Centennial Road	2.1	New boulevard facility to match existing
P5	South Edgeware Road	Waterworks Park to Balaclava Street, Burwell Road to Highbury Avenue	1.5	New facility within road corridor to connect existing facilities
P6	South Edgeware Road	Highbury Avenue to Yarmouth Centre Road	2.5	New boulevard facility as part of PowerCo road network
P7	Sunset Road	Major Line to Wellington Road	1.6	New boulevard facility implemented with road widening
P8	Sunset Drive	Sunset Road to Stanley Street	1.6	New boulevard facility implemented with road widening
P9	Sunset Drive	Stanley Street to South City Limit	2.0	New boulevard facility implemented with road widening
P10	Burwell Road	Ron McNeil Line to Greenway Boulevard, South Edgeware Road to Sinclair Avenue (south of Talbot St)	2.2	New boulevard facility to match existing
P11	Park Avenue	Warehouse Street to Elm Street	1.5	New facility within road corridor
P12	Dalewood Avenue / Balaclava Street	Water Tower Line to Edward Street via Dalewood Jog Elimination	1.6	New facility within road corridor
P13	Alma Street	Edward Street to Talbot Street	0.8	New facility within road corridor
P14	Talbot Street	Wellington Road to Stanley Street	1.0	New facility within road corridor
P15	Sparta Street	Elm Street to Aldborough Avenue	0.2	New facility within road corridor
P16	Aldborough Avenue	Fairview Avenue to Airey Avenue	0.8	New facility within road corridor
P17	Flora Street / Baldwin Street / Hughes Street	Rail Corridor to Tecumseh Street / Waterworks Trail	1.0	New facility within road corridor / New Crossing of Highway 3
P18	L&PS Rail Trail Extension	Kains Street to Rail Corridor	0.3	New Off Road MUP in former Rail Corridor
		Total Primary Network	**29.4**	
Proposed Road Corridor Facilities – Supporting Network				
S1	Major Line	Sunset Road to City Limit	1.0	New facility within road corridor
S2	Talbot Street / King Street	Sunset Drive to Centre Street Rail Trail Corridor	0.5	New facility within road corridor
S3	Stanley Street	Centre Street Rail Trail Corridor to Wellington Street	0.4	New facility within road corridor
S4	Elgin Street / Wilson Avenue	Centre Street Rail Trail Corridor to Elm Street	1.5	New facility within road corridor
S5	Chester Street	Wilson Avenue to L&PS Rail Trail	0.2	New facility within road corridor
S6	Hiawatha Street / Southwick Street	Rail Corridor to Centre Street Rail Trail Corridor	0.8	New facility within road corridor
S7	Shaw Valley Drive	Sunset Drive to Existing Limit	1.2	New facility within road corridor
S8	Palm Street / Wawa Street / Leila Street	L&PS Rail Trail to Ross Street	0.4	New facility within road corridor
S9	Ross Street / Elmina Street	Centre Street Rail Trail Corridor to Elm Street	1.6	New facility within road corridor
S10	Chestnut Street	Ross Street to Park Avenue, Clarrie Crescent to Highview Drive	2.0	New facility within road corridor
S11	Churchill Crescent / Third Avenue	Elmina Street to Wellington Street	1.7	New facility within road corridor
S12	Meehan Street	Churchill Crescent to Elm Street	0.2	New facility within road corridor
S13	Parkview Drive / Mandeville Road	Elm Street to First Avenue	1.1	New facility within road corridor
S14	Holland Street	Elm Street to Aldborough Avenue	0.3	New facility within road corridor
S15	Axford Parkway	Lake Margaret Trail to Sauve Avenue	0.4	New facility within road corridor
S16	Leger Avenue	Sauve Avenue to Fairview Avenue	0.5	New facility within road corridor
S17	Bill Martin Parkway	Angus Mckenzie Trail Crossing to Fairview Avenue	0.6	New facility within road corridor
S18	Benjamin Parkway	Southdale Line to Feathers Crossing	0.7	New facility within road corridor

Project Number	Facility	Limits	Length (km)	Notes
S19	Raven Avenue / Russet Lane	Fairview Avenue to Orchard Park Trail	1.1	New facility within road corridor
S20	Carolina Crescent	Peach Tree Boulevard to Orchard Park Trail	0.2	New facility within road corridor
S21	Highview Drive	Chestnut Street to Bailey Avenue	1.1	New facility within road corridor
S22	Highview Drive	Chestnut Street to Manor Road	1.3	New facility within road corridor
S23	Bailey Avenue	Chestnut Street to City Limit (Lawton Street)	0.3	New facility within road corridor
S24	Ripley Lane / Sinclair Avenue	Highview Drive to Fairview Avenue and Future Rail Trail	0.5	New facility within road corridor
S25	Gaylord Road / Michigan Boulevard	Edward Street to Future Rail Trail (Talbot Street)	1.0	New facility within road corridor
S26	First Avenue	Centre St Rail Trail to Edward Street	0.7	New facility within road corridor
S27	Redan Street	Alma Street to First Avenue	0.7	New facility within road corridor
S28	Pine Valley Drive / Greenway Boulevard	Ron McNeil Line to Burwell Road	1.5	New facility within road corridor
S29	Dennis Road	Burwell Road to Highbury Avenue	0.7	New facility within road corridor
S30	Highbury Avenue	Ron McNeil Line to Highway 3	2.5	New boulevard facility
S31	Ron McNeil Line	Highbury Avenue to PowerCo Roads	1.6	New facility within road corridor
S32	PowerCo Internal Road Network	various	6.0	New facility within road corridor
S33	Edgeware Line	Highbury Avenue to Power Co / Yarmouth Centre Road	1.4	New facility within road corridor
S34	Yarmouth Centre Road	Edgeware Line to City Limit	1.5	New facility within road corridor
S35	Highway 3 (Centennial Road)	Highway 3 (Expressway) to Talbot St / Highway 3	1.2	New facility within MTO road corridor
		Total Secondary Network	**38.4**	
Proposed Off Road Facilities				
OR1	Natural Area – East of Wellington Road	Wellington Road at City Limit to Sunset Drive	0.8	New Multi-use Path facility
OR2	New Kettle Creek Valley Trail	Sunset Drive to St Geoge Street	1.3	New Multi-use Path facility
OR3	Mill Creek Hollow Trail	Sunset Drive to Elgin Street	0.7	New Multi-use Path facility
OR4	Elgin Court PS Link	First Avenue to Holland Street	0.3	New Multi-use Path facility
OR5	Feathers Crossing Link	Benjamin Parkway to City Limit - (link to CR 4)	0.4	New Multi-use Path facility
OR6	Password Park Trail Link	Park Trails to Highbury Avenue	0.9	New Multi-use Path facility
OR7	Burwell Park Hydro Corridor	Burwell Road to Highbury Avenue	0.7	New Multi-use Path facility
OR8	Greenway Park Trail Link	Greenway Park to Ron McNeil Line	0.2	New Multi-use Path facility
		New Proposed Off Road Network	**5.3**	
Proposed Corridor Protection Opportunities				
CP1	Former CN Main Rail Line	City West Limit (Sunset Road) to CP / Ontario Southland Spur	6.3	Future Potential Multi-use Path facility
CP2	CP / Ontario Southland Spur Line	Centre Street Rail Corridor to North City Limit	4.3	Future Potential Multi-use Path facility
CP3	Centre Street Corridor – East	Ross Street (CASO Lands) to East City Limit (Centennial Road)	3.5	Future Potential Multi-use Path facility
CP4	Centre Street Corridor – West	West City Limit to Elgin Street (Via Elevated Park)	2.6	Acquire / Upgrade existing Multi-use Path facility
CP5	Barwick Street / Kettle Creek Trail	CN Rail Corridor to Barwick Street and Hughes Street	0.9	Future Potential Multi-use Path / Road Corridor facility
CP6	Area 1 Trails	New Trail or On Road Facilities through Development Area	2.0	Future Potential Multi-use Path / Road Corridor facility
CP7	Area 2 Trails	New Trail or On Road Facilities through Development Area	3.0	Future Potential Multi-use Path / Road Corridor facility
CP8	Area 3 Trails	New Trail or On Road Facilities through Development Area to Sunset Drive	1.4	Future Potential Multi-use Path / Road Corridor facility
CP9	Mill Creek Hollow Trail	Elgin Street to L&PS Trail	0.4	Future Potential Multi-use Path facility
CP10	Shaw Valley Drive	Existing Limit to Southdale Line	0.2	New facility within road corridor
CP11	Alma Street Trail Connection	Talbot Street to Centre Street Rail Trail (CASO Lands)	0.1	Future Potential Multi-use Path facility
CP12	CASO – Wellington Trail Connection	Centre Street Rail Trail (CASO Lands) to Wellington Street	0.3	Future Potential Multi-use Path facility

Project Number	Facility	Limits	Length (km)	Notes
CP13	Supercentre Connection	First Avenue to Talbot Street and CP / Ontario Southland Spur	0.9	Future potential Road Corridor facility
CP14	Park Avenue Connection	Warehouse Street to Centre Street Rail Trail	0.1	Future Potential Multi-use Path facility
		Total Corridor Protection Links	**26.0**	
Proposed Inter-Municipal Facilities				
IM1	Ron McNeil Line	Highbury Avenue to Dalewood Road	2.5	New facility within County Road corridor
IM2	Dalewood Road	Ron McNeil Line to Water Tower Line	1.5	New facility within County Road corridor
IM3	Dalewood Trail Connection	Dalewood Road to Dalewood Reservoir Trails	0.1	New Multi-use Path facility
IM4	Water Tower Line	Dalewood Road to Wellington Road	2.8	New facility within Township Road corridor
IM5	Wellington Road	City Limit to Water Tower Line	1.8	New facility within County Road corridor
IM6	Centre Street Rail Trail – East	East City Limit (Centennial Road) to PowerCo access road	1.1	Future Potential Multi-use Path facility
IM7	Centennial Avenue	Highway 3 (Talbot Street) to Southdale Line	3.3	New facility within County Road corridor
IM8	Yarmouth Centre Road	City Limit to Elm Line	2.5	New facility within road corridor
IM9	Lawton Street	Centennial Avenue to Bailey Avenue	0.5	New facility within road corridor
IM10	Bailey Avenue	Lawton Street to Elm Street	0.5	New facility within road corridor
IM11	Feathers Crossing Link	City Limit to CR 4 (Sunset Dr)	0.5	New Multi-use Path facility
IM12	Southdale Line	City Limit to Shaw Valley Drive	1.1	New facility within road corridor
IM13	Sunset Drive	City Limit (Glenwood St) to Southdale Line	0.6	New facility within road corridor
IM14	Natural Area – East of Wellington Road	City Limit to Wellington Road	0.3	New Multi-use Path facility
		Total Inter-Municipal Links	**19.1**	

Notes:

1) Proposed facility types to be determined during detailed design
2) Final cost estimates for proposed facilities will be developed during design once the facility type has been selected.

New Proposed Facilities

The recommended network of new proposed facilities includes 5.6 km of new off-road facilities in open spaces areas or existing recreational areas. These new links would provide connections for walkers and cyclists between neighbourhoods or between existing and proposed facilities within road corridors to improve access to the parks and open space areas.

The bulk of the new proposed network, however, is comprised on new facilities within existing road corridors oriented to provided new facilities for cyclists, and enhanced facilities for pedestrians. The recommended plan does not identify the proposed type of facility for each roadway corridor, as these decisions will need to be made on a facility-by-facility basis through subsequent design projects for future roadway reconstruction projects considering costs, demand, best practices and available space within the right-of-way.

Proposed Facilities Crossing Highway 3

The Highway 3 expressway represents a significant barrier to active transportation connectivity between the north and south portions of the City, and the proposed active transportation network plan includes a number of new facilities to support users wishing to cross the Highway 3 corridor. Section 3.2.3 of the 2024 Provincial Planning Statement encourages the planning and protection of multimodal transportation facilities that cross jurisdictional boundaries, and section 3.3.4 supports the co-location of linear infrastructure.

The Flora Street / Baldwin Street / Hughes Street connection combines a series of on-street routes through low traffic streets on the west side of the downtown to provide a connection to the trail system through Waterworks Park and the Kettle Creek Valley. This route provides an important alternative to the on-road facilities planned for Balaclava Street, which may not be suitable for users of all ages and abilities.

To implement this connection a new crossing of Highway 3 will be required in the vicinity of the Hughes Street corridor. When the St. Thomas Expressway was installed in the 1970's the Hughes Street pedestrian connection to Waterworks Park was severed. This new crossing is envisioned to be a bridge designed to accommodate active transportation users only and therefore could be designed as a light-weight structure to carry pedestrians, cyclists, and perhaps light maintenance vehicles. There may be an opportunity to re-establish this crossing as part of the Highway 3 twinning project being undertaken by MTO and it is recommended that the City work with the Ministry to incorporate this new crossing into the detailed design of the Highway 3 project, subject to available funding.

Balaclava Street is another important active transportation connection through the eastern / central portion of the downtown. The existing bridge structure crossing Highway 3 has curb faced sidewalks on both sides of the road, but there are no cycling facilities on this busy crossing. While there may be an opportunity to reallocate the existing pavement space to provide marked cycling lanes, the feasibility of this would be subject to additional design work. The existing structure may need to be widened to provide suitable width to incorporate a separated cycling facility given the high traffic volumes using this roadway.

Burwell Road is another key arterial road crossing of Highway 3 that has been recommended for active transportation infrastructure improvements. The existing bridge across Highway 3 does not have any sidewalks nor does it feature any cycling facilities. There is a painted partial paved shoulder treatment across the structure that can be used by confident and experienced cyclists. To the north of South Edgeware Road, Burwell Road provides a Multi-Use Path on the east side of the roadway and serves the recreational facilities in the Password Park area. The recommended active transportation network includes a new proposed active transportation facility on Burwell Road, between South Edgeware Road and the Talbot Street corridor to enhance connectivity on the east side of the City. This facility requires improvements to the existing bridge crossing of Highway 3, which has also been identified for future widening to four lanes as part of the road network improvement plan. The City should work with MTO to incorporate provisions for the future widening of Burwell Road into the planning for the Highway 3 twinning project where feasible. Additional widening of the bridge structure to accommodate a separate Multi-Use Path should be considered given the high traffic volumes and truck traffic using Burwell Road.

On the east side of the City a new proposed facility has also been identified for the Highway 3 / Centennial Avenue corridor, between the Highway 3 Expressway and Talbot Street / Highway 3 in the south. This facility would provide north-south connectivity linking the residential neighbourhoods to the south of Talbot Street to the industrial land uses (including the PowerCo EV Battery Plant development) to the north of Talbot Street – thereby providing a facility to encourage commuters to consider walking or cycling to work. As this section of Centennial Avenue is under the jurisdiction of the MTO, it is recommended that the City work with the Ministry to incorporate this proposed facility as part of any planned reconstruction or widening of this roadway corridor.

Key Recommendation

R.11 It is recommended that the City work with MTO to ensure that provisions for new or expanded crossings of Highway 3 and future facilities identifed along Highway 3 are incorporated into future Ministry projects.

Corridor Protection Opportunities

The recommended Active Transportation Network also includes approximately 26 km of potential new corridors through new development areas and along current or former rail corridors. The City does not currently own most of these corridors and it is recommended that corridor protection policies be implemented within the Official Plan to identify these corridors and protect them from incompatible land uses until such time as the City is in a position to acquire rights-of-way (as part of land use planning dedications or through direct purchases).

Many of these corridors are located on former or current railway lands – some of which have been abandoned and sold to private interests, while others continue to serve some limited railway use such as sidings for access to industrial customers, rail car storage or shunting of rail cars for train assembly.

To support future acquisition of strategic corridors that are not subject to development activity, it is recommended that the City establish a reserve fund and contribute funding to this reserve in each annual budget to serve as a source of funding to support future purchases when the opportunities arise.

Key Recommendations

R.12 It is recommended that the City implement corridor protection policies within the Official Plan to identify corridors identified for Corridor Protection to avoid incompatible land uses until such time as the City is in a position to acquire the rights-of-way.

R.13 It is recommended that the City establish a reserve fund and contribute funding to this reserve in each annual budget to serve as a source of funding to support future corridor purchases when the opportunities arise.

The Center Street Active Transportation Corridor Concept

The City has been investing in new active transportation infrastructure within portions of the Centre Street roadway corridor over the past number of years. With the potential redevelopment of the CASO rail lands, there is an opportunity to provide a signature active transportation corridor across the City from east to west, serving the downtown, new development areas, and future employment areas.

The Centre Street corridor presents a unique opportunity to transform the adjacent lands into a special people-oriented place that can support and enhance the existing downtown while providing linkage to employment areas. **Figure 5.9** illustrates a concept for how this corridor can be configured within 6 different areas as the corridor transitions from west to east.

At the west end, the existing rail trail transitions to the St. Thomas Elevated Park, which is a unique recreational space using the former high level railway bridge crossing Sunset Drive and the river.

The section between the elevated park and William Street has been referred to as the Urban Link. This section features an undeveloped corridor that could support future development along with a separated walking and cycling facility. A similar segment of Bethune Street in Peterborough is provided as a reference for the type of facility that could be planned for this section. To the west, the corridor enters what has been referred to as Centre Street Re-imagined. There is a separated cycling facility along portions of the existing Centre Street road allowance, with adjacent parking spaces and boulevard areas that may be suitable for redevelopment.

The section through the former CASO rail yard has been referred to as the CASO Greenway – with the idea that a greenway corridor dedicated to bikes and pedestrians could be provided though the redevelopment of these lands and east to First Avenue. A precedent project in Carmel Indiana[15] is shown to illustrate how this area could be transformed into a pedestrian oriented development.

To the east of First Avenue the corridor joins a former rail corridor that has been identified as a protected corridor for a future Active Transportation facility. It is envisioned that a multi-use trail would provide connectivity to the facilities on Fairview Avenue, Park Avenue, and to the employment lands east of the City.

[15] Huang, Yiwei, et al. "Monon Boulevard and Midtown Plaza Phases 1 and 2." Landscape Performance Series. Landscape Architecture Foundation, 2023. https://doi.org/10.31353/cs1960

Key Recommendations

R.14 Consideration should be given to preserving the elevated connection from NWA 2 & 3 to the downtown as part of the City's AT network.

R.15 It is recommended that the City consider undertaking a land use and urban design study for the **Center Street Active Transportation Corridor** to provide a concept design for the Active Transportation facilities in the corridor and to establish a vision for the future land use in the surrounding area to guide future planning.

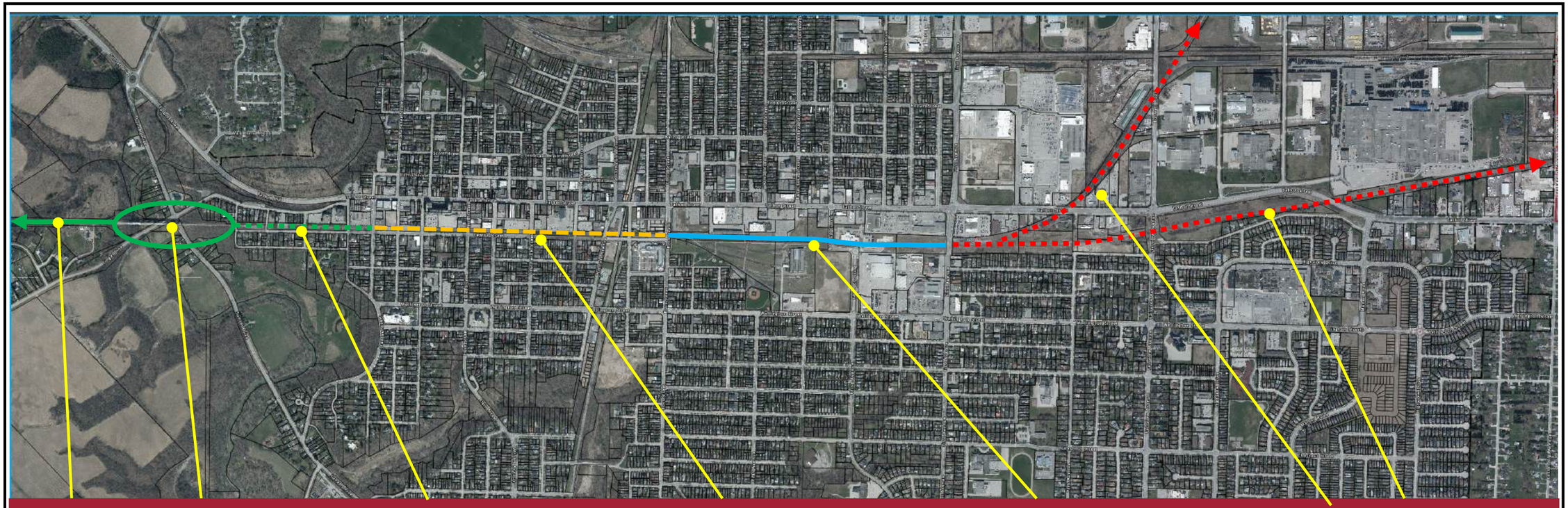
Future Inter-Municipal Corridors

The plan identifies approximately 19 km of potential new facilities located outside the current City boundary on various roadways or other property owned by the County or adjacent local townships. These potential new facilities would connect to existing or proposed facilities within the City and allow for a seamless network of Active Transportation facilities for the benefit of both City and County / Township residents.

Key Recommendation

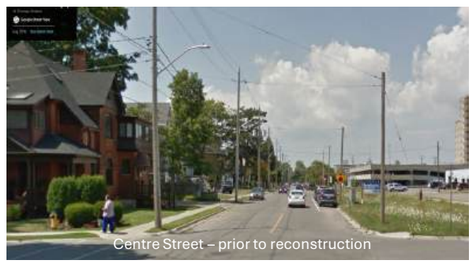
R.16 It is recommended that the City work with adjacent municipalities / County to protect for and implement proposed Inter-Municipal Facilities as part of new development or roadway reconstruction projects.

FIGURE 5.10: THE CENTRE STREET ACTIVE TRANSPORTATION CORRIDOR CONCEPT







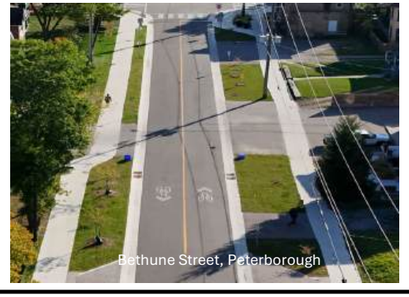


Centre Street – prior to reconstruction









Bethune Street, Peterborough



Centre Street – post reconstruction



Monon Boulevard, Carmel Indiana



TransCanada Trail, Peterborough

5.3.1 Facility Implementation Considerations

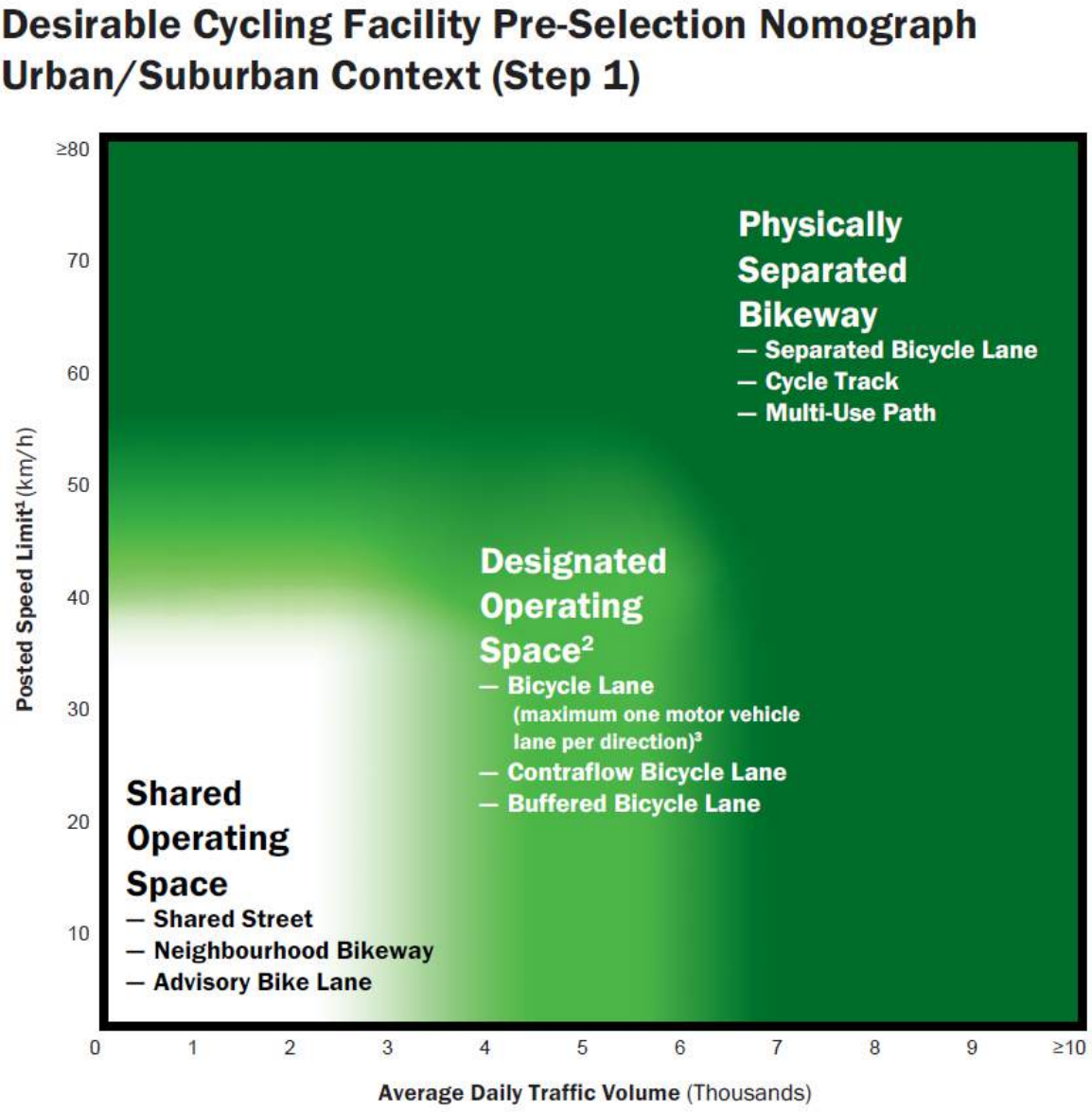
To guide future design activity, it is recommended that the City develop a facility selection process modelled after the process outlined in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities.

OTM Book 18 outlines a two-step process for identifying the appropriate class of cycling facility (shared, designated or separated) based on roadway characteristics including vehicle speed, volume, and lane configuration along with a contextual evaluation of the expected level of pedestrian and cyclist activity, user profiles, the function of the link in the network, and the types of conflicts that users will experience.

Step 1 – Facility Pre-Selection

Figure 5.11 illustrates the facility pre-selection nomograph used for the initial assessment of facility type based on daily traffic volumes and posted speed limits. Where volumes exceed 6,500 per day or where speeds are higher than 55 km/h a separated facility is typically used. Where speeds are less than 40 km/h and volumes are lower than 3,500 vehicles per day a shared operating space may be appropriate. In between those thresholds a cycling facility with a designated operating space is typically recommended.

FIGURE 5.11: OTM BOOK 18 – FACILITY PRE-SELECTION GUIDELINES



Step 2 – Contextual Evaluation

The second step in the process considers different aspects of the operating environment on the corridor to determine the suitability of different types of facilities. **Figure 5.12** illustrates the different criteria and the types of facilities that are most appropriate for each condition.

FIGURE 5.12: OTM BOOK 18 – CONTEXTUAL EVALUATION GUIDELINES

	Shared Roadway	Neighbourhood Bikeway	Rural Paved Shoulder	Advisory Bicycle Lane	Bicycle Lane	Buffered Bicycle Lane	Separated Bicycle Lane	Cycle Track	Multi-Use Path
Motor vehicle speed									
30 km/h or less	✓	✓	?	?					
40 km/h	?	?	?	✓	✓	✓	✓	✓	✓
50 km/h			?	✓	✓	✓	✓	✓	✓
60 km/h			?			?	✓	✓	✓
70 to 90 km/h			?					✓	✓
Over 90 km/h								✓	✓
Motor vehicle volumes									
<1,500 vehicles/day	✓	✓	?	?	?	?			
1,500 to 3,000 vpd	?	?	?	✓	✓	✓	✓	✓	✓
3,000 to 6,000 vpd			?	?	?	?	✓	✓	✓
6,000 to 10,000 vpd			?				✓	✓	✓
>10,000 vpd							?	✓	✓
Function of street/road/highway									
Access roads (local streets)	✓	✓	✓	?	?	?			
Both mobility and access roads (minor collectors)			?	?	✓	✓	✓	✓	✓
Mobility roads (major collectors and arterials)			?		?	?	✓	✓	✓
Vehicle mix									
More than 30 trucks/buses per hour in curb lane			?			?	✓	✓	✓
Bus stops located along route			?		?	?	✓	✓	✓
Pedestrian activity									
Low pedestrian volumes	✓	✓	✓	✓	✓	✓	✓	✓	✓
High pedestrian volumes	✓	✓		✓	✓	✓	✓	✓	?
On-street parking									
Parallel parking; low turnover	?	?		?	?	?	✓	✓	✓
Parallel parking; high turnover							✓	✓	✓
Perpendicular or angle parking							✓	✓	✓
Frequency of intersections and crossings									
Limited intersections and driveway crossings	?	?	✓	✓	✓	✓	✓	✓	✓
Low-volume driveways or unsignalized intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓
Frequent high-volume driveways or unsignalized intersections					?	?	✓	✓	?
Signalized intersections with high-volume turning conflicts						?	✓	✓	?

✓	Typically appropriate for the context
?	Requires further context specific evaluation

Design for All Ages and Abilities

There is a growing recognition of the need to design active transportation facilities to be safe and comfortable to use for people of all ages and abilities. To achieve widespread growth in cycling, network planning and design must meet the needs of a diverse group of potential cyclists, including children, seniors, women, low-income riders, people with disabilities, and people moving cargo.

All Ages and Abilities (AAA) facilities can include shared road space or signed routes on quiet streets, standard bike lanes on roads with low volumes and speeds, protected bike lanes and separated paths alongside busier streets. Given the range of experience and skill level between experienced and novice cyclists, user safety and comfort and the level of traffic stress are common factors that help to determine if a facility is suitable to be classed as an AAA facility. Providing a network of AAA facilities can help attract the 'interested but concerned' demographic of would-be cyclists.

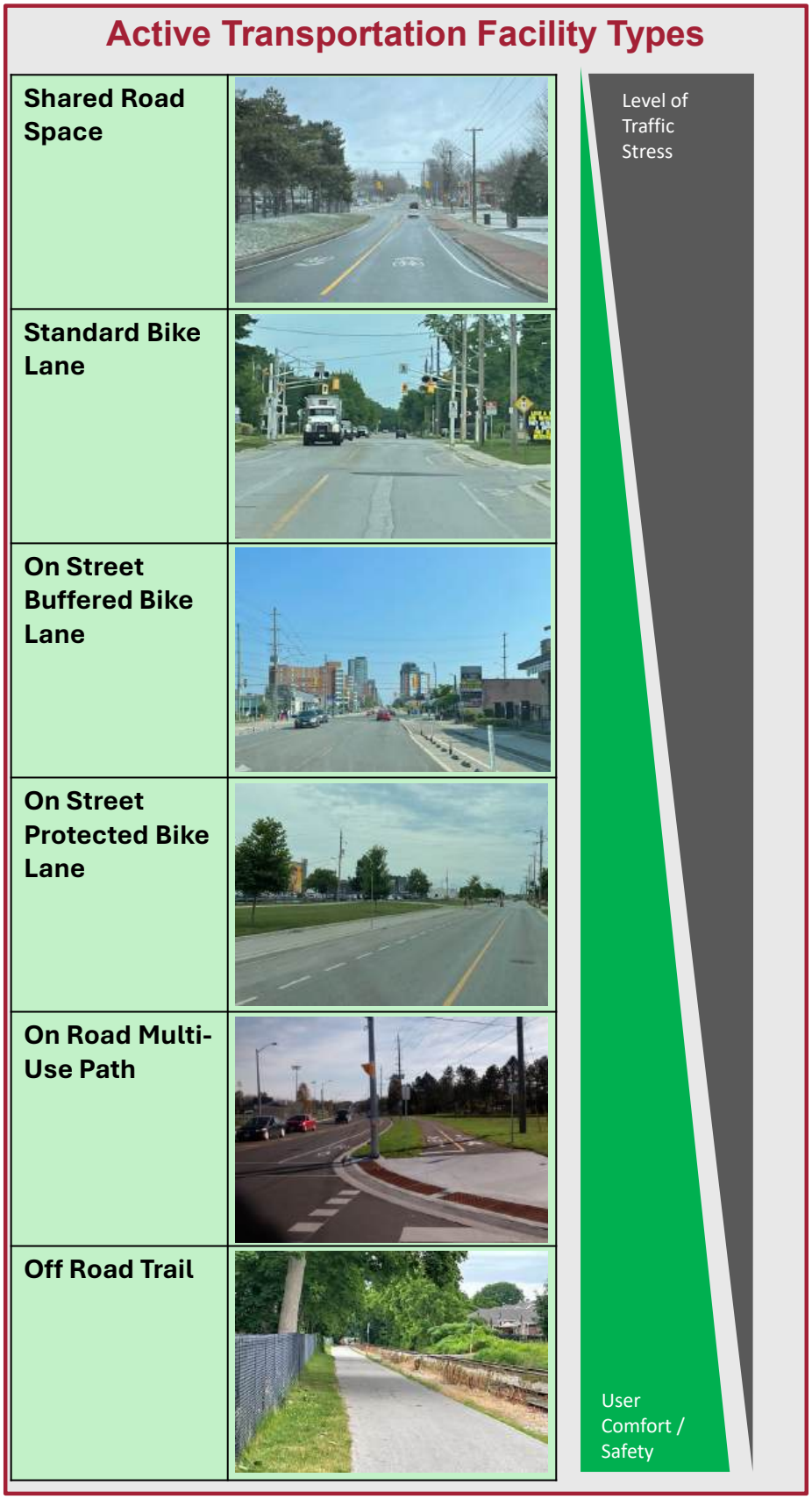
All ages and abilities (AAA) facilities are generally defined by three characteristics: safety, level of comfort and equity:

- **Safety** - There is a direct relationship between safety for users, traffic volumes and speeds, and the level of separation between cyclists and vehicles. On higher volume / higher speed roads separated facilities such as multi-use paths or cycle tracks are typically recommended,
- **Comfort** – Facilities that provide comfortable, low-stress bicycling conditions can achieve widespread growth in mode share. Facilities that eliminate stress will attract traditionally underrepresented bicyclists, including women, children, and seniors.
- **Equity** – Poor or inadequate infrastructure can force users to choose between being safe or following the rules of the road or local by-laws. In areas of the City with a higher share of disadvantaged residents there is not always other transportation options available for those who do not have access to a car.

AAA routes are of increasing emphasis in the latest update to the Ontario Traffic Manual (OTM) Book 18, and incorporating these principles aligns with design best practices.

Figure 5.13 illustrates the various types of cycling network facilities commonly found in urban settings and summarizes the level of traffic stress and user comfort for each type.

FIGURE 5.13: ACTIVE TRANSPORTATION FACILITY TYPES



Design for Walking

Walking is the most universal form of travel. It is also an important form of exercise and recreation as well as for commuting purposes. Pedestrians include residents and visitors of all ages and abilities. To travel safely, conveniently, directly, and comfortably, they require an urban environment and infrastructure designed to meet their travel needs.

The urban landscape of St. Thomas has grown and changed and is poised for more change over the next two decades. Intensification along nodes and corridors and the planning of compact urban form will help support residential and employment growth in the downtown and along key corridors of the city. The availability and quality of the walking infrastructure provided in the City will influence how well the transit system is able to attract new ridership growth. Every transit trip starts and ends with a walk trip!

A well connected, well designed active transportation network for pedestrians and cyclists is a critical element to the future success of the transit system, particularly for the first and last mile of their trip. It is estimated that there are approximately 65 km of missing sidewalks in various areas across the City. **Section 6.5** provides a policy framework for assessing and prioritizing new sidewalk infrastructure to support the active transportation network plan.

When upgrading or building new sidewalks the City will provide design features to ensure that the facility is accessible to all users, in accordance with standards and best practices specified in the Accessibility for Ontarians with Disabilities Act (AODA). Typical design treatments used to enhance accessibility include dropped curb treatments at intersections and crossing locations, tactile plates at intersections to alert people with low or no vision of potential hazards, such as moving vehicular traffic.

Key Recommendations

R.17 It is recommended that the City that the City develop a facility selection process modelled after the process outlined in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities to determine the most appropriate faciltiy to construct within each road corridor as part of future roadway construction projects.

R.18 It is recommended that the primary Active Transportation Network facilities and the Centre Street Active Transportation Corridor be designed for All Ages and Abilities users.

5.4 An Upgraded Road Network

5.4.1 Updated Road Classification System

Road networks are comprised of various types of roadway facilities, each of which perform a specific function from moving traffic through the network to providing access to abutting lands, or a combination of both. A functional roadway classification system establishes a "hierarchy" of roads grouped according to the type of service they provide, with each category of roadway providing a different level of emphasis on the key functions of access and mobility.

A road network operates most efficiently and safely when each facility is designed and managed to serve its intended purpose. When a roadway attempts to prioritize both movement and access, neither function is well served. This compression of service functions typically results in higher collision rates, excessive vehicle emissions and fuel consumption, and community displeasure with neighbourhood traffic conditions.

Most Ontario municipalities prescribe a road classification system in their Official Plans and designate their roadways based on this structure to help minimize potential conflicts between service functions and to guide decisions on the design and management of the road network. Factors influencing classification include adjacent land use, desired service function (traffic movement versus land access), traffic volume, flow characteristics, operating speed, and vehicle types.

The City's established road classification system, as outlined in the City's Official Plan, Design Guidelines (2020) and Transportation Master Plan (2021), includes the following:

- Freeways / Expressways – carry large volumes of long-distance traffic at high speeds under relatively free flowing conditions with access by means of interchanges. These roads are typically owned and operated by the province.
- Highways – carry large volumes of long-distance traffic at high speeds with some access permitted under strictly controlled conditions. These roads are also typically owned and operated by the province.
- Arterial Roads (Major and Minor) - carry large volumes of all types of traffic at relatively high speeds. The Arterial street provides a through route in the City and traffic flow should only be interrupted at traffic lights.
- Collector Roads (Major and Minor) serve as a link between the Arterial and Local Roads and has the functions of providing traffic service and property access

- Local Roads provide property access and are not meant to be designed for through traffic.

A review of the road classifications system was undertaken as part of the TMP Refresh to ensure alignment with the City's Complete Streets Design Guide (2016), and the Transportation Association of Canada Geometric Design Guide for Canadian Roads (2017), which serves as a national standard for road classification and roadway design guidance.

As part of the review, the basic road classification system was maintained with two additional road categories added. A new County Road category was recommended to be applied to roads owned and operated by Elgin County, which form many of the boundary roads at the edge of the City. These roads can operate similar to Highways (managed by the province) but do have different standards for design and degree of access permitted. A new Rural Arterial category was also added to reflect roads that have been transferred to the City (typically from the County or an adjacent municipality) and which have not yet been updated to the urban design standards used for other arterial roads. This is essentially a temporary category.

To support the City as they implement their Complete Streets program for upgrading existing roadway infrastructure, the review also recommended a user priority matrix which identifies the role each category of road should play in serving the needs of Goods Movement, Automobile Users, Transit, Cyclists, and Pedestrians. The user priority matrix, summarized in **Table 5.4** should be used to guide design decisions for roadways identified for capital improvements, and can also provide a framework for considering the application of various traffic management and safety strategies.

TABLE 5.4: ROAD USER PRIORITY MATRIX

Road Class	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
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 / Expressway	Very High	Very High	Low	N/A[1]	N/A[1]

Notes:

1) Cyclists and Pedestrians are typically prohibited on Controlled Access facilities such as the Expressway but may be accommodated with Low Priority on two lane highways such as Highway 3 to the east of the City.

Table 5.5 summarizes the road classifications and key attributes of the various types of roads under the City jurisdiction. The attributes noted are typical based on industry best practice and may not reflect the existing conditions on roadways within the City of St. Thomas at the current time. Where road improvements are being considered or new roads are being planned, the attributes in this table should be used as a guideline for determining the appropriate road classification.

The right-of-way width ranges specified in **Table 5.5** have been established based on industry best practice and design guidelines and are required to provide sufficient space for the typical number of lanes, auxiliary lanes where required, active transportation facilities, placement of utilities, and provision of various amenities (such as trees, benches, transit pads and shelters, signage, etc.) that may be required in the future.

The City should ensure that the Official Plan includes policy provisions requiring land dedication as part of redevelopment where the existing right-of-way width does not meet the minimum widths specified. For local roads that do not meet the 18-20 m minimum right-of-way width the City should acquire an appropriate road widening dedication from each side of the road as part of any redevelopment of properties on that roadway.

TABLE 5.5: CITY ROAD CLASSIFICATIONS AND ATTRIBUTES

Attribute	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Land Access	Limited or Controlled	Some Access Control	Traffic and Access Equal	Primary Function	Primary Function
Daily Traffic Volume	<32,000	<28,000	<12,000	<8000	<6000
Transit Service	Frequent	Frequent	Moderate	Moderate	Infrequent
Accommodation of Cyclists	Separated Bike Lanes or Multi-use Paths	Separated Bike Lanes or Multi-use Paths	Separated Bike Lanes or Multi-use Paths	Painted or Separated Bike Lanes	Shared Road Use
Sidewalks	Both Sides	Both Sides	Both Sides	Both Sides	On one or both sides
Intersection Spacing	400 m	200-250m	60 -100 m	60 m	60 m
Right-of-way width	29 - 32 m	26 – 29 m	23 – 26 m	20 – 23 m	18 – 20 m

The recommended road network classification system for the City is illustrated in **Figure 5.14**.

Key changes in the recommended road classification system include changing the designation of:

- Pine Valley Drive from a major collector to a minor collector
- Denis Road from a local road to a major collector
- Redan Street and Edward Street, between First Avenue and Balaclava Street from minor arterial to major collector
- Sunset Drive through the City from a Highway or Major County Road to a major arterial
- Alma Street between Kains Street and Talbot Street from a major collector to a minor collector
- Curtis Street from a minor arterial to a minor collector
- St Catharine Street and Mondamin Street, between Scott Street and Talbot Street from minor arterial to minor collector
- Stanley Street from major collector to minor collector
- St George Street, north of Talbot Street from major collector to minor arterial; and south of Talbot Street from local street to minor collector
- Elgin Street / Wilson Avenue from major arterial to minor arterial
- Burwell Road, north of South Edgeware Road from major arterial to minor arterial
- Elm Street from major arterial to minor arterial
- Portions of Highview Drive from major collector to minor collector
- Most of the Major Collector roads in neighbourhoods to the south of Elm Street to Minor Collectors
- Suave Avenue, between Bill Martin Parkway and Axford Parkway from local to minor collector

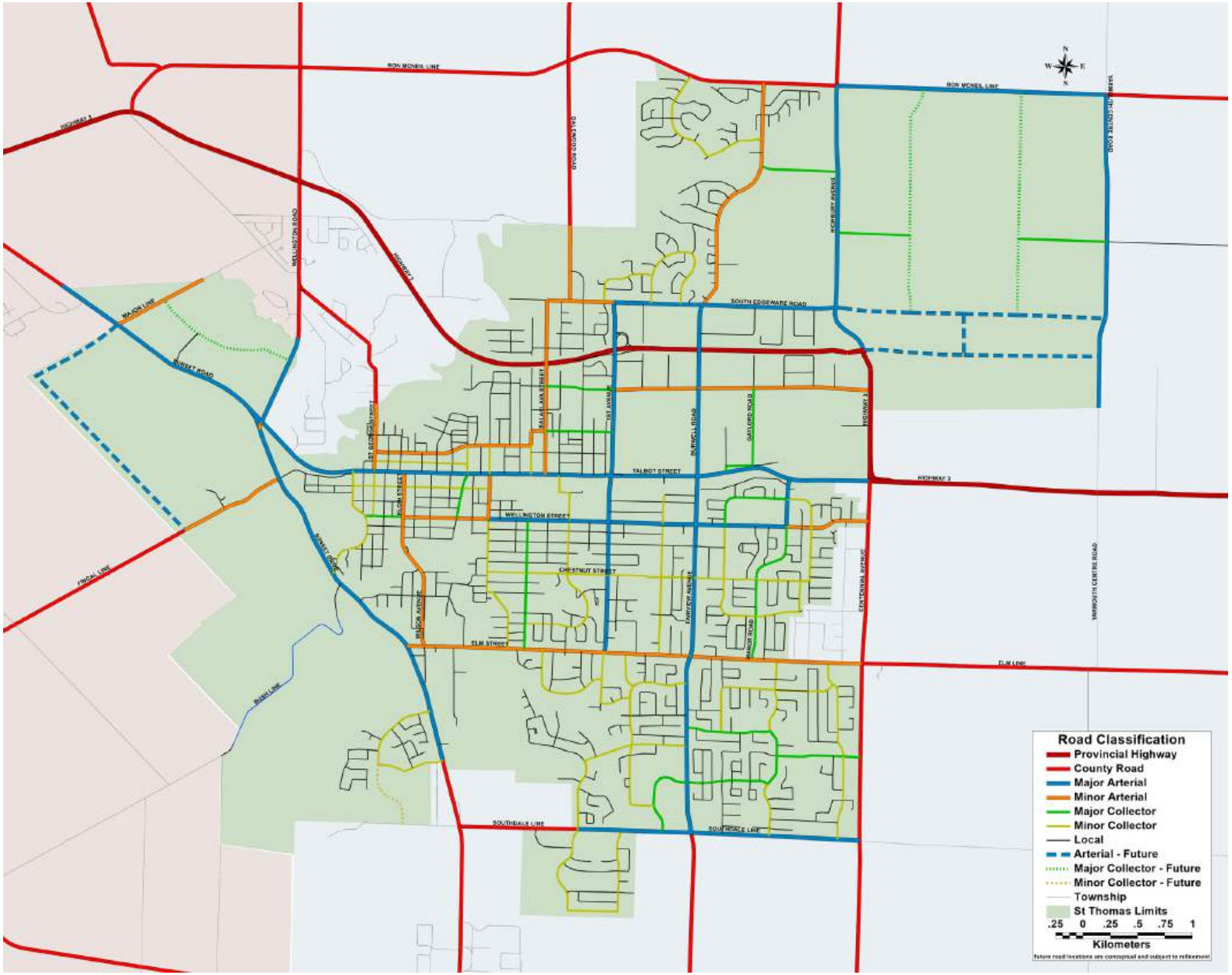
Key Recommendations

R.19 It is recommended that the City incorporate the recommended road classification system and road network classification recommendations in **Figure 5.14** into the Official Plan update.

R.20 City should ensure that the Official Plan includes policy provisions requiring land dedication as part of redevelopment where the existing right-of-way width does not meet the minimum widths specified.

R.21 Incorporate updated road classifications into the City's Complete Street Guidelines as required.

FIGURE 5.14: RECOMMENDED ROAD NETWORK CLASSIFICATIONS



5.4.2 Road Network Improvements to Support Growth

The recommended road network improvement plan includes 34 projects that should be considered for implementation over the next 25-30 years. The recommended road network improvements were selected after an evaluation of various alternatives to determine what combination of improvements provided the best balance of operational performance and costs, while avoiding or reducing impacts to the natural, social and cultural environment. **Appendix D** summarizes the results of the evaluation of road network improvement alternatives.

The road network improvements in this plan are categorized in two groupings – projects to provide added road capacity to support growth, and projects to optimize the safety and operational performance of the existing roadways. Both types of projects are required to ensure that the City's road network can support growth and intensification.

Larger road capacity enhancement projects will typically also include intersection improvements that are intended to be incorporated into the recommended projects, such as traffic signals, new roundabouts, and turning lanes.

Optimization projects include stand alone intersection improvements anticipated to be required in the future, planned work to be implemented through development or projects undertaken by others, or reconfiguration of existing roads to enhance safety or improve performance to accommodate growth. This would include projects that are designed to improve safety and traffic flow by providing centre turn lanes on busy arterial roads, either by widening or reallocating existing road space.

Figure 5.15 illustrates the recommended road network capacity enhancement plan, and a detailed listing of projects is provided in **Table 5.6**. **Figure 5.16** illustrates the recommended optimization projects and **Table 5.7** provides a detailed listing of each project.

The road network capacity improvement projects identified in **Figure 5.15** were partially determined through modeling of future demands and the assessment of current capacity of the existing network. However, the project recommendations were also based on the overall transportation strategy which prioritizes investments in transit and active transportation in the downtown area – to avoid the need for costly and disruptive widening of older roads with constrained property.

The modelling results with the enhanced transit networks in place, assuming the City achieves the 6% mode share target by 2051, reduces the severity of capacity deficiencies in the downtown area on roads such as Wellington Street, Talbot Street and First Avenue. Widening is therefore not

recommended for these roads, but investments in transit and active transportation are recommended to support the shift in travel modes.

Road widening to support future population growth is primarily directed to roads on the periphery of the central downtown area and roads providing continuous north-south and east-west connectivity. In these areas transit use is not expected be as heavy as in the downtown, and trips lengths are generally longer which makes it harder to attract people to walking and cycling. This widening approach also directs external traffic away from established neighbourhoods. This is important given the projected growth that is being planned in municipalities adjacent to the City.

Based on order of magnitude cost estimates prepared for each project, the recommended capacity improvement projects would require a City investment of $190,000,000 to $200,000,000 over the next 25 years, and an additional investment of $45,000,000 to $47,000,000 is anticipated for the network optimization program.

The proposed road network improvement projects are required to support new growth, and therefore a share of the project costs would typically be recovered through Development Charges. Project cost estimates will be refined during subsequent stages of project planning and design.

A number of projects, highlighted in **Figure 5.15** and **Table 5.6**, have been identified as potential joint initiatives with MTO, Elgin County, or adjacent Townships. These projects are located on roadways not owned by the City but play a role in serving the travel demands of the overall region and in supporting growth in the townships on the periphery of St. Thomas.

On the east side of St. Thomas the travel demand forecasting work has identified capacity deficiencies on the Highway 3 corridor along with the need to provide four lanes on the future Technology Trail roadway from PowerCo Parkway east to Yarmouth Centre Road. Widening Technology Trail will ultimately be required to serve future employment in the Yarmouth Yards industrial park, but this does not address the capacity deficiencies on the Centennial Road / Highway 3 corridor and on Highway 3 to the east.

One option to address the Highway 3 travel demands in this area is for MTO to consider assuming Technology Trail and then providing a future 4 lane extension of Highway 3 further to the east of St. Thomas on a new corridor. The existing Centennial Road / Highway 3 corridor could then be transferred to the City / County as appropriate.

Widening of the north-south portion of Centennial Road / Highway 3 is anticipated to be required by 2051 to accommodate local traffic, even with a potential future extension of Highway 3 to the east. As the Ministry of Transportation has overall responsibility for planning future upgrades to the

Highway 3 corridor, this recommendation is provided for their consideration as part of their ongoing planning for the Provincial Highway network.

As part of the development of the former Hospital Lands to the south of the City, modelling work undertaken as part of the TMP refresh has identified the need to develop a new east-west arterial roadway through these lands to distribute traffic to the Sunset Drive / Fairview Road corridors. This recommendation is also provided for consideration by the Township as part of their development of an overall land use and servicing plan for this area.

Key Recommendations

R.22 To support the growth forecast for the City it is recommended that the City incorporate the recommended road network capacity and optimization improvement projects in **Figure 5.15** and **Figure 5.16** into their long term capital plan and future Development Charge Studies, as appropriate.

R.23 The City should work with MTO to coordiate the widening of the Burwell Road bridge across Highway 3 with planned work on the Highway 3 twinning project.

R.24 The City should work with MTO to review options to address future capacity deficiencies on the Centennial Avenue / Highway 3 corridor to the east of St. Thomas, including the potential extension of a new 4 lane Highway 3 route.

R.25 The City should work with Central Elgin Township to consider implementation of a new east-west arterial roadway through the Hospital lands development.

FIGURE 5.15: ROAD NETWORK CAPACITY ENHANCEMENT PROJECTS

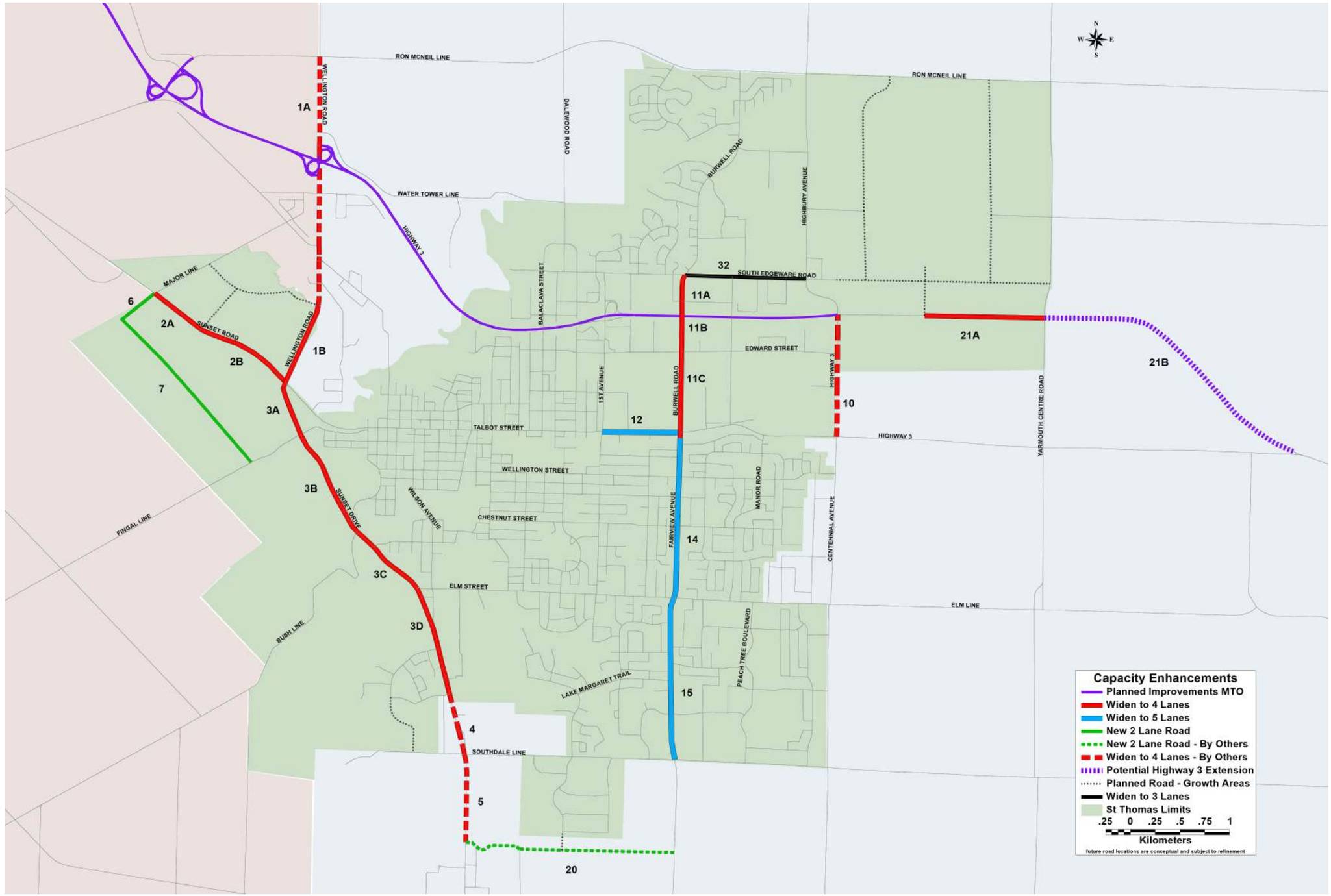


TABLE 5.6: ROAD NETWORK CAPACITY ENHANCEMENT PROJECTS

Project Number	Roadway	Limits	Length (km)	Notes
City Projects				
1B	Wellington Road widening to 4 Lanes	North City Limit to Sunset Drive / Talbot Street	0.7	
2A	Sunset Drive widening to 4 Lanes	Major Line to Northwest Area 1 Access Road	0.6	
2B	Sunset Drive widening to 4 Lanes	Northwest Area 1 Access Road to Wellington Road / Talbot Street	1.0	
3A	Sunset Drive widening to 4 Lanes	Wellington Road / Talbot Street to Fingal Line	0.6	
3B	Sunset Drive widening to 4 Lanes	Fingal Line to Stanley Street	1.0	
3C	Sunset Drive widening to 4 Lanes	Stanley Street to Elm Street	1.0	
3D	Sunset Drive widening to 4 Lanes	Elm Street to Glenwood Street	1.1	
6	Major Line Extension (2 Lane Arterial)	Sunset Drive to New Arterial in Area 2	1.0	
7	New 2 Lane Arterial (Area 2)	Major Line to Fingal Line (CR 16)	1.9	
11A	Burwell Road widening to 4 Lanes	South Edgeware Road to Edward Street	0.7	
11B	Burwell Road widening to 4 Lanes	Highway 3 Bridge Crossing	0.1	Should be co-ordinated with Highway 3 twinning
11C	Burwell Road widening to 4 Lanes	Edward Street to Talbot Street	0.8	
12	Talbot Road widening to 5 Lanes	East of Supercentre to West of Fairview Avenue	0.7	
14	Fairview Avenue - Widen to 5 Lanes with TWLTL	South of Talbot Street to Elm Street	1.7	
15	Fairview Avenue - Widen to 5 Lanes with TWLTL	Elm Street to Southdale Line	1.6	
21A	Technology Trail widening to 4 Lanes	PowerCo Parkway to Yarmouth Centre Road	1.2	
32	South Edgeware Road – Widen to 3 Lanes	Burwell Road to Highbury Avenue	1.2	Add TWLTL to increase capacity and improve safety
Projects by Others				
1A	Wellington Road (CR25) widening to 4 Lanes	Ron McNeil Line to North City Limit	2.5	County / MTO (for bridge crossing Highway 3)
4	Sunset Drive (CR 4) widening to 4 Lanes	South City Limit to Southdale Line	0.6	County Project
5	Sunset Drive (CR 4) widening to 4 Lanes	Southdale Line (CR 57) to Midblock Arterial Hospital Lands	0.9	County Project – tied to growth in development on Hospital Lands
10	Highway 3 widening to 4 Lanes	Talbot Street to Highway 3 / St Thomas Expressway	1.3	MTO project
20	MidBlock Arterial - Hospital Lands South of City	(CR 4) Sunset Drive to (CR 22) Fairview Road	2.1	Township Project – may be implemented through development on Hospital Lands
21B	Highway 3 Extension (4 Lanes)	Yarmouth Centre Road to Highway 3 (at Belmont Road)	3.7	MTO project

FIGURE 5.16: ROAD NETWORK OPTIMIZATION PROJECTS

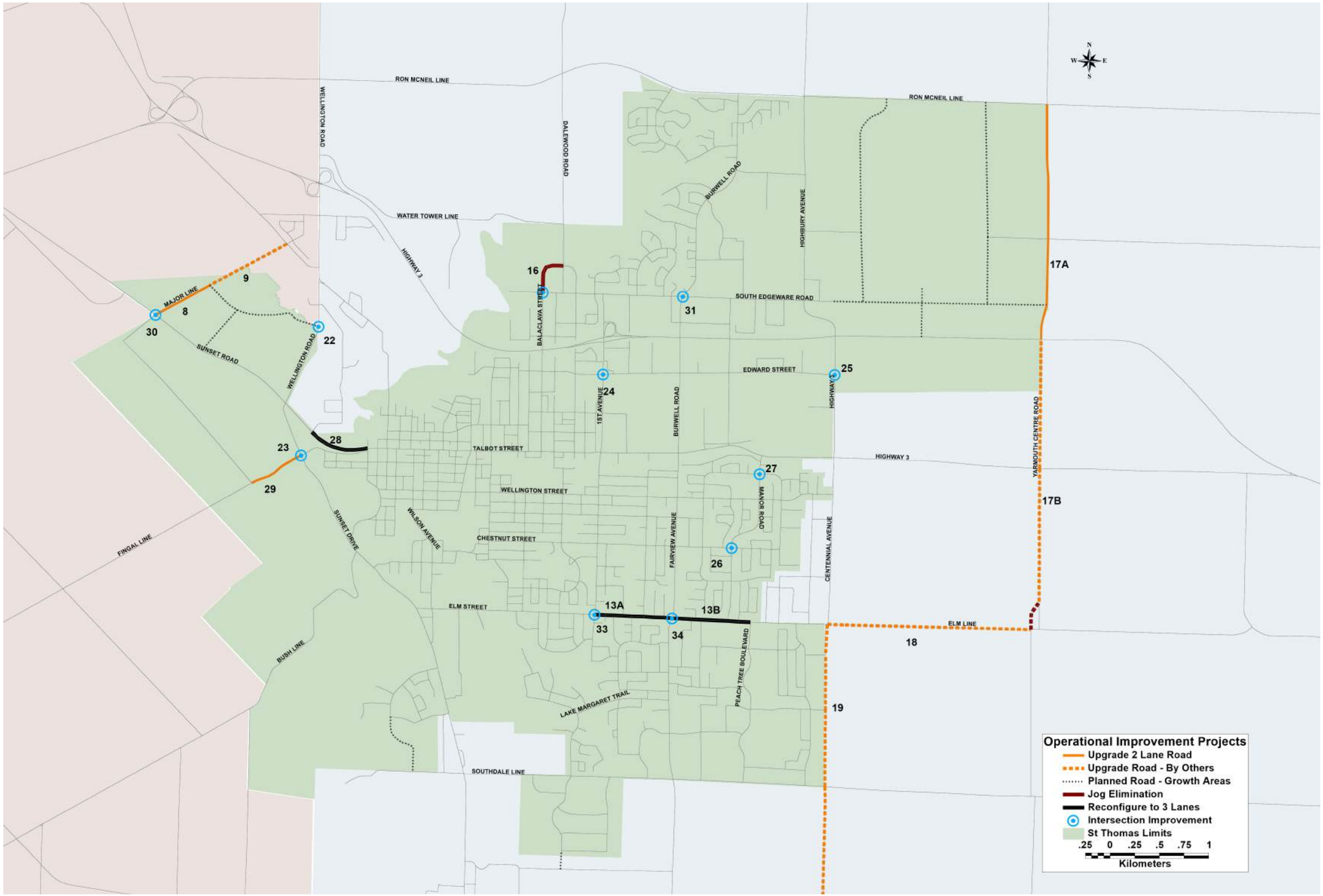


TABLE 5.7: ROAD NETWORK OPTIMIZATION PROJECTS

Project Number	Roadway	Limits	Length (km)	Notes
City Projects				
8	Major Line Upgrade to 2 Lane Arterial	Sunset Drive to City Limit	1.1	May be implemented through development
13A	Elm Street - Convert to 3 Lane with TWLTL	First Avenue to West of Fairview Avenue	0.6	Safety and Operational improvement to provide Center Turn Lane
13B	Elm Street - Convert to 3 Lane with TWLTL	Fairview Avenue to East of Chant Street	0.5	Safety and Operational improvement to provide Center Turn Lane
16	Balaclava Street / Dalewood Drive Jog Elimination	South Edgeware Road to North of Woodworth Crescent	0.5	Includes potential roundabout at Balaclava Street / South Edgeware Road
17A	Yarmouth Centre Road Upgrade to 2 Lane Arterial	City Limit (Rail Corridor) to Ron McNeil Line	2.9	Includes potential road rail grade separation
22	Wellington Road Intersection	Northwest Area 1 Access Road		Includes potential roundabout or traffic signal – may be implemented through development
23	Fingal Line / Sunset Drive Intersection Improvement	Add Turn Lanes / Roundabout	0.3	Potential roundabout or traffic signal with added turn lanes
24	First Avenue / Edward Street Intersection Improvement	Add Turn Lanes	0.3	Includes reconstruction of approaches
25	Edward Street / Highway 3 Intersection Improvement	Highway 3 (Centennial Ave)		May be included in project 10 – by MTO
26	Manor Road / Chestnut Street Roundabout	Chestnut Street	0.2	Recommended in 2021 TMP
27	Manor Road / Highview Drive Roundabout	Highview Drive	0.2	Recommended in 2021 TMP
28	Talbot Street - Convert to 2 Lane	Stanley Street to Woodland Road	0.6	Includes bridge rehabilitation
29	Fingal Line Upgrade	New Arterial Northwest Area 2 to Sunset Drive	1.0	Upgrade to Arterial Road standard with turn lanes at new development entrance – may be implemented through development
30	Major Line / Sunset Intersection	Major Line – Roundabout	0.3	Includes reconstruction of approaches – may be implemented as part of project 8
31	Burwell Road Roundabout	South Edgeware Road	0.3	May be implemented as part of project 11A or 32
33	Elm Street / First Avenue Intersection	Intersection Improvement		Implement as part of Project 13A
34	Elm Street / Fairview Avenue Intersection	Intersection Improvement		Implement as part of Project 13B
Projects by Others				
9	Major Line Upgrade to 2 Lane Arterial	City Limit to Ford Road	0.5	Township project
17B	Yarmouth Centre Road Upgrade to 2 Lane Arterial	Elm Line to City Limit (Rail Corridor)	2.4	County Project – Yarmouth Line recommended for upload to County in County TMP
18	Elm Line (CR 56) Upgrade to 2 Lane Arterial	Centennial Road (CR 28) to Yarmouth Centre Road	2.1	County Project – project recommended in County TMP
19	Centennial Road (CR 28) Upgrade to 2 Lane Arterial	Midblock Arterial to Elm Line (CR 56)	2.5	County Project – project recommended in County TMP – limits extended south to midblock arterial

5.4.3 Roundabouts

The City has implemented a number of roundabouts at key intersections where the volumes are high enough to require right of way control to improve safety. The City has implemented roundabouts at approximately 10-12 major intersections instead of providing traffic signal or all way stop control.

The benefits of roundabouts have been proven in various studies, and include reduced vehicle delay, improved safety, ability to control vehicle speeds, lower overall costs (when construction and ongoing maintenance are considered) and reduced vehicle emissions compared to traditional traffic signal control. Consideration for the higher property requirements, difficulty with implementing in sloped terrain, and providing appropriate cycling and pedestrian crossing treatments need to be part of the decision making process for determining where new roundabouts should be located.

City residents have clearly learned to adapt their driving habits at new roundabout intersections and the City is actively considering new locations as part of the design process for major capital projects.

To assist in assessing locations for future roundabouts the City should consider developing Roundabout Implementation Guidelines that includes:

- Screening - an initial screening process to determine if a location is suitable for roundabout control considering traffic volumes, implementation feasibility, and safety benefits.
- Life Cycle Cost assessment – to compare the overall life cycle costs (including annual maintenance) between roundabout and alternative traffic control measures.
- Operational Analysis – operational analysis using ARCADY or a similar assessment software to confirm the acceptable performance of a roundabout and to confirm the optimum design configuration.

Key Recommendation

R.26 It is recommended that the City develop a roundabout screening and evaluation process.

6 Policies and Programs

6.1 Overview

As noted in Section 3.1, the 2021 TMP included an extensive set of recommendations for new policy related actions for the City to implement to support the transportation vision. An assessment of these policy measures undertaken as part of the TMP Refresh found that many of the policy initiatives are still relevant and represent current best practices.

With the shift to a higher level of focus on mode shift in the TMP refresh, a number of new policy recommendations will be required to support the City in achieving higher levels of mode shift and in supporting the rapidly changing technology environment that is influencing the transportation sector.

We have grouped these policy initiatives under five key headings:

- Polices to Support Enhanced Transit
- Managing Transportation Demand
- Embracing New Technologies
- Supporting Active Transportation
- Road Safety

6.2 Policies and Programs to Support Enhanced Transit

6.2.1 Fare Policies and Incentive Programs

Transit fares are one opportunity to provide incentives to encourage long term and sustained transit use. The City already charges fares that are competitive with other transit agencies for single ride tickets and monthly passes. Offering a 10-ride ticket is also a good way to provide an incentive for users to purchase more rides, with the cost of a 10-ride ticket providing a $5 discount compared to 10 single rides.

The City allows children under 5 to ride for free, which is helpful for single parents or caregivers who need to bring their young children with them as they travel to appointments, shopping or other activities. Many municipalities are expanding the range of passengers who qualify for fare free transit, by offering free rides to all children under 12, and others offering free service to all children in high school along with those under high school age. One of the issues to

address in offering this type of incentive is how to validate the age and eligibility of passengers at the time of boarding, without incurring undue delays by asking for proof of age. Some agencies provide a special transit pass for those eligible for free transit, where eligibility can be determined at the sales kiosk where the passenger picks up their pass rather than on the bus. The City of Kingston introduced free transit for all students and saw an immediate and sustained boost in transit ridership. As ridership is part of the allocation formula used to determine provincial gas tax revenue, the increase in riders resulted in the City receiving a higher allocation – partially offsetting the lost revenue.

A number of municipalities with post secondary institutions have implemented Universal Transit Passes (U-Pass) for post-secondary students, where the cost of an annual transit pass is included in the cost of tuition. This type of program provides a sustainable revenue source for municipal transit agencies and provides a benefit for the post-secondary students compared to the cost of parking on campus and the cost of owning and operating a vehicle. Some municipalities have used the revenue from their U-Pass programs to improve transit service on routes serving the campus to further demonstrate the benefits of the program. The Fanshawe campus in St. Thomas has an estimated 550 students and based on the student bus pass rate of $297 charged for Fanshawe students attending the London campus, a similar bus pass program could generate up to $160,000 in new revenues to support service enhancements.

Other incentive programs used by transit agencies around the province include free transit programs for students during March break, or during the summer to introduce them to the transit system in the hopes that they chose to become regular users.

6.2.2 Transit Education and Marketing

Feedback from the youth that participated in the TMP Refresh engagement identified the lack of knowledge many of them had about the transit service in St. Thomas, how to use the system, the routes and schedules, and how to purchase tickets and passes. Education programs and providing information about transit services available to users is one of the key barriers identified by residents in almost every municipality.

The City does have information online about the cost of the services, routes and schedules, stop locations, and basic rules and policies for using the system. Getting this information distributed more broadly in the community will take a multi-pronged effort and the dedication of some staff resources to prepare information suitable for different communication channels, along with some time dedicated to outreach programs with key groups in the community that may be interested in learning about transit options. Some education and outreach programs used in other municipalities may be useful for the City to consider, including:

- Transit travel training and outreach sessions with user groups such as seniors or students; where staff visit the organizations to teach them about the system, how to use the bus, how to pay fares, how to read the maps and schedules, and where to find more information about services. Often, they will take a bus to the information session where attendees can try out the service in a low stress environment to promote confidence.
- Sending out information pamphlets with City issued tax or utility bills to provide information about the range of transit services available and where to find out more information.
- Encouraging developers to provide a free transit pass for a month to new home buyers as a way to encourage them to try transit before they establish new travel habits. When people make a move to a new location, they are often more willing to try new things before habits become established. This requires a commitment to ensure transit service is available within a reasonable walking distance of the neighbourhood at the time homes are being completed.
- Providing brochures about available transit services at community facilities such as the library, community centres, City Hall, and at local secondary and post secondary schools, etc.
- Including information about transit services or new initiatives as part of regular community newsletters or other types of community outreach media.
- Transit advertising on buses can be a way to promote the transit service and generate non fare revenue for the transit agency through selling advertising space on buses.

6.2.3 Partnerships

Partnerships can offer a way for transit agencies to increase ridership by offering services designed to attract riders from various groups or demographics to use the transit system for all or part of their travel needs. Some municipalities have partnered with local school boards or school bus operators to provide transit passes for children that meet the eligibility requirements for busing, instead of providing a dedicated school bus route for the area. This works best for students in the grade 7-12 age range where parents may be more comfortable that they can safely travel on their own around the City.

In some municipalities, the transit agency offers the school board or bus operator transit passes for eligible students at a reduced rate. The success of this type of program requires careful attention to school start times and pick-up times to ensure that the bus schedule is reasonably aligned with these times. Where municipalities have offered free transit to students across the community, in some cases funding to help offset the cost of this type of program is secured

through agreements with the local school boards, through their transportation allocation budgets.

Key Recommendations

R.27 As part of the Transit Master Plan, the City should engage with community organizations, school boards, and post secondary institutions to assess the feasibility of partnerships for discount fare programs, specialized pass sales, and opportunities to educate and market transit servcies to their members .

R.28 The City should allocate an annual operating budget for transit marketting and outreach activities to drive ridership growth.

6.2.4 Parking Requirements for New Development

Parking is one of the most powerful factors that has the ability to influence mode shift and in doing so, shape the design, form and function of our cities and the neighbourhoods that we live in. Our historical approach to municipal zoning regulations for parking has tended to set parking requirements to ensure that a development site can accommodate all users during the worst-case scenario or highest use period, in an attempt to ensure no negative impacts to the community.

Left unchecked, excessive parking regulations can lead to an oversupply of parking. In downtown areas where land supply is at a premium, it can also mean the difference between a financially viable project and no project at all.

On the other hand, parking regulations that are well thought out and linked to other strategic objectives can provide a catalyst for change and support the development of well-connected, mixed-use neighbourhoods that do not require residents to own two or more cars to meet their daily needs. Parking regulations that are strategically crafted can promote revitalization of existing downtown areas, support intensification, and contribute to a more balanced transportation system that supports travel by all modes, not just automobiles.

As intensification in the city's downtown area increases, the opportunity to provide relatively inexpensive surface parking for new developments will become harder to achieve, requiring more developers to include structured parking on their sites. The typical cost for a surface parking space is approximately $5,300 plus the cost of land, while parking in a structure can

range from $46,100 per space for an above grade structure, to $61,200 per space for an underground parking lot (excluding land costs)[16].

The availability of parking in residential buildings has also been linked to the higher likelihood of auto use for work related trips, even for areas well served by transit[17]. Controlling the oversupply of residential parking is an important policy approach to support the goal of reducing dependency on auto use and encouraging increased use of transit, walking and cycling.

While reducing the requirements for parking in the Zoning By-law can reduce the costs to provide new residential housing, by increasing the financial feasibility of higher density housing projects, it can also lead to concerns about having enough parking to avoid impacting existing neighbourhoods. Some municipalities have adopted a strategic approach to managing parking supply, particularly in their downtown areas, where they have existing municipal parking lots – many of which sit empty in the evening.

In an attempt to balance both competing interests, some municipalities have reduced their minimum parking requirements for medium and high-density housing in their downtown areas and offered evening parking permits in municipal lots for those residents who need additional parking beyond what is provided in their building. Other municipalities are exploring on street permit parking programs to provide additional opportunities to accommodate areas with limited private parking, however there are numerous operational issues that need to be considered. On Street permit parking can impact other municipal services including snow clearing, garbage and recycling collection, maintaining adequate road width for emergency vehicle access, visibility impacts for residents pulling out of driveways, and safety concerns for cyclists using lower speed residential roads.

Many municipalities utilize different parking ratios and requirements in different areas of their municipalities. These area-based rates typically provide lower parking requirements in higher density, downtown areas or in major transit station areas where high rates of transit use and higher rates of walking and cycling activity are common. A number of municipalities have begun to specify bicycle parking requirements into their Zoning By-laws, although this is a relatively new topic area and the space requirements and design guidance for bicycle parking spaces are evolving as more municipalities implement requirements into their by-laws.

[16] Appendix A – Residential Parking Ratios Technical Working Paper, based on typical construction costs for a 20 unit parking lot using unit costs from the 2023 Canadian Cost Guide, Altus Group

[17] Weinberger R., Death by a thousand curb-cuts: Evidence on the effect of minimum parking requirements on the choice to drive. Transport Policy,20 (2012), 93-102

Similar to bicycle parking, the topic of Electric Vehicle Parking requirements is also quickly evolving, with very few municipalities adopting specific requirements into their Zoning by-laws. Part of the concern may be related to the rapid development of the technology, which makes it difficult to mandate specific requirements now, when the state of the technology may change considerably over the near term.

Many of the peer municipalities also have a cash-in-lieu of parking provision in their Official Plans. The best practice appears to establish the rate based on a combination of the cost to construct a typical surface parking lot plus the typical cost for land value. Some municipalities use cash-in-lieu revenue to construct new or expanded municipal parking facilities to accommodate any overflow parking demand and some municipalities, like Kingston, are using a portion of this revenue to provide car share vehicles in their downtown lots for residents who only need occasional access to a vehicle to rent on a short term basis.

In some municipalities there is new trend to waive minimum parking requirements in an attempt to reduce housing costs and improve housing affordability. Eliminating the minimum parking requirements in an area would effectively undermine any cash-in-lieu of parking program, which can provide important capital funding for a municipality to use to invest in new parking infrastructure to support growth and intensification. When combined with previous changes to the Development Charges Act that removed parking infrastructure as an eligible cost, this approach would simply transfer 100% of the cost to provide municipal parking to the tax base.

Parking Maximums are also a relatively new and popular tool being used in many municipalities to try to limit the oversupply of parking in key areas where higher densities and higher order transit infrastructure is being planned. In some cases, applicants are permitted to exceed the maximums if they provide additional bicycle parking, car share parking spaces, or electric vehicle charging infrastructure as a means to incentivize developers to provide infrastructure to support other public policy objectives.

Shared Parking is another approach that many municipalities are using to reduce the oversupply of parking and reduce up front development costs by allowing mixed-use developments to “share the available parking spaces” in recognition that the peak demand for parking can be different for different land uses.

Many municipalities are also incorporating carshare and, to a lesser extent, carpool parking requirements into new developments as another incentive that allows them to reduce the required number of spaces an applicant needs to provide on their site. Carshare programs can reduce overall vehicle ownership rates, by making a car available for residents who may need access to a vehicle for some trips, but don’t require their own vehicle or may not need to purchase a

second vehicle. Where vehicle ownership rates are lower, higher rates of non-auto use are typically observed.

Updating the parking requirements for new development in the City's Zoning by-law represents four key opportunities for the City:

- The opportunity to "right-size" the supply of parking;
- The opportunity to modernize the accessibility and design standards applied to parking lot design in site plans;
- The opportunity to incorporate standards for vehicles types that are becoming more popular (such as bicycles, scooters, electric vehicles, etc.); and
- The opportunity to consider strategic use of parking related incentives to support the mode shift goals in the TMP.

Key Recommendation

R. 29 It is recommended that the City undertake a Parking Management Study to review parking requirements for new development and update the Zoning by-law to incorporate measures that can support the transportation mode shift targets established in the Transportation Master Plan.

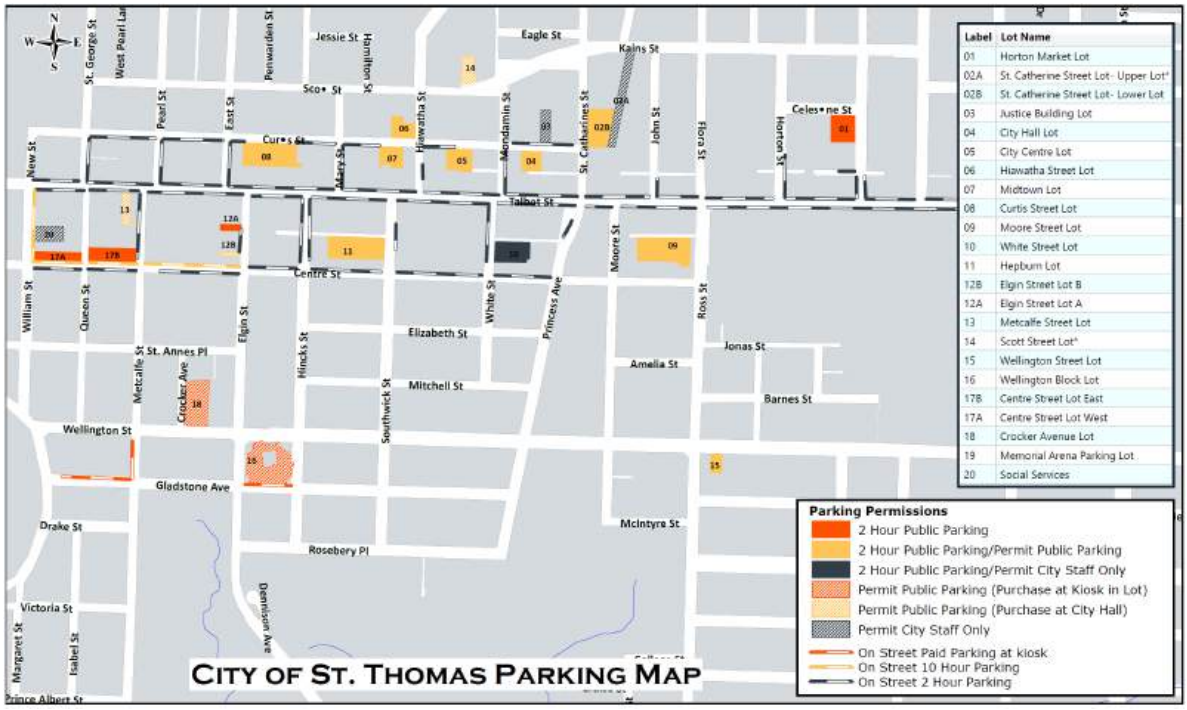
6.2.5 Paid Parking in the Downtown

The availability of and price of parking at the destination end of a trip is also one of the most powerful factors that influence choice of travel mode, particularly when there are viable alternatives available.

The City provides a number of municipal parking lots and on street parking spaces in the downtown area which provide parking options for residents, employees and visitors. A map illustrating the locations of municipal lots and on-street parking in downtown St. Thomas is provided in **Figure 6.1**.

It is estimated that the City provides 990 spaces in municipal parking lots along with an additional 490 on street parking spaces in the downtown area – for an overall total supply of 1,480 spaces or 34.4 spaces per 1000 residents. There are also a multitude of private parking lots in the downtown where parking is available for use by employees or visitors to those specific establishments.

FIGURE 6.1: MAP OF DOWNTOWN MUNICIPAL PARKING



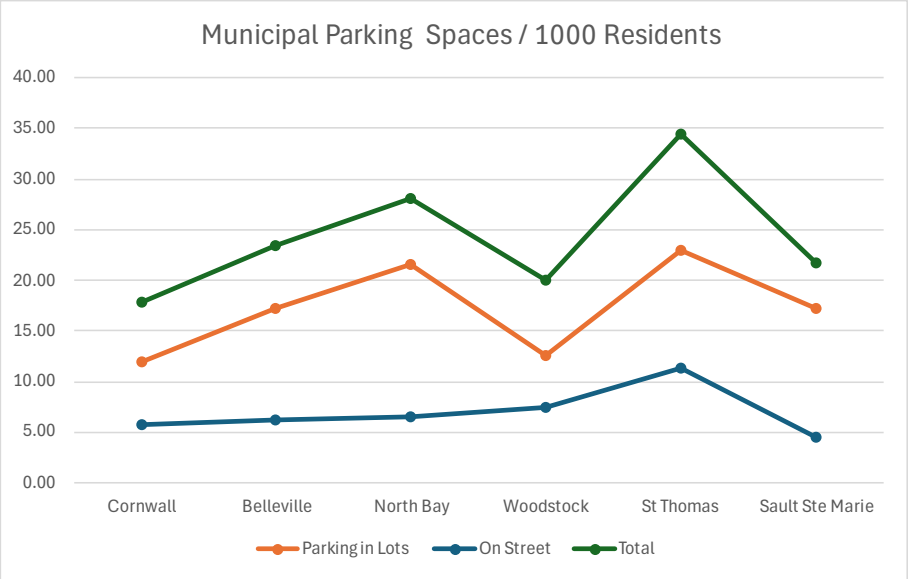
Compared to 5 other similar sized municipalities[18], St. Thomas has the highest per capita parking space rate, as illustrated in **Figure 6.2**. The availability of ample municipal parking may create an opportunity for the City to adjust the required parking to be provided in new developments (to improve affordability and encourage intensification) while using excess capacity in the municipal

[18] Based on data collected or assembled by Paradigm as part of various parking studies.

parking lots to accommodate a wider range of parking customers, including downtown residents looking for additional parking options.

Approximately 432 parking spaces in municipal lots are allocated for permit parking (44%) with the remaining spaces available for hourly or paid parking.

FIGURE 6.2: COMPARISON OF DOWNTOWN MUNICIPAL PARKING



A study comparing downtown parking supply and transit use in Calgary compared to other Canadian cities found a strong relationship between parking supply and transit use, where the proportion of downtown commuters using public transit was found to be inversely proportional to the ratio of parking stalls per downtown employee[19].

Complimentary research on the impact of parking costs and vehicle use found that a 10% increase in parking costs can reduce vehicle trips by 1-3%, depending on demographic and geographic considerations, along with the availability of alternatives[20].

The cost of downtown parking in St. Thomas is generally lower than many municipalities with a similar population and when compared to municipalities that are approaching the anticipated population of St. Thomas in 2051. **Table 6.1** provides a summary of monthly and hourly rates for parking in a number of these municipalities.

[19] Morrall, J. and Bolger, D., The Relationship Between Downtown Parking Supply and Transit Use, (Institute of Transportation Engineers, 1996)
[20] Litman, T., Parking Pricing, (Victoria Transport Policy Institute, 2019) https://www.vtpi.org/tdm/tdm26.htm

TABLE 6.1: PARKING RATES IN PEER MUNICIPALITIES

Municipality	2021 Population	Parking Costs		
		Monthly Permit	Day Permit	Hourly Rate
Peterborough[4]	83,700	$46-$100	$10.50-$12.50	$1.50
Sault Ste. Marie	72,050	$54	$6	$1.60[1]
Sarnia	72,050	$27-$62	N/A	$1.00
Belleville[4]	55,100	$65	$9.00	$1.00
Woodstock	46,700	$36		$2[2]
St. Thomas	**42,900**	**$35-$48**	**$4.00**	**Free**
Stratford	33,300	$113.75	N/A	$1.50 /$1.25
Ingersoll	13,700	$35[3]	N/A	Free

Notes:
1) On Street parking rate. Most lost allow 2 hours free parking
2) Pay and Display Rate for Lots. Most lots allow 2 hours free.
3) Permit parking only in select lots. Most lots allow free parking.
4) Belleville is considering increasing their monthly parking pass to be slightly higher than the cost of a monthly bus pass. Peterborough also sets their monthly parking rates to be higher than a bus pass.

As part of the 2025 Capital Budget, Council approved a Parking Management Study, which will develop a comprehensive parking strategy that provides a long-term vision for parking in St. Thomas.

The current scope of the proposed study includes[21]:

- Examine existing parking supply (off-street and on-street) and demand to identify parking hot spots and locations with available capacity.
- Project future parking demand to ensure adequate parking supply is provided long-term as development and intensification occurs within the Downtown core.
- Review (jurisdictional scan) and provide recommendations to the five-hour on-street parking regulation.
- Ensure safe and sufficient parking is provided for users with accessible needs.
- Identify optimal public EV charging station potential locations.
- Assess existing parking management systems and applications with the goal of making the parking system more effective and efficient for users.

[21] Council Report No. ES-26-25, July 14, 2025

- Explore the development and potential application of a Cash-in-Lieu of Parking Policy as well as a transportation demand management/parking reduction worksheet to determine acceptable parking reductions for developments with or without affordable housing.
- Develop Parking Justification Report submission requirements.
- Review and provide recommended updates to applicable sections of the City's Zoning By-law.

In order to capitalize on the power of parking to influence travel demands and mode choice we would recommend that the scope of the parking study be expanded to also explore how pricing and managing the parking supply in the downtown can be optimized to encourage mode shifts to transit and active transportation in order to achieve the targets recommended as part of the TMP Refresh.

Key Recommendation

R.30 It is recommended that the City expand the scope of the planned Parking Management Study to also explore how pricing and managing the parking supply in the downtown can be optimized to encourage mode shifts to transit and active transportation.

6.3 Managing Transportation Demand

Managing the growth in transportation demand is an important strategy for Cities of all sizes to adopt in order to manage the impacts of growth on the performance of the transportation networks. Managing demand can take a number of forms, including reducing the need to travel at all, shifting travel away from peak periods to less busy periods of the day, and encouraging some trips to be made by non-auto modes of travel, including transit, walking and cycling.

As summarized in **Table 6.2**, the 2021 TMP included a number of recommendations for managing transportation demand.

TABLE 6.2: 2021 TMP - POLICY RECOMMENDATIONS

Policy Area	Key Recommendations
Transportation Demand Management (TDM)	• Develop a Transportation Demand Management Checklist for new developments based on land use; • Context-sensitive amendments to zoning and parking by-laws including developing maximum and reduced vehicular parking rates for new developments based on the implementation of TDM measures; and • Coordinate with local school boards to develop a School Travel Planning program.

The development of a TDM guideline for new development applications is a relevant recommendation to carry forward as part of the TMP Refresh. Many municipalities are requiring developers to incorporate TDM measures into their planning applications and site plan designs. Providing a checklist of requirements and expectations that the City is looking for will assist the development industry in responding to these requirements without adding delay to the land use approval process.

The development of a TDM development guideline should consider opportunities to offer incentives to developers who implement TDM measures into their plans. Incentives could include:

- Allowing trip generation reductions in Transportation Impact Studies for various TDM measures that could reduce auto demand (which in turn may reduce the need for the developer to make improvements to the road network), or
- Allowing reduced parking requirements for developments that incorporate TDM measures.

The development of school travel programs have been successfully used in a number of municipalities to encourage more children to walk to school or consider other travel modes, rather than having their parents drive them to school. In most cases, users cite barriers related to safety concerns, lack of infrastructure, or time constraints as reasons why they prefer to drive their children to school. The school travel programs establish programs and services that help to overcome key barriers in order to encourage more active transportation for school travel.

The value of a good school travel program can go beyond mode shift, as many school areas can become very busy during student drop off and pick up times, and safety concerns can be created due to traffic congestion, aggressive behaviour and vehicle-pedestrian conflicts in school areas.

Programs can include walking school buses, car free days, school zone parking management programs, cycling and walking safety education programs, student transit passes (primarily for secondary school students), crossing guard programs, and other initiatives to encourage walking and cycling to school.

Most Active School Travel Programs are joint programs between municipalities, school boards, individual schools, volunteer organizations, parent groups, teachers, the health unit, and other partner organizations with an interest in safety and promoting active transportation.

Key Recommendations

R. 31 It is recommended that the City develop TDM guidelines for new develoment aplications and a checklist of requirements for different types of land uses that can be provided to applicants seeking approval to development or redevelop their properties.

R. 32 The City should partner with the school board or other community organizations to develop a pilot program for a school travel program.

6.4 Embracing New Technologies

6.4.1 Support for Electric Vehicle Adoption

There is a growing recognition in most communities that increasing the share of Electric Vehicles (EV) in the municipal and private automobile fleets will be key to achieving the combined Greenhouse Gas Emission reduction goals of the federal government and many municipalities.

Based on data collected by the Federal Government the market share of light duty zero emission vehicles sold in Canada has been increasing steadily from approximately 3% in 2019 to just under 12% in 2023. To support the transition the Federal Government proposed new regulations for zero-emission vehicle (ZEV) sales targets for vehicle manufacturers and importers. These regulations set a minimum target of 20% of new light-duty vehicles sold in Canada by 2026 to be ZEV's, with this increasing to 60% by 2030, and 100% by 2035.

While the specific targets and timelines are subject to change in response to market realities and changes in government priorities, the trend towards encouraging the shift in consumer behaviour and purchasing patterns towards zero emission or electric vehicles and hybrids has been established and is supported by a number of complimentary federal, provincial and local policies. The selection of St. Thomas as a location for a new large scale electric vehicle battery plant is evidence of the longer-term trend in the auto industry.

Municipalities have little control over the broader automotive supply policies or the individual purchasing decisions of residents, however they can play a role in providing the infrastructure to support increased levels of adoption of electric or zero emission vehicles by residents over time. Key barriers to electric vehicle (EV) purchase decisions include high initial purchase price, concerns about battery range and charging infrastructure, and the time it takes to charge an EV[22].

[22] Apurva Pamidimukkala, et al, Barriers and motivators to the adoption of electric vehicles: A global review, Green Energy and Intelligent Transportation, Volume 3, Issue 2, 2024, 100153, (https://www.sciencedirect.com/science/article/pii/S2773153724000057)

As of 2025, there are 46 public charging stations in the City with 44 Level 2 chargers and two (2) Level 3 chargers as summarized in **Table 6.3**.

TABLE 6.3: EXISTING EV CHARGING STATIONS IN ST. THOMAS

Location	# of Chargers	
	Level 2	Level 3
Fanshawe College (120 Bill Martin Parkway)	2	-
Metro (417 Wellington Street)	4	-
Forest City Castings Inc. (10 Highbury Avenue S)	2	-
Caso Railway Station (750 Talbot Street)	1	-
800 Talbot Street	20	-
Holiday Inn Express (275 Highview Drive)	6	-
Disbrowe Chevrolet Buick GMC Cadillac (116 Edward Street)	3	2
The Auto Guys (135 South Edgeware Road)	2	-
Elgin Chrysler (275 Wellington Street)	2	-
St. Thomas Health Club	2	-

Four (4) locations in the City have been approved for funding as part of the Zero-Emission Vehicle Infrastructure Program (ZEVIP) to provide EV charging stations in the City. One location has already been built (417 Wellington Street (Metro)), with the following three locations yet to be built:

- 294 & 330 Talbot Street (Residential) – four (4) level 2 chargers;
- 300 Talbot Street (Residential) – twenty (20) level 2 chargers; and
- 2 & 4 Avon Road (Residential) – four (4) level 2 chargers.

As part of the TMP refresh a review of policies and best practices for supporting EV adoption was undertaken with a focus on determining how many publicly available charging stations should be provided and identifying optimum locations for EV charging stations. The review also collected data on emerging best practices for incorporating EV charging infrastructure into new developments and approaches for funding and deployment of charging infrastructure. **Appendix E** provides the findings of the detailed review.

The suggested EV charging station network outlined below for the City is designed to address the anticipated growth in electric vehicle adoption, facilitate equitable access to EV infrastructure, and align with federal and provincial EV policy targets. The target number of EV charging stations for the City of St. Thomas has been estimated based on the following:

- International Energy Agency (IEA) guidelines for public EV charging stations (one charging station for 10–15 EVs)
- Statistics Canada population and vehicle registration data
- Government of Canada ZEV sales targets

Table 6.4 summarizes the suggested number of EV Charging Stations estimated to be required within the City of St. Thomas during the last census year (2021) and by 2031.

TABLE 6.4: EV CHARGING STATION REQUIRMENTS

	Horizon	
	2021	2031
Population[23]	43,186	57,040
Estimated # of Vehicles[24]	28,399	37,744
Estimated # of EV vehicles[25]	1,016	8,216
EV Charging Stations Required	68-102	480-720

The City is currently underserved with a deficit of 22-56 Electric Vehicle Charging stations based on estimates of demand and industry research and best practices. By 2031 the estimated demand for charging stations could be expected to reach 480-720 stations across the City.

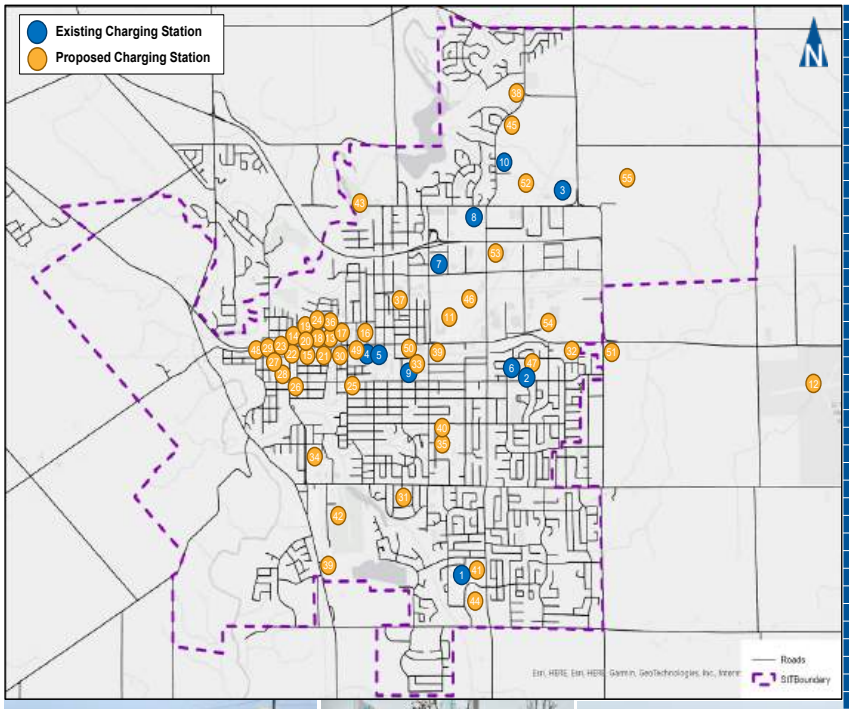
To meet future demand and align with EV adoption targets, the City should implement a well-distributed network of charging stations. **Figure 6.3** provides a map and tabular summary of potential locations for EV charging stations in the City. The recommended locations have been categorized by land use including municipal, institutional, recreational, commercial and industrial sites. Municipal, institutional and recreational facilities present the most accessible opportunities for EV infrastructure implementation, as they are publicly operated, while the commercial and industrial facilities would require collaboration with the individual property owners to implement the EV charging stations. At least one EV charging station should be provided in each municipal parking lot and at key municipal facilities, although to achieve the target number of charging units by 2031, most municipal lots and facilities will require multiple charging stations.

The commercial and industrial developments identified were selected based on the size of the developments. No existing individual multi-unit residential

[23] CN Watson & Associates, Growth Analysis Study, April 2024
[24] Estimated using 2023 Statistics Canada Population Estimate and Vehicle Registration data
[25] Estimated using Government of Canada ZEV Sales Targets and historical Statistics Canada Vehicle Registration data

developments have been included at this time; however, it is recommended that the City also collaborate with the owners of multi-unit residential developments and new developments in the planning approvals cycle to provide EV charging infrastructure for residents. This could be achieved through requirements or incentive programs within the City's Zoning By-law or Community Improvement Plan.

FIGURE 6.3: RECOMMENDED ELECTRIC VEHICLE 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

While there are some municipalities that are starting to incorporate Electric Vehicle charging requirements into their Zoning by-laws, the technology around batteries in electric vehicles and the required charging infrastructure is rapidly evolving making it difficult to provide reliable design requirements or standards that are not susceptible to change.

Input received from the development community in various municipalities on this topic has been mixed. While many developers recognize the need to accommodate the growing demand from their customers to provide electric vehicle charging infrastructure, there is also a strong sentiment that market

demand should dictate the number and type of charging spaces and infrastructure that a developer should provide in a building as opposed to establishing inflexible regulations.

Setting requirements that do not consider market demand may result in higher upfront costs increasing the cost to build new housing and increase the risk of obsolete infrastructure should the design requirements change in the future. Alternatively, the cost to retrofit buildings to include EV Charing infrastructure after construction is bound to be higher than the cost to provide the basic provisions as part of the initial build. Some municipalities in Ontario have integrated EV charging station requirements into their zoning by-laws, either through zoning requirements, incentives or a mix of both.

To support the development of a comprehensive EV charging station network in the City of St. Thomas that supports the future growth of the City and future growth of EV use, the following actions are recommended for the City:

Key Recommendations

R.33 The City should expand public EV Charging Infrastructure by:

- Developing a program to install charging stations at municipal, institutional and recreation facilities. Initially 1-2 stations should be provided in key lots and the City should monitor usage patterns and parking occupancy and duration trends to determine expansion strategies.
- Prioritizing installation of charging stations at high demand locations including the St. Thomas Transit Hub – "The Hub" and downtown parking lots where parking durations are longer.
- Exploring the use of partnerships with private suppliers or federal grant programs to provide new EV charging stations in municipal lots. To maximize use the municipal spaces the cost of power should be included in the cost of the parking session, however maximum time limits of 4 hours should be considered to promote turnover of spaces.

R. 34 The City should facilitate and support the deployment of EV Charging in Commercial and Industrial Areas through:

- Partnerships with major commercial centres, hotels and employers to encourage privately funded EV charger installations at key locations such as the existing Supercentre at First Avenue and Talbot Street.
- Collaboration with developers to encourage EV charging stations in new commercial or industrial buildings through reductions in minimum parking requirements or other forms of incentives.

R. 35 The City should facilitate EV Charging in Residential Areas through:

- Considering incentives for voluntary EV charging installations in existing multi-unit residential buildings.
- Collaborating with developers to encourage EV charging stations in new residential buildings through reductions in minimum parking requirements or other forms of incentives.

R. 36 The City should develop a long-term EV Strategy Study that will establish a policy framework for promoting EV's that includes:

- Monitoring technological advancements and EV adoption rates in the City to adjust policies and funding program accordingly.
- Undertaking an update to the Zoning By-Law to establish requirments for EV charging requirements for new development in accordance with best practices in consultation with the local development community.
- Undertake a review of opportunities to provide incentives for EV charging stations through various incentive programs
- a program to establish and build public awareness about EV charging station availability throughout the City
- Education programs for businesses and residents about grants and funding opportunities to install charging stations.

6.4.2 Shared Mobility and Micro-mobility Solutions

Technological, socio-demographic, and behavioural changes are impacting travel behaviour and mode choice across Canada and around the world[26]. Interest in new and different approaches to transportation services, such as bikesharing, carsharing, and ridesourcing, has grown tremendously in recent years as society seeks alternatives to the private automobile.

The evolution in mobility can be traced to the emergence of the sharing economy. Defined as a peer-to-peer (P2P) based activity of acquiring, providing, or sharing access to goods and services, the modern sharing economy is typically facilitated by a community-based online digital platform[27]. The rapid advancement of technology over this period, particularly in smartphones and mobile applications, has contributed to this evolution, with real-time information about where, when, and how to access or connect between different modes now readily available.

The following describes key shared mobility concepts:

Mobility as a Service/Mobility on Demand

Through the sharing economy rose mobility on demand (MOD) and mobility as a service (MaaS). MOD is often referred to as how people or goods move from point A to point B, and which mode(s) are selected based on time, cost, and convenience. It emphasizes the commodification of passenger mobility, goods delivery, and transportation systems management. The term MaaS is typically used when discussing the software applications people use to make travel decisions and data applied to study that travel. It primarily emphasizes passenger mobility allowing travellers to seamlessly plan, book, and pay for a multimodal trip on a pay-as-you-go and/or subscription basis. The concepts are similar because they both involve integration of transportation modes through fares, a digital interface, and the physical mobility options[28],[29].

Figure 6.4 illustrates the relationship between MOD and MaaS.

New technologies and ideas in shared mobility continue to grow. In the broad sense, most forms can be categorized as either a transportation network

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[26] National Academies of Sciences, Engineering, and Medicine 2019. *Foreseeing the Impact of Transformational Technologies on Land Use and Transportation*. Washington, DC: The National Academies Press. https://doi.org/10.17226/25580.

[27] https://www.investopedia.com/terms/s/sharing-economy.asp [Accessed May 29, 2020]

[28] Abel, Sarah." Mobility and the Public Right of Way". *ITE Journal*. Institute of Transportation Engineers. Washington, DC. June 2019.

[29] Shaheen, Susan and Adam Cohen. "Similarities and Differences of Mobility on Demand (MOD) and Mobility as a Service (MaaS)". *ITE Journal*. Institute of Transportation Engineers. Washington, DC. June 2020.

company (TNC) or mobility service provider (MSP). Both rely on a smartphone application to connect individual users with a travel mode.

FIGURE 6.4: MOBILITY ON DEMAND AND MOBILITY AS A SERVICE

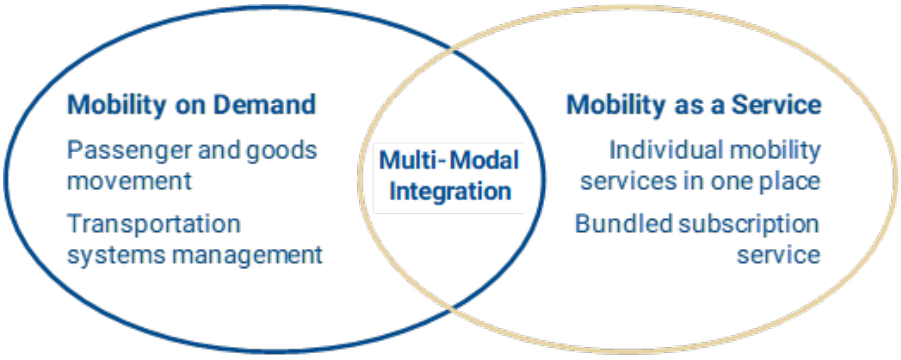


Figure 6.5 illustrates common examples of shared mobility options. The most prominent forms currently include carshare, bikeshare, scooter share, and ridesharing. Bikeshare and scooter share would also be characterized as forms of **micromobility**, which can be defined as transportation using lightweight vehicles, especially electric ones, that may be borrowed as part of a self-service program in which people rent vehicles for short-term use.

FIGURE 6.5: EXAMPLES OF SHARED MOBILITY


Bike Share


Scooter Share


Ride Share

Carsharing offers members access to vehicles joining an organization that provides a fleet of cars and/or light trucks. Two main models exist:

- *Fleet operations*, where a company supplies and maintains a fleet of vehicles in pre-positioned locations (i.e., pick-up and drop-off at same location) or "floating" within a defined boundary (i.e., pick-up and drop-off at different locations). Current examples include Zipcar and Communauto; and
- *Peer-to-peer operations*, are less common where individuals share their personal vehicles directly with other carshare subscribers. Turo is a current example.

Carsharing services alleviate the need for users to privately own a vehicle, offering mobility options for individuals without automobiles. The prevalence of privately-owned vehicles, abundant parking, and smaller pools of potential members can present challenges to their viability in smaller communities. The City of Kingston recently introduced parking incentive programs in their zoning by-law allowing medium and high-density developments to reduce their minimum parking requirements if they provided one or more car share spaces on their site for residents to use.

Bikesharing provides users with on-demand access to bicycles at a variety of pick-up and drop-off locations. Two main models exist:

- *Docked systems*, where bicycles are rented from an automated station (locked "docking stations" or "docks") and returned to a station belonging to the same system. Bike Share Toronto and BIXI Montreal are current examples; and
- *Dockless systems*, where self-locking and free-floating bicycles are rented and returned anywhere within a specified zone. Although not prevalent in Canada, current examples include Lime and Bird.

Scooter Sharing allows individuals access to scooters by joining an organization that maintains a fleet of devices at various locations. Scooter sharing models can include motorized and non-motorized types and are typically "dockless", like some bikesharing services.

Ontario municipalities have mixed approaches to the use of scooter sharing services. The City of Toronto has prohibited the use of electric scooters in the City but do permit human powered (kick scooters) to be used. Enforcement of the restrictions is ad hoc, and e-scooters are used quite frequently by users. Other Ontario municipalities such as Hamilton, Mississauga, Ottawa, and Windsor have passed by-laws to enable e-scooters is certain areas.

Consensus is forming that these types of devices are most appropriate in locations where people are permitted to cycle due to their similar speed potential. This can result in conflict where pedestrians and people cycling are already sharing a facility, such as on multi-use paths. Many municipalities across Canada, including Waterloo, Mississauga, and Ottawa are permitting e-scooters to be used in bike lanes, multi-use paths, and on roads with a speed limit of 50 km/h or less.

With the growing popularity of these devices one of the challenges many cities are facing is the lack of adequate networks of where people feel comfortable using micromobility devices. Similar to recreational cyclists, on road painted bike lanes are directly next to highspeed car traffic, which provides insufficient separation for an inexperienced user to feel comfortable. As a result, many people using e-scooters and other electric micromobility devices use the

sidewalk, despite municipal by-laws restricting their use on sidewalks. Building facilities that are comfortable for users, such as physically separated bikeways will be integral for supporting increased use of micromobility devices.

Ridesharing (also known as ride hailing, carpooling and vanpooling) is defined as the formal or informal sharing of rides between drivers and passengers with similar origin-destination pairings. Ride hailing services offered by companies like Uber and Lyft, which feature one paid driver, and one paying passenger are more akin to traditional taxi services but are increasingly becoming more prevalent in many communities.

Recommended Approach

Shared mobility services could potentially address some transportation challenges of a smaller City like St. Thomas, particularly Mobility on Demand as the public transit system grows to meet demands. These services can complement a growing "transit" system in the community, offering an alternative to single-occupant vehicle travel and an option to improve options for mobility for individuals without an automobile.

Municipalities typically use by-laws, policies, guidelines, incentives, and/or investments to influence the availability, viability, and delivery of shared mobility services. The most common matters addressed include the allocation of public rights-of-ways (e.g., parking, curb space), development and zoning regulations, insurance, and for-hire vehicle regulations (e.g., licensing), and taxation and fees.

Before deciding on the type of service(s) to pursue and/or permit, a shared mobility strategy should be developed for the community. The strategy should identify the specific transportation needs to be addressed and articulate a case for the service(s) that best suits requirements. Tools such as surveys, pilot projects, and incentives could be used as part of the strategy to gauge local interest. The study should engage a cross-section of local stakeholders and potential partners to fully understand potential consequences, ensure broad support for the initiative, and ultimately facilitate implementation if feasible.

Key Recommendation

R.37 The City should develop a shared mobility strategy in collaboration with local stakeholders and potential partners. A strategy could include strategic partnerships and incentives to encourage shared mobiltiy service providers (bike share and car share) to come to St. Thomas and incentive packages to encourge developers to provide spaces for car share in larger developments.

6.4.3 Investing in an Advanced Traffic Signal System

Advanced traffic signal systems utilize technology and real-time data from sensors to optimize traffic flow and reduce congestion. These types of systems can be implemented on certain corridors or on a city-wide basis, depending on the needs of the municipality and their traffic management strategy. In larger municipalities, these systems are often part of larger Advanced Traffic Management Systems (ATMS), which dynamically adjust signal timings based on current traffic conditions or provide signal priority for transit vehicles, leading to smoother traffic flow, reduced travel times for autos and transit users, and potentially lower emissions.

In the past, implementing Advanced Traffic Signal Systems were very expensive due to the need for dedicated communications networks linking each intersection together, and linking the network to a main computer system at a central location for overall system management. Centralized computer systems and complex software systems were needed to monitor system performance and adjust traffic signal settings using predefined response plans or in some cases, in response to real time traffic conditions.

Advances in technology, cloud-based software systems, and improved computing power have made the implementation of Advance Traffic Signal Systems much more attainable for smaller municipalities with growing traffic signal networks and limited staff resources to devote to monitoring and maintaining the traffic signal system.

Canadian companies, such as Miovision (based in Waterloo) or Fortran Traffic Systems (Toronto) , provide advanced technologies to support a broad range advanced traffic signal system applications including advance detection systems for vehicles, bicycles and pedestrians; signal control systems that operate from a centralized control system or remotely at the traffic signal controller; software systems that allow for remote access and monitoring of the status of the system; and various devices that can provide vehicle pre-emption for emergency vehicles or transit priority for buses.

Many cities, have co-ordinated signal timing plans on their major road corridors to maintain smooth traffic flow, reduce stops and starts, and reduce vehicle emissions due to unnecessary idling. Traditionally municipalities would employ the standard Time-of-Day (TOD) method for their traffic signal timing. TOD plans are static programs that establish signal timing settings based on historical traffic volumes during different time periods of the day and require initial configuration and testing by city staff before deploying the new settings in the field and monitoring performance. This existing process requires significant resources in staff time or external consulting services, and therefore in small to medium sized municipalities signal timing plans are rarely kept up to date.

Adaptive signal control software employs multiple detection zones in each traffic lane to simulate a model of vehicles approaching each intersection in real-time. The adaptive signal system communicates with the neighbouring intersections to achieve coordination between adjacent traffic signals by adjusting the cycle length or green time for busy movements, while maintaining conformance to predefined settings, such as minimum green times or minimum pedestrian walk times.

Key Recommendations

R.38 The City should investigate, a localized advanced signal control strategy to provide a manageable and scalable approach to implement advanced traffic signal coordination and transit signal priority on key arterial road corridors in the City.

R.39 It is recommended that the City upgrade their traffic signal control infrastructure to accommodate this enhanced technology and consider a pilot program to deploy and test a new signal system prior to a broader deployment.

6.4.4 Automated Speed Enforcement

In May 2017, The Province of Ontario passed Bill 65 – Safer School Zones Act, 2017, which amended the HTA to allow municipalities to use Automated Speed Enforcement in School Zones and Community Safety Zones.

The City recently adopted a Speed Management Program, through a report to Council in June 2025, which identified the need for the implementation of an Administrative Monetary Penalty System (AMPS) prior to the potential implementation of an Automated Speed Enforcement program.

Automated Speed Enforcement (ASE) is a technology-enabled enforcement tool that is comprised of a camera and a speed measurement device to assist in the enforcement of posted speed limits in designated areas. The system records the speed and captures photographs of vehicles exceeding the maximum posted speed. Offences captured by ASE systems are reviewed and certified by Provincial Offences Officers and issued to the vehicle's registered owner.

A review of research studies on the effectiveness of ASE programs, in other Ontario municipalities, shows ASE to be an effective tool for reducing a driver's speed and for improving community safety. Municipalities including the City of Ottawa, the City of Guelph, and the City of Toronto have implemented ASE

programs and although study results varied by jurisdiction, post-ASE evaluation studies[30] have shown that the implementation of ASE can:

- Increase compliance with the posted speed by an average of 30%.
- Decrease the Operating Speed by an average of 9km/h.
- Reduce excessive speeding by an average of 75% (vehicles traveling 15km/h over the posted speed).

ASE systems consist of a combination of a camera and speed-measuring equipment that can be used to take a photograph of a vehicle and record the rate of speed that the vehicle is travelling at the time of the photograph.

Camera systems options include permanent installations, and mobile installations. Permanent camera installations are more costly to install and may become less effective over time as drivers adjust their behaviour in advance of the location. Fixed units also require additional infrastructure such as a power supply and permanent concrete base pads. However, they are less susceptible to vandalism.

Mobile / Semi-fixed camera units are less costly to set up and are normally placed on the boulevard beside the road. These units are completely self-contained and do not require any additional site work. However, these units are more prone to vandalism which can diminish their effectiveness.

Figure 6.6 shows an example of a permanent and mobile installation.

FIGURE 6.6: EXAMPLES OF AUTOMATED SPEED ENFORCEMENT



Mobile units can be deployed at different sites to maximize the number of locations covered by the program and can reduce the predictability of a set

[30] Automated Speed Enforcement Investigation and Proposed Program, Report IPGEN25-013, City of Peterborough, May 12, 2025

location. ASE installations are required by legislation to provide signage in advance and during camera operation for all sites including fixed locations and mobile units.

Infractions are processed at a Data Processing Centre, where Provincial Offences Officers review and certify the offences and issue offence notices. The City of Toronto operates a Joint Processing Centre providing ASE infraction services to about 16 different municipalities across Ontario. Other municipalities are setting up their own processing centres to reduce the reliance on the Centre in Toronto.

In July of 2022, the province amended the regulation covering ASE programs to permit them to operate under an Administrative Monetary Penalty System (AMPS), which removes the ASE infractions from having to proceed through the Provincial Offences Court. This reduces the pressure such programs can have on the court system and allows municipalities to manage their program for handling infraction disputes and challenges outside of the formal court process.

In the 2025 provincial budget the government indicated that upcoming legislation may be tabled to amend the legislation for Automated Speed Enforcement to require more transparency on where cameras are installed and the safety benefits expected. Many municipalities have paused implementation of their ASE programs pending clarification on proposed changes to the legislation.

Key Recommendations

R.40 The City should contiue to monitor developments on the legislation authorizing ASE use in municipalities.

R.41 The City should continue to collect speed and collision data in neighborhoods through the Speed Management program to determine the effectiveness of the Traffic Calming policy in designated areas and the need for improved enforcement programs such as ASE.

R.42 The City should implement an Administrative Penalty System (AMPS) for parking and other infractions in ther City prior to, and in preparation for a future implmentation of an Automated Speed Enforcement (ASE) program.

6.5 Active Transportation Policies and Programs

In addition to infrastructure there are a number of policies and programs that municipalities can implement to support residents in choosing active forms of transportation for a greater share of their daily trip making.

6.5.1 Missing Sidewalk Prioritization

Based on GIS data provided by the City there are approximately 214 km of roadways owned and operated by the City, with approximately 60 km of these designated as Collector or Arterial Road, and the remaining 155 km designated as local roads. The current design standards for the City require sidewalks to be provided on both sides of all collector and arterial class roadways. For standard local roads with a 20.0 m right-of-way width, sidewalks are often provided on only one side of the road, although a sidewalk on the opposing side may be provided where pedestrian connectivity is required. Local roads with a right of way width less than 20.0 m, typically have sidewalks on one side of the road.

With a basic requirement for sidewalks to be provided on both sides of collector and arterial roads and on one side of all local roads, at a preliminary level of assessment, the sidewalk network should be approximately 274 km in length. There are approximately 207 km of sidewalks currently adjacent to City-owned roadways leaving a potential deficiency of 67 km of roadways with missing sidewalks across the City, either on one side or both sides of the road.

Ideally to promote walking, sidewalks should be provided on both sides of most streets to avoid users having to cross the street to access a safe place to walk. This is especially important for vulnerable road users such as seniors and children, where crossing busy roadways can be a barrier to choosing to walk for short trips. The provision of safe and accessible sidewalks that link to destinations can increase non-automotive use for short trips and improve access to local transit. Sidewalks are also natural gathering spaces in a neighbourhood, where residents can safely stop to talk to a neighbour without fear of having to dodge oncoming traffic.

Many municipalities have adopted a formal process to assess and prioritize the need for construction of missing sidewalks. This type of process can assist in determining the most important locations for new sidewalks when funding is constrained, and many municipalities have adopted scoring systems that can be used to prioritize those sidewalk links that are most important to construct. A review of prioritization processes and criteria used in cities such as Peterborough, Greater Sudbury, London, Guelph, Ottawa, and the Town of Whitchurch-Stouffville provided insights to the development of a potential missing sidewalk assessment process for the City of St. Thomas.

While many of the other municipalities reviewed used similar criteria to measure the proximity of a road segment to various community land uses and supporting infrastructure, they way they were grouped and scored was not consistent. Most if not all municipalities reviewed considered roadway classification, the presence of land uses that generate pedestrian activity (although the types of uses varied), and proximity to transit routes and other active transportation infrastructure as key criteria to support the need for sidewalks.

Some municipalities grouped their criteria under general categories and most established a maximum number of points that could be assigned. All of the municipalities used the scoring system to rank missing sidewalk links in terms of importance and to assign priorities for implementation, although the approach to prioritization differed by municipality.

The desirability assessment approach recommended for use in St. Thomas uses many of the standard criteria adopted in other municipalities along with a few additional criteria found in some municipalities that were unique but offered important indicators to support the need for and benefit of providing sidewalks. The approach recommended for St. Thomas groups a range of criteria under 4 categories representing:

- Risk to Pedestrians
- Latent Demand
- Connectivity, and
- Equity

Each category uses a series of criteria to represent the potential benefits of providing a sidewalk and a scoring system was developed to evaluate performance under each of the criteria. A total of 90 points is available for each category for a total possible score of 360.

Tables 6.6 and 6.7 summarize the recommended criteria and scoring system for assessing the need for and priority for constructing missing sidewalks in the City of St. Thomas.

For roadways achieving a cumulative score of less than 90 for all criteria combined the need for the missing sidewalk is likely not great enough to justify the construction cost.

TABLE 6.6: SIDEWALK RANKING CRITERIA

Factors	Criteria	Maximum Score	Measures	Score
Pedestrian Risk	Road Class	10	4 Lane Arterial 2 Lane Arterial 4 Lane Collector 2 Lane Collector Local Road	10 6 8 4 2
	Traffic Volume AADT	10	>10,000 5,000 – 9,999 2,000 – 4,999 1,000 – 1,999 >1,000	10 7 5 3 1
	Road Hazards (Cumulative to maximum score)	10	Road Grade >8% Road Grade 6% - 8% Road Grade 3% - 6% Sightline Issues (each) Horizontal / Vertical Curve (each)	4 3 2 2 3
	Illumination	10	Yes No	0 10
	Speed Limit	10	<40 40 50 60+	1 3 5 10
	Walking Space	20	Sidewalk one side – Local Rd Sidewalk one side – Collector Sidewalk one side – Arterial No sidewalk – wide boulevard No sidewalk – narrow boulevard No sidewalk – no space in boulevard	2 5 10 12 15 20
	Pedestrian Collisions (5 Yr) (Cumulative to maximum score)	20	Points / Collision (each)	2
Total Risk Score		**90**		
Latent Demand	Proximity to Schools	40	Elementary Fronting Secondary Fronting University /College Fronting Elementary within 400 m Secondary within 400 m University /College within 400 m Any School within 400-1000 m	20 15 10 15 10 5 2
	Beaten Path	10	Yes No	10 0
	Area land Use	40	Urban Core Within 400 m of urban core Commercial Area Within 400 m of Commercial Area Office / Employment Area Within 400 m of Office / Employment Industrial Area High-Medium Density Residential Low Density Residential	40 35 30 25 20 15 15 10 5
Total Latent Demand		**90**		

TABLE 6.7: SIDEWALK RANKING CRITERIA CONT.

Factors	Criteria	Maximum Score	Measures	Score
Connectivity	Provides Connection	20	Pedestrian Barrier (Hwy/River/Valley) Connects Neighbourhoods Fills in Short Gap (<500m) Connects to Existing Sidewalk or Trail	20 15 10 5
	Transit Access	30	Transit Station Area Within 400m of Transit Station Transit Stop on Segment Transit Stop within 200 m Transit Stop within 400 m Transit Route on Street	30 25 20 15 10 5
	Trail Access	10	Trail Access on street Trail Access within 400 m Trail Access within 1000 m	10 5 2
	Protected Crossing	30	Crossing Guard / PXO / IPS on street Crossing Guard / PXO / IPS within 400m Crossing Guard / PXO / IPS within 800m Crossing Guard / PXO / IPS within 1000m	30 20 10 5
Total Connectivity		**90**		
Equity	Vulnerable Population Generators within 800 m (Cumulative to maximum score)	40	Clinic / Medical Centre Seniors Housing Hospital Daycare Pharmacy Nursing Home	15 12 10 8 7 5
	Community Facilities within 800 m (Cumulative to maximum score)	30	Community Mail Box Community Centre Social Services Office / Shelter Library Arena / Sports Facility Other Public Building Religious Facility	15 10 8 7 4 3 2
	Proximity to Parks	20	Park fronting Park within 400 m Park within 800 m Park within 1000 m	20 10 5 2
Total Equity		**90**		
Total Desirability Maximum Score		**360**		

Where feasible and practical, adjacent sidewalk implementation projects should be integrated into one capital project to take advantage of lower unit costs and more efficient construction methods. Other opportunities for co-ordination could include implementing sidewalk projects with planned road reconstruction projects or other infrastructure projects within the road right of way to take advantage of lower unit costs, overall project savings, and less neighbourhood disruption.

Sidewalk implementation should also be integrated with planned development activity work on streets where appropriate. Where existing vacant lots obtain

approval for new developments or in the case of planned developments that involve demolition and reconstructing of existing facilities, it would be wise to hold off construction of new sidewalks in these areas until the construction work is completed so that the new sidewalks are not removed or damaged during the construction or servicing of these new developments. Where feasible, it may be beneficial to incorporate the sidewalk construction into the site plan for the new development so that work is planned in an integrated fashion.

Key Recommendations

R.43 It is recommended that the City adopt the recommended sidewalk prioritization and ranking process to allow for a systematic assessment of the need and priority for constructing missing sidewalks links.

R. 44 It is recommended that the City develop an annual capital program to fund the construction of missing sidewalks.

6.5.2 Bicycle Parking

Cyclists need safe, secure, and accessible bicycle parking at their destination, as the absence of suitable facilities can deter some individuals from cycling.

While numerous locations throughout St. Thomas already provide bicycle parking, opportunities to expand both the on-site and off-site supply should continue to be pursued. Available spaces should also be inventoried to aid the municipality in understanding its existing bicycle parking supply, communicate locations to potential users, and provide the foundation for asset management as well as justification for future investments.

The following subsections provide general guidance on the planning, design, operation, and maintenance of bicycle parking facilities. The Association of Bicycle and Pedestrian Professionals (APBP) publication *Bicycle Parking Guidelines*[31] is an additional resource to help identify and inform the provision of bicycle parking.

Types of Facilities

Bicycle parking falls into two categories: short-term and long-term. **Table 6.8** summarizes the typical characteristics of the two types of parking.

[31] Association of Bicycle and Pedestrian Professionals. *Bicycle Parking Guidelines.* 2019.

TABLE 6.8: CHARACTERISTICS OF BICYLE PARKING FACILITIES

Criteria	Short-Term	Long-Term
Parking Duration	Less than two hours	More than two hours
Fixture Types	Simple bicycle racks	Lockers, racks in secured areas
Weather Protection	Unsheltered	Sheltered or enclosed
Security	Unsecured, passive surveillance ("eyes on the street")	Secured, active surveillance, either supervised or unsupervised
Typical Land Uses	Commercial/retail, medical/ healthcare, community facilities	Residential, workplace

Source: Association of Bicycle and Pedestrian Professionals. *Bicycle Parking Guidelines*, 2019

Short and long-term parking serve different needs. Users typically parking for two hours or longer likely value security and shelter above the convenience and ease that typically characterizes short-term parking. The following provide further guidance on the application and design of both types of bicycle parking:

Short-Term Parking

Short-term parking facilities are intended to provide a secure, public area for visitors and others to leave their bicycles for a limited time. These facilities usually consist of a post and ring, or larger bike racks positioned near building entrances or public spaces. Overhead protection of the area may be offered with little to no surveillance. It is important to place parking spaces in convenient, accessible and well-lit areas, and to anchor bike racks securely to permanent features. An aisle width of at least 1.2 m should be provided between bicycle racks and other pedestrian facilities (e.g., sidewalks, entrances). Bike racks that allow for two points of connection between the bike and the rack are preferred to reduce theft.

Long-Term Parking

Long-term parking facilities are usually located in multiple unit residential buildings, schools, office buildings, and transportation hubs. These facilities offer a secure place, such as an enclosed room, locker, or covered and fenced area, for cyclists to leave their bikes for extended periods of time (typically all day or overnight but can be longer).

When designing long-term bicycle parking facilities:

- Provide parking spaces with at least 1.9 metres of vertical clearance and a minimum width of 0.6 metres and length of:
    - 1.8 metres if the bicycle is to be parked horizontally (on two wheels); or
    - 1.0 metres if the bicycle is to be placed vertically (resting on one wheel);
- Provide aisles at least 1.5 metres wide between parked bicycles;
- Anchor bicycle racks/storage lockers securely and to allow the bicycle frame to be locked;
- Enclose the parking area securely with solid opaque walls or in a compound enclosed by a metal fence to maximize security;
- Locate the parking spaces at or within one storey of building grade in an area providing convenient access to main entrances or well used areas (i.e., no more than 50 metres from an elevator or building entrance); and
- Orient at least 50% of the spaces to allow for horizontal bicycle parking, for accessibility purposes.

Supply Rates

Bicycle parking demand depends largely on the trip purpose and destination. Land uses that generate higher than average demands include:

- Schools, colleges, and universities;
- Hospitals; and
- Places of assembly and community facilities (e.g., arenas, community centres, public spaces, downtown core etc.).

Table 6.9 provides typical bicycle parking rates by land use for both short and long-term facilities. Development should be encouraged to provide on-site parking consistent with these rates.

TABLE 6.9: TYPICAL BICYLE PARKING RATES

Land Use	Short-Term	Long-Term
Office	2 spaces plus 2 spaces per 1,000 m^2 of gross floor area (GFA)	At least 3 spaces for any building with 2,000 m^2 or more of GFA
Retail or other Commercial	2 spaces plus 1 space per 1,000 m^2 of GFA	At least 3 spaces for any building with 1,000 m^2 or more of GFA
Elementary School	0.25 spaces per classroom	At least 3 spaces at each public entrance
Secondary School	0.5 spaces per classroom	At least 3 spaces at each public entrance
Other Institutional	2 spaces plus 1 space per 1,000 m^2 of GFA	A minimum of 6 spaces at each public entrance
Industrial	2 spaces plus 0.25 spaces per 1,000 m^2 of GFA	At least 3 spaces for any building with 2,000 m^2 or more of GFA
Apartment and Multi-unit Residential	0.5 spaces per unit	At least 3 spaces for any building with 50 or more units
Other Residential	No Requirement	No Requirement

Placement and Design

Safe and convenient access to and from bicycle parking is imperative to maximizing its utility and use. Effective parking design should consider the following:

- **Location** – Locate bicycle parking within 30 metres of the trip destination or amenity, with short-term facilities placed closer (e.g., near entrance doors). The location should also provide convenient and safe access to and from nearby bicycle routes and primary entry points.
- **Point of Access** – Delineate and sign the safest and most direct route for users to access bicycle parking, where necessary. Access to facilities via parking lots, loading bays, building entries, internal elevators or other obscured or circuitous access points should be avoided if possible.
- **Access Routes** – Design access routes to bicycle parking to:
    - Provide adequate overhead clearance (mounted cyclists are taller than pedestrians and most motor vehicles);
    - Provide driveways or ramps designed to accommodate bicycle travel for on-sidewalk, short-term parking;
    - Avoid steep ramps, speed humps, catch basins and other hazards to cyclists;

- Provide appropriate levels of surveillance and lighting;
- Avoid interference with emergency access, loading bays and other infrastructure;
- Avoid hazard and impedance to pedestrians.

- **Racks** – Provide properly designed bike racks that support a bicycle that cannot otherwise stand on its own (i.e., provides two points of contact) and allow cyclists to lock the bike frame to the rack. **Figure 6.7** provides examples of more and less desirable rack design.

FIGURE 6.7: EXAMPLES OF BIKE RACK DESIGN



More Desirable Design



Less Desirable Design

Key Recommendations

R.45 The City should develop and implement zoning by-law requirements for bicycle parking and guidelines for the provision and design of on-site bicycle parking, with implementation primarily through the development approval process.

R.46 The City should create an inventory and expand the supply of publicly available bicycle parking in St.Thomas focussing on municipal parking lots and municipal facilities and recreation centres.

6.5.3 Trip End Amenities

Attractive and conveniently located end-of-trip amenities are essential to a successful cycling system. For some users, the availability of facilities and services (in addition to bicycle parking) can be the determining factor in deciding whether to cycle (longer distances) to work, school, shopping, and other destinations.

Potential trip end amenities to consider include:

- Change rooms and lockers;
- Showers and washrooms;
- Courtesy items such as hairdryers, irons and ironing boards, washing machines and dryers, towel service, clothing hooks, fans, and electrical outlets;
- Repair equipment and supplies such as pumps, plyers, wrenches, oil, and puncture repair kits. Often this will take the form of a bicycle repair (or "fix-it") station (illustrated at right); and
- Parcel delivery service.



Table 6.10 summarizes the types of amenities recommended for different trip end locations. Opportunities to expand the supply should continue to be pursued. Available amenities should also be inventoried for the same reasons as bicycle parking.

TABLE 6.10: TRIP END AMMENITIES BY LAND USE

Amenity	Land Use		
	Workplace	School	Commercial
Change Rooms	●		
Lockers	●	●	
Showers	●		
Washrooms	●		●
Courtesy Items	●		
Repair Equipment	●		●
Delivery Service			●

The selection and design of other trip end amenities should consider:

- **Location** – Amenities should be located close to bicycle parking and/or primary building entrances. Certain amenities, particularly bicycle repair stations, should be publicly available, whether provided by the Municipality, a community group, and/or a private entity.
- **Segregation** – Separate, individual change rooms, lockers, showers and/or washrooms should be available. Unisex design allows for greater inclusivity and flexibility.
- **Safety and Security** – Well-designed facilities have non-slip surfaces, hooks and/or benches to keep belongings off the floor, adequate lighting and ventilation and regularly cleaned and maintained. Facilities that can be locked and/or are access controlled are preferred.

TABLE 6.11: SUGGESTED NUMBER OF CHANGE ROOMS AND SHOWERS

Total Staff	Number of Changerooms / Showers
0-19	1
20-49	2
50-149	4
150-299	6
300-500	8
>500	8 + 2 per 250 staff

Table 6.11 provides guidance on the number of change rooms and showers to include in a development based on projected staffing. If it is not possible to provide these amenities on-site, access to facilities within an adjoining building or a nearby gym should be considered.

Key Recommendations

R.47 The City should develop and implement zoning by-law requirements and/or guidelines for the provision of on-site trip end amenities, with implementation primarily through the development approval process.

R.48 The City should inventory and expand the supply of publicly available trip end amenities, particularly bicycle repair stations, at trail head locations or at municipal facilities.

R.49 The City should investigate areas along the proposed active transportation network for public parking lots where facilities connect to existing recreational facilities.

6.5.4 Wayfinding

Wayfinding systems are recommended for well developed active transportation networks with numerous links that serve different destinations across a community. Wayfinding systems are used to provide network information to users so that they can orient themselves to their current location and find information on routes to reach their preferred destinations with confidence.

Wayfinding signs are typically installed along active transportation routes, to provide route continuity, and at locations where facilities converge and where users may access the network or take a rest break.

Information signs are typically included where facilities converge, regardless of location. These signs should provide information on:

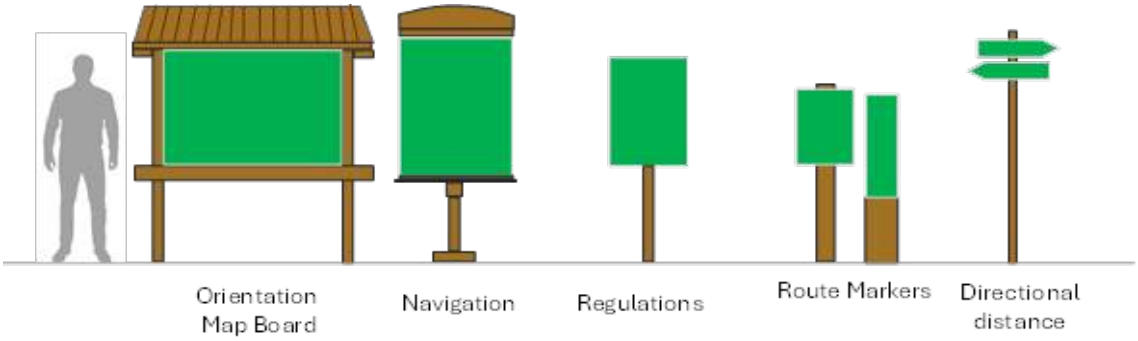
- The name of the route and access point.
- Contact information for emergencies and for maintenance issues.
- Mapping of the route, including connections with other facilities, other cycling routes, amenities, destinations, and points of interest.
- Etiquette and rules (who can/can't use the facility, who has right of way, speed limits, tips for good behaviour, etc.).

Different wayfinding signs are used for different navigational and information sharing purposes along active transportation routes. The different signs include:

- Orientation Maps – to provide users with an overall network map and their relative location. Additional rules and other information may also be provided on these signs.
- Navigation Signs – these signs are primarily intended to assist users with navigating the system and may include more detailed maps of the local area, destinations of attractions served by the network or route, and connecting or adjacent routes.
- Regulation Signs – these signs are used to communicate rules and any restrictions in place (such as vehicle / micromobility (e-scooter/e-bike) limitations restrictions or speed limits) that apply to the facility.
- Route Markers – are typical used as a supplementary navigation signs to confirm to users the path that they are following and to warn of upcoming intersections with connecting facilities (similar to route markers on a roadway), and
- Directional Distance Signs – these provide basic navigational information to indicate the direction to other connections, routes, or key destinations that users may want to visit along their trip.

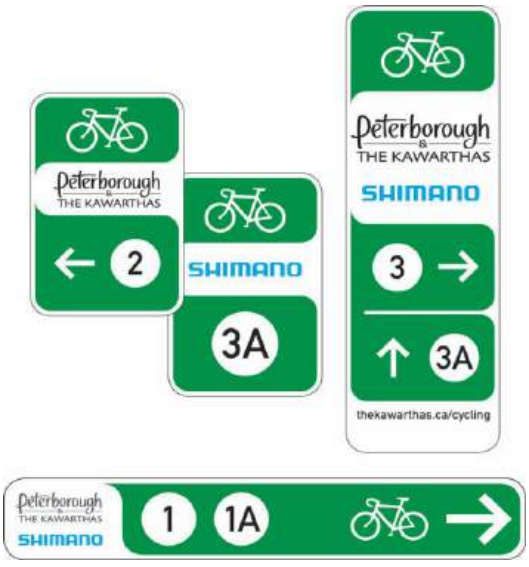
Figure 6.8 illustrates the conceptual design for the different types of wayfinding signage that should be considered.

FIGURE 6.8: WAYFINDING SIGN TYPES



Wayfinding and information signs should adopt a common design and branding, across all facilities. This could adopt existing City branding or be a distinct brand for active transportation. An example of consistent branding utilizing a sponsorship model to provide funding for the signs is shown in **Figure 6.9**.

FIGURE 6.9: BRANDING OF WAYFINDING SIGNS



Key Recommendation

R.50 The City should develop a wayfinding strategy for the Active Transportation Network.

6.5.5 Marketing and Outreach

The proposed active transportation network plan needs to be accompanied by a complementary and comprehensive active transportation outreach strategy aimed at promoting walking and cycling and fostering community support for related initiatives. The strategy should:

- Raise community awareness of active transportation and promote walking and cycling as a normal, convenient option for individuals of all ages and abilities;
- Develop consistent messaging that can be used across a variety of platforms and audiences;
- Illustrate the value (e.g., health, tourism, environmental, safety) of walking and cycling to the community; and
- Educate individuals about their responsibilities as cyclists, pedestrians, and motorists when interacting with other travel modes.

Share the Road Cycling Coalition's **Bicycle Friendly Communities (BFC) Award Program** helps communities evaluate how bicycle friendly their community is, celebrate progress, and work toward achieving higher-level awards over time. Interested communities can apply for the designation, which is assessed based on four criteria commonly referred to as the four "E's"[32]:

- **Engineering** – Physical infrastructure and hardware to support cycling;
- **Education** – Programs and campaigns that give people on bikes and in cars the knowledge, skills, and confidence to share the road safely;
- **Encouragement** – Incentives, promotions and opportunities that inspire and enable people to ride; and
- **Evaluation and Planning** – Processes that demonstrate a commitment to measuring results and planning for the future.

While the BFC program specifically caters to cycling, many actions aimed at improving the environment for cyclists can also make a community more pedestrian friendly. For this reason, the program provides a great starting point for structuring a comprehensive Active Transportation Outreach Strategy. The City may want to pursue designation as a BFC to further demonstrate its commitment to promoting active travel and provide incentives to pursue the recommended actions and recognition upon achieving the desired outcomes.

[32] https://www.sharetheroad.ca/bicycle-friendly-communities-p138264 [Accessed January 18, 2023]

The following outlines the potential foundations of an active transportation outreach strategy based on the 4 E's:

Engineering

Providing the physical infrastructure to support cycling (and walking) is an essential starting point. Ensuring that the infrastructure is intuitive and comfortable will foster a cycling and walking environmental suitable for all ages and abilities. The following actions related to engineering could form part of an outreach strategy:

- Provide wayfinding signs to popular destinations;
- Prioritize key cycling routes for winter maintenance;
- Expand availability of bike parking; and
- Improve safety and visibility of pedestrian/bicycle crossings.

Education

Ongoing education will be a critical element of the Active Transportation Outreach Strategy, especially regarding cyclist/pedestrian and motorist interactions. An education program could help cyclists and pedestrians gain confidence and provide motorists with a better understanding of how to interact with active travellers on the road. Education on proper use of cycling and pedestrian facilities for all roadway users should be included in the program.

The following actions related to education could form part of an outreach strategy:

- Initiate an Active and Safe Routes to School program; and
- Expand education programs and campaigns in partnership with local groups and organizations.

Encouragement

Encouragement efforts can help to shift attitudes towards a safer, more sustainable community for all. The initiatives should focus on creating a culture that celebrates cycling and walking, inspiring and motivating people of all ages to travel by active modes more often.

The following actions related to encouragement could form part of an outreach strategy:

- Develop marketing campaign and promotion materials;
- Create an active transportation page on the Municipality's website; and
- Form an Active Transportation Committee.

Evaluation and Planning

Collecting data, assessing change, and planning future improvements is key to understanding how the community is responding and evolving to the actions taken to promote active travel. The following actions related to evaluation and planning could form part of an outreach strategy:

- Prepare "State of Active Travel" Reports; and
- Install permanent bike counters at key locations.

Key Recommendations

R.51 The City should develop and implement a robust Active Transportation Outreach Strategy considering the elements noted in Section 6.5.5.

R.52 Upon further development of the proposed active transportation network and implementation of the Active Transportation Outreach Strategy, the City should actively pursue designation from Share the Road Cycling Coalition as a Bicycle Friendly Community.

Active Transportation Policies from 2021 TMP

Table 6.12 summarizes the policy recommendations related to Active Transportation that were included in the 2021 Transportation Master Plan and are recommended to be retained as part of the TMP refresh.

TABLE 6.12: 2021 TMP – ACTIVE TRANSPORTATION POLICY RECOMMENDATIONS

Policy Area	Key Recommendations
Complete Streets	• Maintain (or update) existing Complete Streets Guidelines and approach to road reconstruction
Winter Maintenance for Active Transportation Facilities	• Identify a classification system for cycling facilities and adopt winter maintenance standards for all facilities • Evaluate fleet requirements to provide more specialized maintenance services on cycling facilities
Pedestrian Safety and Crosswalks	• Develop a pedestrian safety plan that encompasses an evaluation scoring system for evaluating the need for and prioritizing pedestrian crossings. • Accelerate the signal rebuild schedule and incorporate Accessibility upgrades. • Seek greater access to crash statistics, including MVCRs, to help justify capital works related to road safety improvements.

The City has developed a Complete Streets guideline document to help guide infrastructure decisions and design approaches used during capital projects and when assessing development applications. The intent and structure of the guidelines document is good and provides useful design guidance, however the City may want to consider an update to these guidelines to incorporate new ideas and best practices developed in other municipalities.

Developing a winter maintenance program for the Active Transportation Network is a key strategy to use in encouraging permanent shifts in travel behaviour. Not all facilities need to be maintained in the winter, and some facilities may not need to be maintained at the same standard as other facilities. The 2021 TMP recommended the development of a classification system for all existing and new cycling facilities which would allow for the adoption of appropriate maintenance standards and techniques for each type of facility.

The Minimum Maintenance Standards for Municipal Highways (MMS) (Ontario Regulation 232/02 under the *Municipal Act,* 2001) define standards for the maintenance of road and active transportation infrastructure in Ontario. The regulation establishes maintenance standards that are non-prescriptive as to the methods or materials to be used in complying with the standards but instead describe a desired outcome. These standards are intended to provide municipalities with a recommended "standard of care" for roads, sidewalks, and bicycle facilities.

To encourage use throughout the year, the following active transportation facility maintenance activities should be considered:

- **Sweeping** – Facilities located at the roadway edge should be swept to remove accumulating debris. The City may wish to consider increasing sweeping frequency on priority routes subject to additional funding.
- **Surface Repairs** – The City repairs typical surface issues, such as bumps, depressions, cracking, potholes, and pavement drop-offs at shoulders, through its on-going maintenance operations until such time as the road (including bike lanes) is resurfaced. Continuing to perform interim treatments such as patching and catchbasin repairs on active transportation routes is recommended.
- **Vegetation Management** – Vegetation maintenance activities, including the installation of root barriers and trimming of shrubs and trees, should be carried out to avoid encroachment onto active transportation facilities and maintain sightlines. Removal of obstructions at intersections should be prioritized.
- **Sign and Pavement Marking Maintenance** – Sign and pavement marking inspections, repainting of faded pavement markings, and replacement of discoloured and damaged signs that have lost reflectivity should be conducted regularly per the MMS.

- **Drainage Improvements** – Drainage features along or adjacent to active transportation facilities should be cleaned. Locations with greater vegetation will need more attention.
- **Winter Control** – Active transportation facilities and amenities designated for winter use should be cleared of snow and ice, with on-road routes maintained along with other travel lanes per the MMS. The City may wish to consider developing an active transportation priority network, which could entail identifying priority routes, intersections, crossrides, and bike racks, subject to additional funding.
- **Parking** – Bicycle parking facilities should be regularly inspected. Bikes parked for extended periods of time should be tagged for removal and removed if remaining after the specified time. Severely damaged or stripped bikes should also be removed.

There is also a need to assess the fleet requirements for maintaining new active transportation infrastructure. The City needs to build capacity to implement new methods and equipment to better deal with active transportation infrastructure during winter months and extreme weather events arising from climate change. This would include the necessary budget adjustments to add such capacity in the near to mid-term time frame.



Key Recommendations

R.53 The City should identify a classification system for active transportation facilities and adopt winter maintenance standards for all facilities

R.54 The City should evaluate fleet requirements to provide more specialized maintenance services on active transportation facilities

R.55 The City accelerate the signal rebuild schedule and incorporate Accessibility upgrades.

6.6 Road Safety Program

The 2021 TMP assessed the historical collision trends and patterns between 2016 and 2020 across the City and noted that the overall number of annual collisions is on a downward trends, despite some key collision hot spot locations along key arterial roads and in the downtown area.

A review of the City traffic calming program was undertaken in the 2021 TMP and the recommendation was to maintain the existing program and measures but continue to monitor collision results and resident concerns to determine if an update is required in the future.

The 2021 TMP did recommend the development of a new Pedestrian Safety Plan to improve safety and prioritize measures to enhance pedestrian crossing treatments for midblock locations and at intersections. The recommendation to upgrade the PXO's along Talbot Street has been completed as part of the reconstruction and streetscaping work through the downtown. **Table 6.13** summarizes the key safety recommendations in the 2021 TMP.

TABLE 6.13: 2021 TMP - POLICY RECOMMENDATIONS

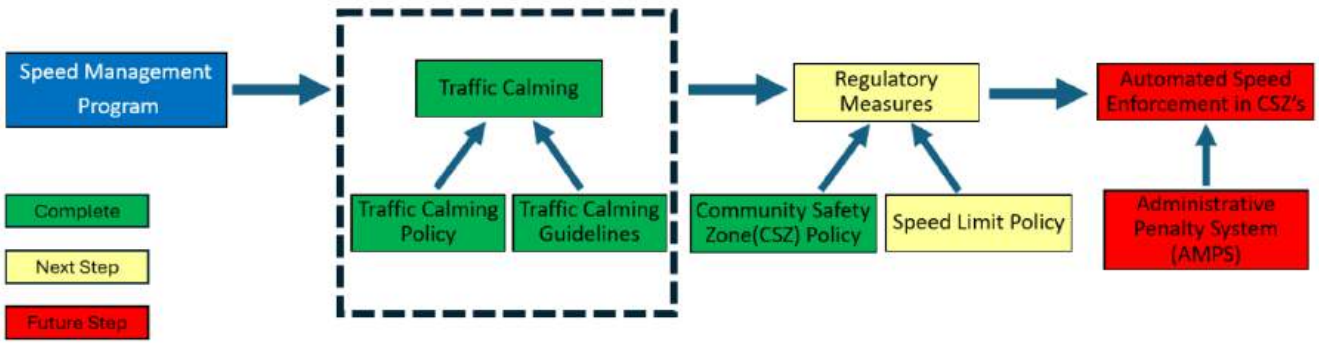
Policy Area	Key Recommendations
Traffic Calming	• Maintain existing traffic calming program and measures • Continue monitoring traffic and road safety concerns to proactively identify any gaps that may arise • Consider updating the Traffic Calming Policy in the future if appropriate
Pedestrian Safety and Crosswalks	• Develop a pedestrian safety plan that encompasses an evaluation scoring system for evaluating the need for and prioritizing pedestrian crossings. • Upgrade PXOs along Talbot St. to include pedestrian activated flashing amber lights. • Accelerate the signal rebuild schedule and incorporate Accessibility upgrades. • Seek greater access to crash statistics, including MVCRs, to help justify capital works related to road safety improvements.

Speed Management Program and Traffic Calming Policy Update

As part of developing a broader Speed Management Program the City completed a review and update of their Traffic Calming Policy and Guidelines. A separate report was presented to Council for approval in June of 2025 to seek approval for the new program and policy.

To ensure resources are being allocated where they are needed and that the most appropriate tools are being used, the City implemented a comprehensive Speed Management Program, illustrated in **Figure 6.10**, consisting of Traffic Calming, Regulatory Measures, and a new Community Safety Zone Policy, along with considerations for Automated Speed Enforcement.

FIGURE 6.10: SPEED MANAGEMENT PROGRAM



A Traffic Calming Policy and Traffic Calming Guideline document was developed to provide a consistent, evidence-based approach for assessing and implementing traffic calming measures. The recommended Traffic Calming Policy and associated Guidelines, align with provincial guidelines, reflects best practices, incorporates a jurisdictional scan of approaches used in other municipalities, and considers the local context and available City resources.

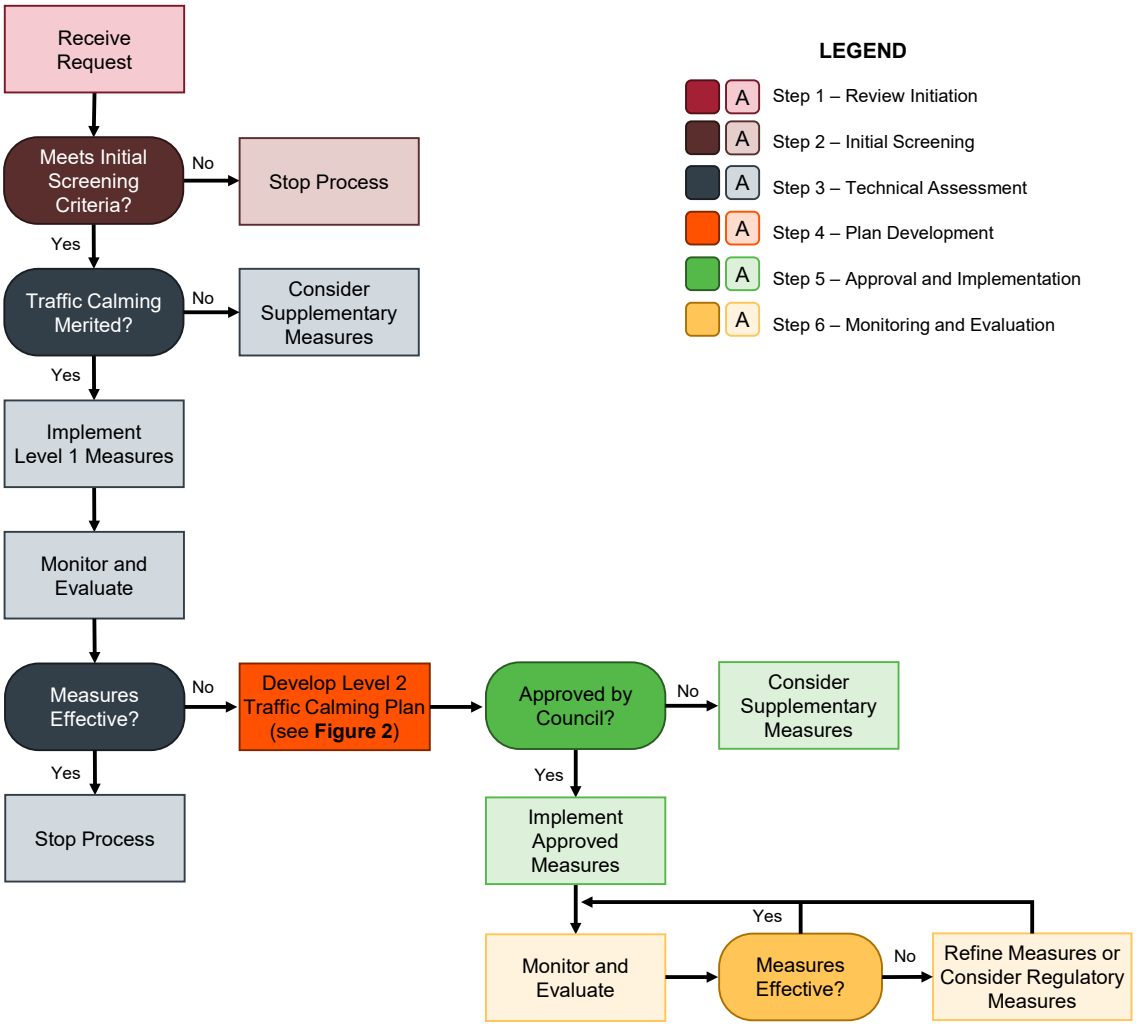
The proposed Traffic Calming measures are broadly categorized into the following three groups:

- Level 1 (Non-Physical) Measures comprised of treatments that include pavement markings or removable devices to convey messages or to narrow the roadway or alter the road surface. These are typically installed prior to considering Level 2 measures;
- Level 2 (Physical) Measures consist primarily of vertical and horizontal treatments, deflections in the roadway and/or obstructions that are used to restrict or control access; and
- Supplementary Measures include tools and strategies intended to influence or modify driver behaviour, often described as education and enforcement.

The policy includes a traffic calming eligibility screening process to determine locations that are eligible for Traffic Calming treatments, a process to assess the technical merit of traffic calming for each location on a consistent basis, and thresholds to assess the level of resident support for implementation of a plan.

Figure 6.11 illustrates the Traffic Calming review and assessment process.

FIGURE 6.11: TRAFFIC CALMING REVIEW PROCESS



Community Safety Zones

As part of the Regulatory Measures in the Speed Management Program the City developed a new Community Safety Zone Policy to provide a standardized approach and methodology for assessing locations to determine if a Community Safety Zone Designation is appropriate. The policy uses a two step process to determine where Community Safety Zones should be considered. The first step evaluates a location using a set of criteria to determine if the location should be designated as an Area of Special Concern, based on the area land uses and their propensity to attract vulnerable road users. If a location meets the criteria to be designated, the second step assesses the safety risks in the area considering

traffic volumes and composition, number of lanes, presence of sidewalks and bus stops, operating speeds of vehicles and observed collision history. If the location meets the minimum thresholds established in the policy the area is considered to have sufficient safety risk factors to justify the implementation of a Community Safety Zone.

Speed Limit Policy

As part of the overall Speed Management Program there is a need to establish a new Speed Limit Policy to standardize the review, assessment and establishment of posted speed limits on the City road network. This policy document falls within the Regulatory framework in the Speed Management Program and requires further work to review best practices and establish policy recommendations for the City.

Many municipalities use the Transportation Association of Canada (TAC) Guidelines for Establishing Posted Speed Limits, to establish appropriate speed limits for their roads. The TAC guidelines provide a systematic, consistent and repeatable process for establishing posted speed limits based on the classification, function, physical characteristics and safety risks on a roadway.

Many municipalities have adopted reduced speed limit policies that establish a new lower default speed limit (often 40km/h) which is lower than the 50km/h statutory speed limit in the Highway Traffic Act. Municipalities can implement a new default speed limit on a municipal-wide basis or in specific designated areas. Exceptions to the default can still be provided where higher or lower speeds are appropriate, through passing location specific by-laws and installing the corresponding speed limit signs. Results of some of the early implementations of reduced area or default speed limits have been mixed.

Adopting a new lower default speed assumes that all municipal roads have the same risk factors and require the same lower speed. This could detract from localized areas that do have higher safety risks, such as school zones or near parks and recreation centres. In response, many municipalities have had to post even lower speed limits (30 km/h) in these areas to reflect this higher level of risk. Compliance with these significant reductions in the speed limit have proven to be difficult to achieve, and many municipalities are now resorting to targeted enforcement campaigns, installation of traffic calming measures, or automated speed enforcement to try to encourage drivers to comply with the new lower speed limits.

Based on a review of approaches used in other municipalities it is recommended that the City undertake the development of a Speed Limit Policy to complement the Speed Management Program recently approved by Council. Consultation with St. Thomas Police Services is recommended to ensure that whatever policy

approach is adopted that it is compatible with existing resources to ensure that enforcement of any new speed limit change is feasible.

Key Recommendations

R.56 The City should develop a pedestrian safety plan that encompasses an evaluation scoring system for evaluating the need for and prioritizing pedestrian crossings.

R.57 The City should develop a Speed Limit Policy to compliment the overall Speed Management Program.

R.58 The City should seek greater access to crash statistics, including MVCRs, to help justify capital works related to road safety improvements.

7 Implementation

7.1 Cost Estimates and Funding

Costs for implementing the road network projects identified in **Chapter 5** were estimated based on benchmark cost data provided by the City. Costs from previous years were increased to reflect recent construction price escalation and inflation and are based on 2025$. The cost estimates developed for the TMP are anticipated to be incorporated into the next update of the City Development Charges Background Study. Since recent costs for construction projects and materials have been increasing at a rate well above the standard rate of inflation, the cost estimates presented in the TMP Refresh for capital investments are presented in 2025$. Incorporating prevailing rates of inflation related to construction costs are recommended for the purpose of budgeting for future needs.

Note that the project identification and costing was carried out at a high-level based on the assumptions stated above. The analysis did not include detailed design work, constructability reviews, and/or environmental measures to mitigate site specific impacts, relying on the simplifying assumption that the potential road improvements could be implemented with typical design treatments and standard measures to mitigate adverse impacts and that these costs are reflected in the unit cost rates experienced on typical projects. Cost estimates also do not include property costs as the need for property acquisition is not confirmed until the preliminary or detailed design stage of a project.

Further detailed studies, including Municipal Class EAs, are required prior to implementation of the identified projects to refine the design treatments, incorporate appropriate measures to mitigate effects, and consult with First Nations, the public, stakeholders and landowners to ensure that localized concerns can be addressed.

Additional specific costing assumptions for transit are discussed in section 7.1.1.

7.1.1 Phased Implementation of Transit Enhancements

The implementation of the Aggressive Transit Scenario recommended for the long term horizon in this TMP Refresh will need to be implemented over time as population growth occurs and funding is available. To provide an initial estimate of future costs to implement the recommended transit program preliminary cost estimates have been developed for the Interim Fixed Route Network and the Long Term Fixed Route Network presented in Chapter 5.

The key ridership and financial statistics associated with the existing, interim, and long-term fixed route networks are shown in **Table 7.1**.

TABLE 7.1: TRANSIT SERVICE PLAN AND FINANCIAL FORECAST

Measure	Existing network	Interim network	Long-term network
Population	44,400	55,000	79,000
Target mode share	**0.50%**	**1%**	**6%**
Weekday service span	7:15am – 5:45pm	7am – 7pm	7am – 10pm
Weekend service span	9:15am – 5:45pm	10am – 7pm	7am – 10pm
Typical headways	30 or 60 minutes	30 minutes	15-20 minutes
Annual service hours	25,800	40,000	126,000
Annual ridership	147,000	250,000 -300,000	3,200,000
Annual operating cost	$1,883,000	$3,370,000	$15,200,000
Annual fare revenue	$308,000	$760,000	$6,700,000
Net operating costs	$1,575,000	$2,610,000	$8,400,000
Net operating costs per capita	**$35**	**$47**	**$106**

The annual service hours are derived from the service span and vehicle requirements for the headways shown, plus the existing service hours for the parallel transit service. The ridership is based on the transit mode share targets and population which is then used to estimate annual revenue based on existing average per passenger fares. Operating costs have been increased by 2% per year from the current level assuming that these costs remain in line with the target general inflation rate.

Based on the conceptual service plan and above noted assumptions, the analysis shows that over the next 25 years, the per-capita operating funding from the City will need to roughly triple in order to increase the transit mode share to 6%. However, this brings substantial benefits to St. Thomas by deferring or eliminating the need for much more costly road capacity improvement projects. It is assumed that increases in service will occur gradually over the 25 year horizon used for the TMP Refresh, in consideration of population and ridership growth and available funding.

In addition to operating funding, the expansion of the fixed route transit service will require new capital investments which would typically include new buses, a bus garage for vehicle maintenance and storage, employee office space (assuming in house service delivery), bus maintenance equipment (bus wash facility, fueling or charging infrastructure, garage equipment, etc.), and new accessible stops and shelters. Detailed cost estimates for these supporting capital investments should be included in the scope of work for the Transit Master Plan and Transit Fleet Electrification Study recommended as part of the TMP Refresh.

For the purpose of estimating high level funding requirements over the life of the TMP Refresh the following assumptions have been used:

- Transit service to the 2031 horizon would be based on the Interim Fixed Route Transit Network and the cost estimates for this level of service assuming implementation in 2028. This level of service would remain in place until the 2031 horizon assuming a target population of around 55,000 residents.
- Between 2031 and 2045, the City would implement the Long Term Fixed Route network in a phased approach targeting a 4% transit mode share by 2045, similar to the Partial Shift Scenario discussed in **Section 4.5**. Cost assumptions for this scenario were used to estimate annual operating and capital costs for the 5-10 year and 10-20 year horizons assuming full implementation of this level of service would be realized between 2041 and 2045.
- A new transit garage and maintenance facility (estimated at $30M) will be required and has been assumed to be programed in the 2031 to 2036 horizon to store and maintain additional buses as the City ramps up the fleet assuming 18 new buses by 2041 and a total fleet of 27 new buses (which includes spares) by 2045.
- Replacement of the existing transit fleet is not included as they are already covered in the City's Asset Management Plan. After 2031, the existing fleet of smaller style buses could be reduced to 4, to cover the on-demand and parallel service needs, with the conventional fixed route services converting to larger 30-40 foot buses.
- Future bus purchases assume the purchase of fully Electric Buses estimated at a base cost of $1.2 M for a 40 foot version and $750,000 for the smaller van style buses.
- An annual program of $250,000, to add new accessible transit pads, new stops, and new transit shelters has been included in the cost estimates.
- Beyond 2045, the City would implement the ultimate Long Term Fixed Route network assuming a start in 2046 at the ultimate service level and frequency assumed in the TMP Refresh.
- Capital Costs are expressed in 2025$ without inflation, to be consistent with the assumptions used for the other infrastructure plans.

As part of the recommended Transit Master Plan these assumptions would need to be reviewed and revised to align with the recommended implementation plan developed as part of that study.

Table 7.2 summarizes the estimated operating and capital investment requirement for the transit enhancements by horizon .

TABLE 7.2: TRANSIT OPERATING AND CAPITAL INVESTMENT BY HORIZON

Horizon	Net Operating Cost	Capital Cost (2025$)	Total	Annual
Existing	$1,575,000	$570,000	$2,145,000	$2,145,000
0- 5	$10,800,000	$5,740,000	$16,540,000	$3,310,000
5 - 10	$20,400,000	$44,700,000	$ 65,100,000	$ 13,020,000
10 - 20	$65,500,000	$18,100,000	$83,600,000	$8,360,000
20-30	$43,100,000	$1,250,000	$44,350,000	$4,440,000

7.1.2 Road Network Project Phasing

The phasing of the proposed road network projects considers the forecast growth in population and employment within the City and associated travel demands. Relative priority for investing in transportation infrastructure compared to other initiatives and objectives of the City were not considered in this study but will be a factor that St. Thomas Council will need to consider as part of the annual budget process.

For some projects, a portion of the planned work may already be contemplated in current Asset Management Plans, and the City should review these plans to determine how best to integrate the proposed works with planned rehabilitation or reconstruction work for the roadways and any underground services within the rights-of-way.

Implementation timing, final extent, and configuration of the proposed works will be confirmed through future study and capital budgets, prior to construction.

Figure 7.2 illustrates the recommended phasing for road network improvement projects and **Table 7.3** provides a detailed listing of projects including estimated capital costs, recommended timing for implementation, and the applicable Municipal Class EA Schedule for each project.

The recommended road network improvement plan is anticipated to cost $247,100,000 in 2025 dollars, excluding property costs. A portion of these costs will be borne by developers as part of building new roads within growth areas. For projects requiring reconstruction and improvements to an existing road to support growth, a portion of these costs to rehabilitate and upgrade the existing road would be accounted for in the City's Asset Management Plan and Development Charge Background Study.

Table 7.3 summarizes the capital investments required by horizon for the road network improvement plan.

TABLE 7.3: ROAD NETWORK CAPITAL INVESTMENT BY HORIZON

Horizon	Estimated Capital Cost (2025$)	Annual Investment (2025$)
0- 5	$81,300,000	$16,260,000
5 - 10	$77,100,000	$ 15,420,000
10 - 20	$74,000,000	$7,400,000
20-30	$14,700,000	$2,940,000
Total	**$247,100,000**	**$8,240,000**

Over the 30 year horizon of the plan an average level of investment required to fund the plan is approximately $8.2 million per year (in 2025$).

Implementation of the recommended road network improvement plan will require co-ordinated efforts for the planning and implementation phases of the work, along with joint funding arrangements for some projects.

Within the 0-5 year near term horizon, the City share of project costs are estimated at $81.3 million. A portion of the costs in the 0-5 year horizon will be shared with developers who will be expected to fund the base costs for construction of new roads within their development areas, along with upgrades required on existing roads and intersection improvements to support growth.

In the 5-10 year horizon, the City is anticipated to need an additional $77.1 million to fund road improvements and in the 10-20 year horizon, costs are estimated at $74.0 million. For the 20-30 horizon approximately $14.7 million will be required.

FIGURE 7.2: ROAD NETWORK IMPROVEMENT PHASING

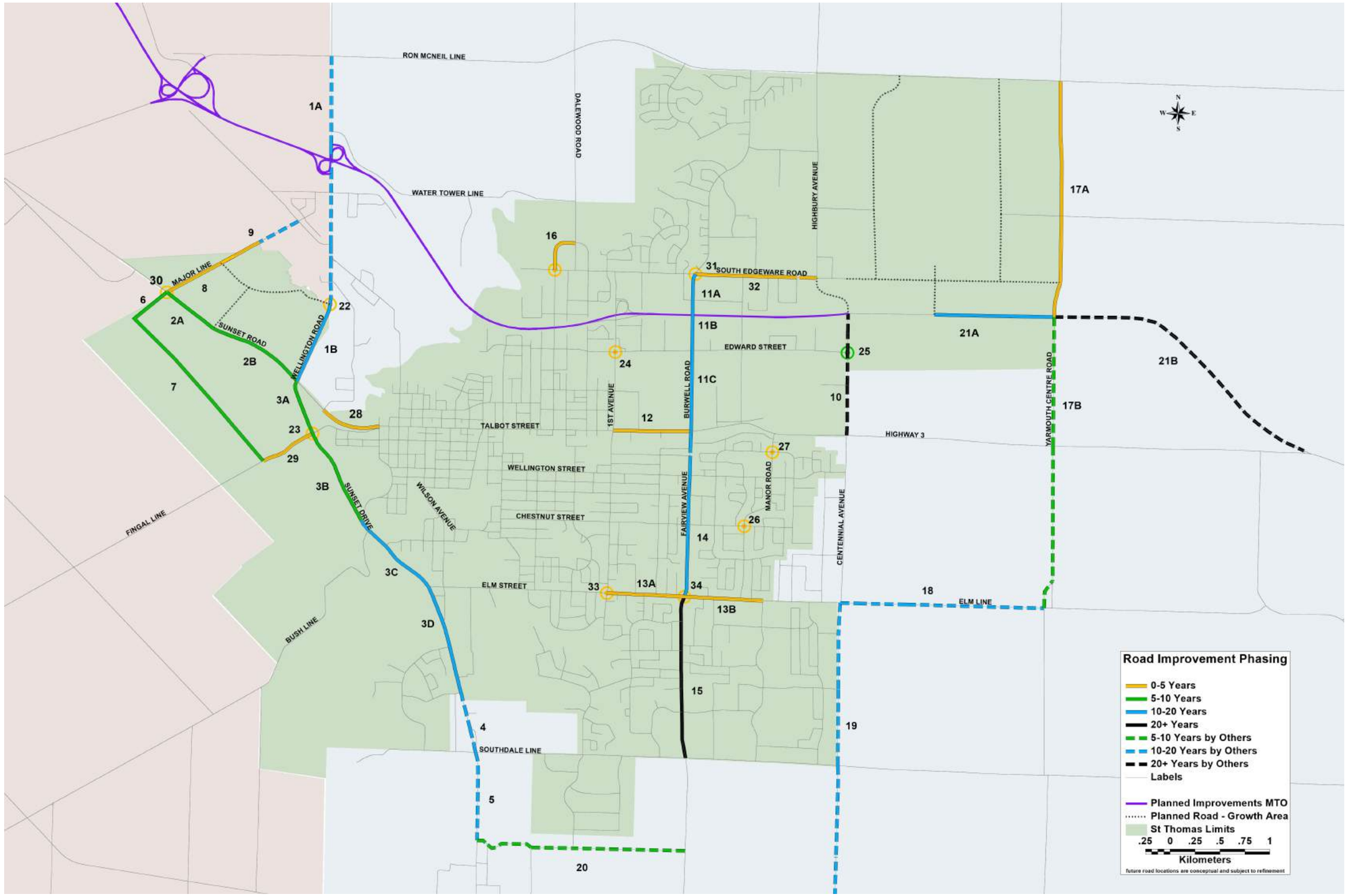


TABLE 7.4: ROAD NETWORK IMPROVEMENT PHASING

Project Number	Roadway	Limits	Length (km)	Cost Estimate (2025$)	MCEA Schedule	Notes
City Projects (0-5 Year Horizon)						
8	Major Line Upgrade to 2 Lane Arterial	Sunset Drive to City Limit	1.1	$ 6,700,000	Exempt (21)	
12	Talbot Road widening to 5 lanes	East of Supercentre to West of Fairview Avenue	0.7	$ 4,100,000	Exempt	Widening within existing right-of-way
13A	Elm Street - Convert to 3 Lane with TWLTL	First Avenue to Fairview Avenue	0.6	$ 4,100,000	Exempt	
13B	Elm Street - Convert to 3 Lane with TWLTL	Fairview Avenue to East of Chant Street	0.5	$ 3,100,000	Exempt	
16	Balaclava Street / Dalewood Drive Jog Elimination	South Edgeware Road to North of Woodworth Crescent	0.5	$ 4,100,000	Schedule B	
22	Wellington Road Intersection	Northwest Growth Area 1 New Street		$ 800,000	Exempt	
23	Fingal Line / Sunset Drive Intersection Improvement	Add Turn Lanes / Roundabout	0.3	$ 3,400,000	Schedule B	
24	First Avenue / Edward Street Intersection Improvement	Add Turn Lanes	0.3	$ 2,100,000	Exempt	
26	Manor Road / Chestnut Street Roundabout	Chestnut Street	0.2	$ 2,300,000	Exempt	
27	Manor Road / Highview Drive Roundabout	Highview Drive	0.2	$ 2,300,000	Exempt	
28	Talbot Street - Convert to 2 Lane	Stanley Street to Woodland Road	0.6	$ 7,600,000	Exempt	
29	Fingal Line Upgrade	New Arterial Area 2 to Sunset Drive	1.0	$10,300,000	Schedule B	
30	Major Line / Sunset Intersection	Major Line - Roundabout	0.3	$ 3,200,000	Exempt	
31	Burwell Road Roundabout	South Edgeware Road	0.4	$ 3,800,000	Exempt	
17A	Yarmouth Centre Road Upgrade to 2 Lane Arterial	City Limit (Rail Corridor) to Ron McNeil Line	2.9	$ 15,100,000	Exempt (21)	
32	South Edgeware Road – Widen to 3 lanes	Burwell Road to Highbury Avenue	1.2	$ 8,300,000	Exempt	Widening within existing right-of-way
	Total			**$ 81,300,000**		
City Projects (5-10 Year Horizon)						
2A	Sunset Drive widening to 4 Lanes	Major Line to Northwest Area 1 Access Road	0.6	$ 3,600,000	Schedule C	
2B	Sunset Drive widening to 4 Lanes	Northwest Area 1 Access Road to Wellington Road / Talbot Street	1.0	$ 11,100,000	Schedule C	
3A	Sunset Drive widening to 4 Lanes	Wellington Road / Talbot Street to Fingal Line	0.6	$ 14,400,000	Schedule C	
3B	Sunset Drive widening to 4 Lanes	Fingal Line to Stanley Street	1.0	$ 28,300,000	Schedule C	
6	Major Line Extension (2 Lane Arterial)	Sunset Drive to New Arterial in Area 2	1.0	$ 9,900,000	Schedule C	
7	New 2 Lane Arterial (Area 2)	Major Line to Fingal Line (CR 16)	1.9	$ 9,800,000	Schedule C	
	Total			**$ 77,100,000**		
City Projects (10-20 Year Horizon)						
1B	Wellington Road widening to 4 lanes	North City Limit to Sunset Drive / Talbot Street	0.7	$ 9,800,000	Schedule C	
3C	Sunset Drive widening to 4 Lanes	Stanley Street to Elm Street	1.0	$ 10,600,000	Schedule C	
3D	Sunset Drive widening to 4 Lanes	Elm Street to Glennwood Street	1.1	$ 8,400,000	Schedule C	
11A	Burwell Road widening to 4 Lanes	South Edgeware Road to Edward Street	0.7	$ 4,600,000	Schedule C	
11B	Burwell Road widening to 4 Lanes	Highway 3 Bridge Crossing	0.1	$ 14,400,000	Schedule C	
11C	Burwell Road widening to 4 Lanes	Edward Street to Talbot Street	0.8	$ 5,200,000	Schedule C	
14	Fairview Avenue - Widen to 5 Lane with TWLTL	South of Talbot Street to Elm Street	1.7	$ 12,700,000	Schedule C	
21A	Technology Trail widening to 4 Lanes	PowerCo Parkway to Yarmouth Centre Road	1.2	$ 8,300,000	Exempt	Already approved for 4 lanes
	Total			**$ 74,000,000**		

Project Number	Roadway	Limits	Length (km)	Cost Estimate (2025$)	MCEA Schedule	Notes
City Projects (20-30 Year Horizon)						
15	Fairview Avenue - Widen to 5 Lane with TWLTL	Elm Street to Southdale Line	1.6	$ 14,700,000	Schedule C	

Project Number	Roadway	Limits	Length (km)	MCEA Schedule	Notes
Projects by Others (5-10 Year Horizon)					
17B	Yarmouth Centre Road Upgrade to 2 Lane Arterial	Elm Line to City Limit (Rail Corridor)	2.4	Schedule C	County Project
20	Mid Block Arterial - Hospital Lands South of City	(CR 4) Sunset Drive to (CR 22) Fairview Road	2.1	Schedule C	County / Township (Tied to growth of Hospital Lands)
25	Edward Street / Highway 3 (Centennial Ave) Intersection	New Traffic Signal		Exempt	MTO Project
Projects by Others (10-20 Year Horizon)					
1A	Wellington Road (CR25) widening to 4 lanes	Ron McNeil Line to North City Limit	2.5	Schedule C	County Project
4	Sunset Drive (CR 4) widening to 4 Lanes	South City Limit to Southdale Road	0.6	Schedule C	County Project
5	Sunset Drive (CR 4) widening to 4 Lanes	Southdale Line (CR 57) to Midblock Arterial Hospital Lands	0.9	Schedule C	County Project
9	Major Line Upgrade to 2 lane Arterial	City Limit to Ford Road	0.5	Exempt (21)	Township Project
18	Elm Line (CR 56) Upgrade to 2 Lane Arterial	Centennial Road (CR 28) to Yarmouth Centre Road	2.1	Exempt (21)	County Project
19	Centennial Road (CR 28) Upgrade to 2 Lane Arterial	Midblock Arterial to Elm Line (CR 56)	2.5	Schedule C	County Project
Projects by Others (20-30 Year Horizon)					
10	Highway 3 widening to 4 Lanes	Talbot Street to Highway 3 / St Thomas Expressway	1.3	MTO Class EA	
21B	Highway 3 Extension (4 Lanes)	Yarmouth Centre Road to Highway 3 (at Belmont Road)	3.7	MTO Class EA	

7.1.3 Active Transportation Network Project Phasing

The phasing of the proposed Active Transportation projects was grouped into four categories including projects that should be considered in the 0-5 year time frame, those recommended for the 5-10 year horizon, and projects that should be considered in 10-20 year horizon. Corridor Protection projects are not assigned a time horizon as these initiatives, by their nature, are designed to protect for future opportunities – whenever they may occur.

The phasing of the Active Transportation network was designed to achieve a well connected primary network of facilities across the City within the 5-10 year horizon. Other facilities categorized as Supporting Facilities would typically be implemented beyond the 10 year planning horizon.

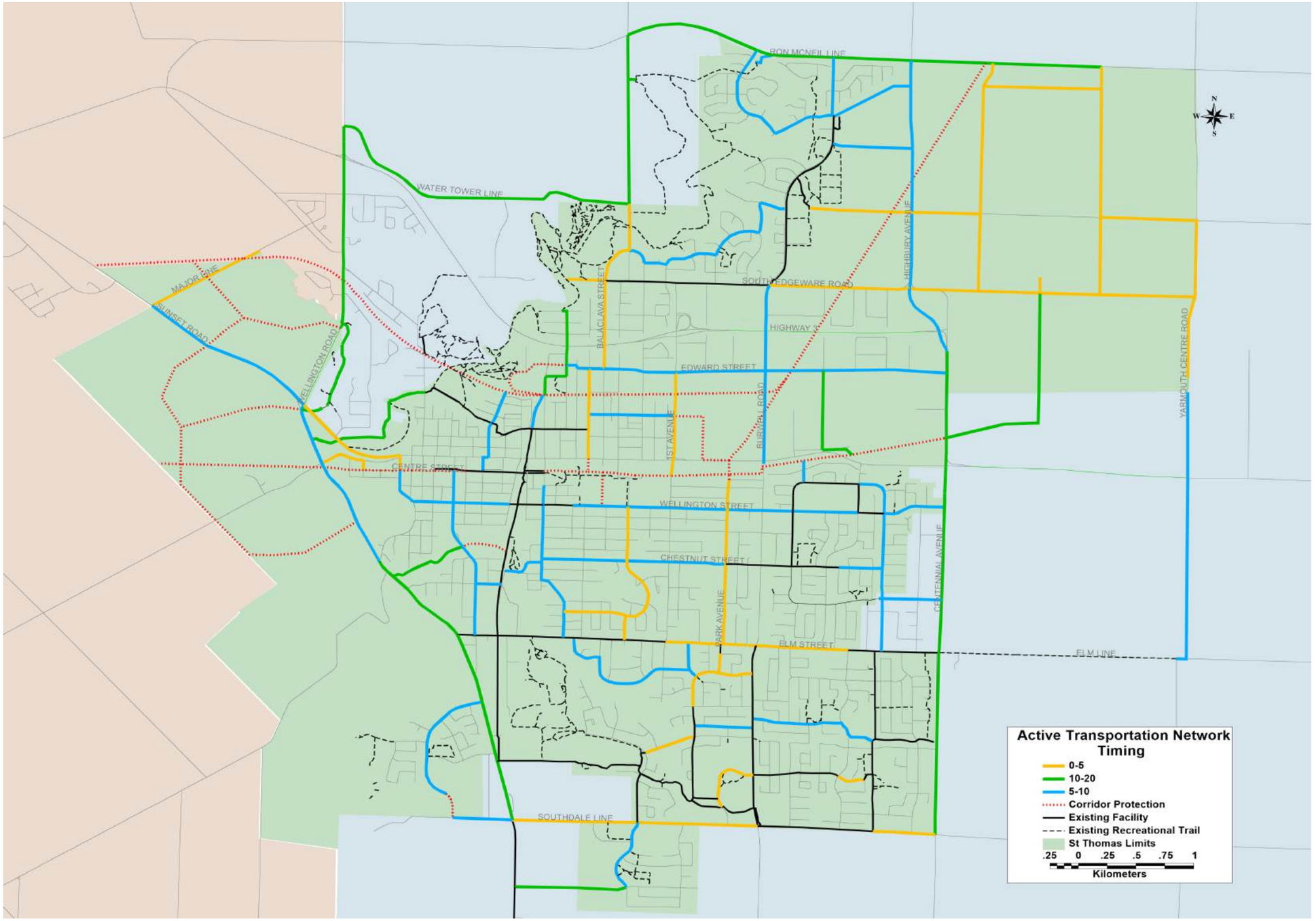
In addition to the network connectivity considerations, the timing for implementing Active Transportation projects should also be aligned with the roadway reconstruction program – to take advantage of economies of scale, minimize costs, and to limit the disruption to road users due to construction work. To that extent, many of the Active Transportation Projects have been aligned with road widening or reconstruction projects identified in the TMP Refresh, as noted in Section 7.1.2. Additional opportunities to implement Active Transportation projects as part of other planned construction projects, such as pavement resurfacing, sewer works, and watermain upgrades should also be explored by the City.

Figure 7.6 illustrates the recommended phasing for active transportation network improvement projects. Cost estimates to implement that Active Transportation Network have not been developed in detail, as the types of facilities selected for each project will be established during design taking into account the role of the facility, traffic volumes on the roadway, safety and user comfort considerations, and available right-of-way space to fit new facilities. A generalized approach to estimating the cost of the Active Transportation Network has assumed a unit cost of $395,000 / km for new facilities. **Table 7.5** summarizes the network phasing and preliminary cost by horizon.

TABLE 7.5: CAPITAL INVESTMENT BY HORIZON

Horizon	Estimated Length (km)	Estimated Cost (2025$)	Annual Cost (2025$)
0- 5	28.7	$11,360,000	$2,272,000
5 - 10	39.1	$15,437,000	$3,087,000
10 – 20	24.4	$9,618,000	$962,000
20 -30 Corridor Protection	26.0	$10,291,000	$1,030,000
Total	**118.1**	**$46,706,000**	

FIGURE 7.6: ACTIVE TRANSPORTATION NETWORK PHASING



7.1.4 Funding Strategies

Potential funding sources to implement the recommended transportation projects and programs identified in **Section 5 and 6** include:

- **Property Taxes** – Taxes levied on land and structures are the primary source of revenue for the City;
- **Development Charges** – Fees charged by municipalities on land development and redevelopment projects help fund the capital costs of infrastructure needed to serve planned growth. The City has an existing development charge By-law in place and the Background Studies identify the items and costs eligible for collection through the Development Charges By-law;
- **Canada Community-Building Fund** – This permanent source of funding, formerly known as the Gas-Tax Fund, is provided by the Federal government to municipalities (via the Association of Municipalities of Ontario (AMO)) and supports local infrastructure priorities including roads and active transportation facilities. Municipal allocation is on a per capita basis;
- **Ontario Community Infrastructure Fund (OCIF)** – This provincial funding program provides a stable source of infrastructure funding to small municipalities under 100,000 population (along with rural and northern municipalities) to assist with capital expenditures for roads, bridges and other non transportation infrastructure that are part of a municipality's Asset Management Plan. Funding is not intended for infrastructure to support growth, but may be used for projects to rehabilitate and maintain transportation and other infrastructure.
- **Other Provincial and Federal Programs** – When available, conditional and unconditional grants to municipalities by senior levels of government can fund transportation initiatives meeting the program eligibility criteria. Recent examples include:
  - *Ontario Builds* – This provincial program has financed a range of transportation infrastructure projects in communities across Ontario;
  - *Green Municipal Funds* – This $1 billion program delivered by the Federation of Canadian Municipalities (FCM) and funded by the Government of Canada finances a share of eligible costs for studies, capital projects, and pilot projects that "reduce the number of vehicles on the road, the number of kilometres they travel, or the amount of time they spend transporting people or goods" or "get people to use their vehicles more efficiently or switch to less polluting forms of transportation (i.e., a modal shift to public transit, walking, or cycling)";
  - *Investing in Canada Infrastructure Program* - This multi-year program provides funding for projects in five specific streams including Public Transportation, Green Infrastructure, Community, Culture and

Recreation Infrastructure; Rural and Northern Infrastructure; and COVID-19 Resilience. The program is administered through a bi-lateral agreement with the Province with project approved at the Provincial level requiring final approval from Infrastructure Canada. The program can be used in the:

- Public transit infrastructure stream to help fund projects improving transit access, such as pedestrian facilities;
- Green infrastructure stream to help fund projects that increase structural or natural capacity to adapt to climate change impacts;
- Community, culture and recreation infrastructure stream to support upgrades to outdoor recreational spaces, and;
- COVID-19 resilience stream, which funding related to active transportation infrastructure, including parks, trails, footbridges, bike lanes and multi-use paths.

- **Developer, Private Sector, and Other Alternative Funding** – In-kind or cash contributions from non-government sources can play an important role in financing the cost of public amenities like sidewalks, parking, and multi-use paths, and community programs through sponsorships and focused advertising.

Property taxes, development charges, and Federal Gas Tax funds represent the most reliable and consistent sources of financing for a municipality. Although availability is less certain, other funding sources will likely be needed to implement some TMP recommendations, particularly higher cost items.

The total estimated City cost to implement the multi-modal improvements identified in the Transportation Master Plan Refresh is **$502,820,000** spread out over the next 20-30 years. **Table 7.6** summarizes the anticipated costs by planning horizon and by improvement type, covering road transit and active transportation improvements.

TABLE 7.6: CAPITAL AND OPERATING INVESTMENT BY HORIZON

Horizon	Capital Improvements (2025$)			Transit Net Operating	Total
	Road Capacity and Optimization	Active Transportation	Transit		
0- 5	$81,300,000	$11,360,000	$5,740,000	$10,800,000	$109,200,000
5 - 10	$77,100,000	$15,440,000	$44,700,000	$ 20,400,000	$157,640,000
10 - 20	$74,000,000	$9,620,000	$18,100,000	$65,500,000	$167,220,000
20-30	$14,700,000	$10,290,000	$1,250,000	$43,100,000	$69,340,000
Total	**$247,100,000**	**$46,710,000**	**$69,790,000**	**$139,220,000**	**$502,820,000**

Key Recommendations

R.59 The City should update their Development Charge By-Law to incorporate the capital costs for eligible portions of the recommended projects.

R.60 The City should advance project planning for near term priority projects so that they are "shovel ready" to ensure they are ready for future provincial or federal infrastructure funding programs.

7.2 Policy and Program Actions

7.2.1 Official Plan Amendments

The TMP introduces key themes and principles that should be incorporated into the City Official Plan, which represents the guiding land use and policy document for St. Thomas.

Below summarizes the proposed policy and schedule changes that will inform the future Official Plan Amendment pursuant to the *Planning Act*.

- Policies:
  - Road Classification System
  - Road widening, right-of-way, and entrance spacing policies
  - Mechanisms to acquire and protect designated corridors
  - Active transportation
- Schedules:
  - Road Network schedule, including protected corridors
  - Schedule/table setting out right-of-way requirements by road section
  - Active Transportation schedule

7.2.2 Future Environmental Assessment Requirements

The TMP will be relied upon in completing the Municipal Class EA studies for future projects identified herein. In most cases, the TMP will satisfy Phases 1 (identify the problem) and 2 (identify and evaluate alternative solutions to the problem) of the five-phase Municipal Class EA planning and design process.

For smaller projects identified as being exempt, no further Environmental Assessment work is required, although it is good practice to undertake consultation with the public during the detailed design of these improvements and additional consultation is often required with review agencies to obtain necessary permits to facilitate construction.

Functional plans will be completed for each project to assess costs and impacts in greater detail. It is assumed that these more detailed studies will not result in a complete rethink of the underlying basis for the project, but rather the best methods to design and implement the project.

It may be desirable to alleviate adverse environmental consequences of a proposed project by relocating the facility, altering the design, or choosing not to proceed with its implementation. However, in many instances the infrastructure already exists or the options for new or improved alignments

are limited. In these situations, mitigation measures may be needed to minimize the negative impact of the transportation facility or service and these measures would typically be developed in greater detail during the subsequent phases of the Municipal Class EA process.

Given the time required to complete the necessary Class EA studies, secure property if required, prepare design drawings and tender packages, and allocate funding for construction it is recommended that projects required in the 0-5 year and 5-10 year planning horizons, where additional planning and approvals are needed, be initiated in the short term.

7.2.3 Development Approval Process

The *Planning Act* establishes the framework for land use planning in Ontario, providing the basis for a variety of mechanisms municipalities use to facilitate development in their communities. As part of the approval process, municipalities are responsible for ensuring alignment with Provincial interests and mandates. The most common tools used by the City to guide and control development includes Official Plan Amendments, Plans of Subdivision, Plans of Condominium, and severances/consents for lands. The type of application(s) will depend on the development contemplated and the permission required from the City to enable the plan.

The development approval process can also be used to implement some of the transportation infrastructure and policies identified in the TMP directly related to specific lands. The *Planning Act* authorizes municipalities to impose conditions on development approvals to secure compliance. From a transportation perspective, typical conditions imposed may include:

- Dedication of property for abutting road, pathway, and other transportation rights-of-way described in the Official Plan at no cost to the municipality;
- Design conditions for access to/from the subject development, such as intersection controls, lane arrangements, ramps, curbing, and traffic signs;
- Requirements and design conditions for off-street loading and parking facilities; and
- Design conditions for walkways, walkway ramps, and other means of active transportation and pedestrian access.

Transportation infrastructure improvements identified in the TMP may be implemented through the development approval process if the improvements are directly related to the subject development. Where a roadway through a proposed development area has been identified for a higher classification (arterial road), the municipality would typically be responsible for paying for

the additional costs to oversize the roadway (beyond what is needed for a local or collector road).

Where projects identified in the TMP require right-of-way widths beyond the existing right-of-way or the typical right-of-way for a new local street, the City should incorporate the right-of-way requirements into their respective Official Plans to ensure lands can be secured at the time of development approval.

7.2.4 Review and Update of Maintenance Programs

The Minimum Maintenance Standards for Municipal Highways (MMS) (Ontario Regulation 232/02 under the *Municipal Act,* 2001) define standards for the maintenance of road and active transportation infrastructure in Ontario. The regulation clarifies the scope of the statutory defence available to a municipality under the Act by establishing maintenance standards that are non-prescriptive as to the methods or materials to be used in complying with the standards but instead describe a desired outcome. These standards are intended to provide municipalities with a "due diligence" defense in the event of a vehicular collision, a pedestrian slip, trip or fall, or other incident on its roads, sidewalks, and cycling facilities.

The standards set out in the MMS are the minimum regulatory obligations the City is to satisfy. If the City cannot meet the MMS standards specified, the City could in some situations rely on Section 44(1) of the Act to demonstrate that the service provided was reasonable in the circumstances for both weather and road conditions. In short, the City can set local maintenance standards based on its needs and resources within the MMS prescribed outcomes.

St. Thomas has on-going operation and maintenance programs for its transportation network guided by the MMS, industry best practices, and City-specific by-laws and policies. Local standards and practices should be reviewed periodically to ensure the City continues to meet legislated requirements and satisfy community expectations within available resources.

The expansion of the active transportation network contemplated by this plan would increase operational and maintenance requirements for the City. Active transportation facilities need to be properly maintained during all seasons to remain safe, effective, and in a state of good repair. This helps to improve rideability, alleviate potential safety hazards, maximize utility, minimize lifecycle costs, reduce risk, limit exposure to liability, and enhance the cycling experience. To encourage use throughout the year, the following active transportation network maintenance activities should be considered:

- **Sweeping** – facilities located at the roadway edge should be swept to remove accumulating debris. The City may wish to consider increasing sweeping frequency on priority routes subject to additional funding.

- **Surface Repairs** – The City repairs typical surface issues, such as bumps, depressions, cracking, potholes, and pavement drop-offs at shoulders, through its on-going maintenance operations until such time as the road (including bike lanes) is resurfaced. Continuing to perform interim treatments such as patching and catchbasin repairs on active transportation routes is recommended.
- **Vegetation Management** – Vegetation maintenance activities, including the installation of root barriers and trimming of shrubs and trees, should be carried out to avoid encroachment onto active transportation facilities and maintain sightlines. Removal of obstructions at intersections should be prioritized.
- **Sign and Pavement Marking Maintenance** – Sign and pavement marking inspections, repainting of faded pavement markings, and replacement of discoloured and damaged signs that have lost reflectivity should be conducted regularly per the MMS.
- **Drainage Improvements** – Drainage features along or adjacent to active transportation facilities should be cleaned. Locations with greater vegetation will need more attention.
- **Winter Control** – Active transportation facilities and amenities designated for winter use should be cleared of snow and ice, with on-road routes maintained along with other travel lanes per the MMS. The City may wish to consider developing an active transportation priority network, which could entail identifying priority routes, intersections, crossrides, and bike racks, for higher levels of maintenance service, subject to additional funding.
- **Parking** – Bicycle parking facilities should be regularly inspected. Bikes parked for extended periods of time should be tagged for removal and removed if remaining after the specified time. Severely damaged or stripped bikes should also be removed.

The additional budget needed to maintain new active transportation infrastructure will depend on the facility types added, with typical estimated annual maintenance costs ranging from[33]:

- $5,000 to $9,000 per kilometre for on-road facilities; and
- $4,000 to $6,000 per kilometre of off-road multi-use paths in greenways and parks, depending on the level of service standard and condition.

Chapter 10 of OTM Book 18 provides further guidance on maintenance related matters.

[33] Town of Milton. *Town of Milton Transportation Master Plan, Appendix A: Active Transportation Strategy*. April 2018

Key Recommendations

R.61 The City should continue to engage in a regular, ongoing maintenance program for the road and active transportation network consistent with the Minimum Maintenance Standards requirements unless specifically defined through local policy.

R.62 The City should allocate additional resources and ongoing funding to support growing maintenance activities resulting from expansion of the active transportation network.

7.3 Monitoring and Plan Updates

Ongoing monitoring of the transportation network will enable the City to gauge the effectiveness of the policies and recommendations of the TMP in fulfilling the transportation vision and goals.

Performance measures, such as overall mode share, transit ridership, pedestrian/bicycle volumes, and intersection volume to capacity (v/c) ratios and level of service (LOS) can be used to monitor transportation network performance. If performance measures indicate progress in an undesired direction, adjustment, or updates to the TMP can be made.

Specific performance measures and targets should be set to provide direction for the monitoring program and **Table 7.7** summarizes a list of key performance criteria that can be used to monitor progress towards achievement of the plan objectives. The City may want to also add additional road safety criteria after completion of the planned Pedestrian Safety Plan.

TABLE 7.7: RECOMMENDED MONITORING CRITERIA

Criteria	Description	Current	2041 Target	2051 Target
Mode Share	Share of Trips by Transit Share of Trips by Active Travel Modes (walk / cycle)	0.5% 5%	4% 8%	6% 10%
Transit Ridership	Number of Annual Transit Trips	0.15 M	1.5 M	3.2 M
Transit Access	Share of residents within 400 m of a transit stop	84%	90%	90%
Transit Service	Annual Transit Service Hours per Capita	0.58	1.25	1.52
Active Transportation	Kilometers of Active Transportation Infrastructure (excluding sidewalks) Kilometers of missing sidewalks	36 km 67 km	74 km 48 km	192 km 30 km
Road Network	Percentage of Arterial and Collector Road Network operating under congested conditions	<5%	<5%	<5%

Targets or benchmarks such as these can also be used in marketing campaigns and events to help motivate the community. Regular public and stakeholder consultation should be carried out as part of the monitoring program to collect information about community satisfaction to help identify barriers and motivators to transit use, ways to improve and grow walking and cycling, and identify gaps in the transportation network.

Results of the monitoring program should be reported to Council and the community through information reports and other publications. A "State of the Transportation System" report could be prepared annually to document local transportation conditions, behaviours, needs, and trends. The report could also highlight progress made in implementing the TMP, summarize the performance measures and targets for the previous period, and outline upcoming initiatives.

Data Collection

Current, reliable data provides the foundation for evidence-based decision-making concerning the transportation system. The most common types of transportation data collected by municipalities include:

- **Traffic Volumes** – Traffic counts (both automatic traffic recorders and turning movement counts) provide the basis for key policy and investment decisions, as well as support monitoring programs. The City should adopt a consistent traffic count program to better capture traffic volume trends on key roadway corridors.
- **Collision History** – Maintaining access to collision data for the municipal road network will enable the Municipality to monitor trends in road safety and conduct safety-specific investigations.
- **Travel Surveys** – Household travel surveys are often used to provide detailed information on travel patterns and the mode choices they select for different types of trips. Big Data, using applications such as the Streetlight Data Analytics platform can provide origin-destination information and information about trips purposes and the number of trips made in a community and access to this data can be much less expensive that household travel surveys.

The monitoring program should also examine user preference for facilities, levels of use, and other key factors over an extended timeframe to avoid immediate response bias (which occurs right after a new improvement is implemented). Data should be collected every two to three years (maximum every five years) and at the same time/season during each cycle.

Plan Reviews and Updates

Regular reviews and updates of the TMP allow for the ongoing assessment of the performance and effectiveness of the plan. Establishing this stable transportation planning cycle ensures the plan strategies can respond to unforeseen conditions and imprecise assumptions, remain relevant, and fulfil the City's transportation vision and goals.

Generally, master plans should be reviewed every five years to determine the need for a formal update. The need to renew the TMP should also be

examined in conjunction with a similar assessment of the Official Plan and Development Charges Background Study. The monitoring program will also provide an indication of the necessity for an update.

Key Recommendations

R.63 The City should develop and implement an ongoing transportation monitoring program and establish performance measures and targets to track progress.

R.64 The City should prepare a periodic (at least annually) report to Municipal Council on the State of the Transportation System.

R.65 The C ity should review the Transportation Master Plan every five years, ideally in conjunction with updates to the Official Plan and Development Charges Background Study.

R.66 The City should consider undertaking a household travel survey prior to the next TMP update to provide more detailed data on travel patterns for active transportation and transit trips.

Appendix A

Public Consultation Material

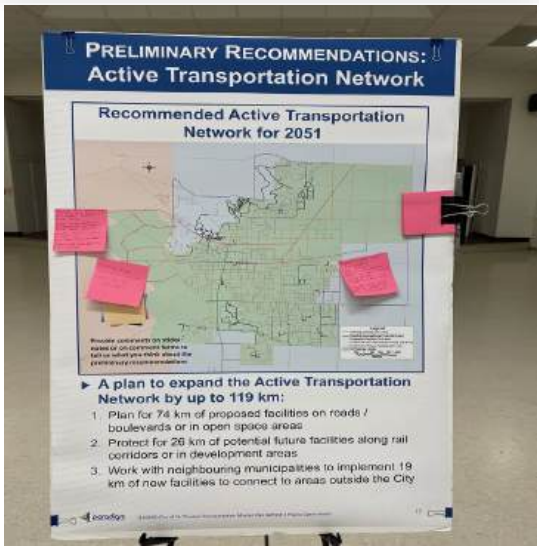












City of St. Thomas
Transportation Master Plan Refresh
October 2025

ST. THOMAS
THE RAILWAY CITY

paradigm
TRANSPORTATION SOLUTIONS LIMITED

Appendix A

Public Consultation Material – Notices and Advertisements

City of St. Thomas
Transportation Master Plan Refresh
October 2025

Notice of Project Commencement

City of St. Thomas
Transportation Master Plan

The City of St. Thomas has retained Paradigm Transportation Solutions Limited to complete a refresh of the City of St. Thomas Transportation Master Plan.

A Transportation Master Plan (TMP) is one of several strategic policy documents that direct how a municipality will grow and develop over the long term. It works together with a municipality's Official Plan, which directs land use and development patterns, as well as other master plans such as those concerning municipal servicing, parks and recreation, and economic development. Generally, Transportation Master Plans examine current transportation issues within a community, assess existing and future growth patterns, determine the need for transportation improvements, and establish policies to support the plan and maintain the transportation network.

The Transportation Master Plan will provide important information and recommendations to guide Official Plan policies and development approval decisions, as well as future decisions on transportation infrastructure. The TMP provides the opportunity to ensure a coordinated approach to future decisions on transportation in the City of St. Thomas. The study will follow the requirements for Master Plans outlined in the 2023 Municipal Class Environmental Assessment (EA) Approach #1 (an approved process under the Ontario *Environmental Assessment Act*).

Your input is important to us!

Engaging the community is a vital component of this study. Visit the project web site at www.stthomas.ca/Transportation_Master_Plan_Refresh_2024 to learn more about the study, complete our online survey and offer comments. Additional opportunities to review study progress and provide comments will be provided as the project progresses. Notices of future consultation opportunities will be advertised on the project website and sent to those on the project contact list.

If you (or your agency or group) are interested in participating in the study or would like to be added to the contact list to receive future updates, please contact StThomasTMP@ptsl.com or one of the Project Managers:

Shayne Reitsma, P.Eng.
Manager of Development and Compliance
City of St Thomas
(519) 631-1680 x4151
StThomasTMP@ptsl.com

Kevin Jones
Consultant Team Project Manager
Paradigm Transportation Solutions Limited
(416) 479-9684 x513
StThomasTMP@ptsl.com

This notice was first issued on April 24, 2024.

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*.

Notice of Project Open House

City of St. Thomas
Transportation Master Plan Refresh

The City of St. Thomas is completing a refresh of their Transportation Master Plan to plan for future growth in the community.

A Transportation Master Plan (TMP) is one of several strategic policy documents that direct how a municipality will grow and develop over the long term. It works together with a municipality's Official Plan, which directs land use and development patterns, as well as other master plans such as those concerning municipal servicing, parks and recreation, and economic development. Generally, Transportation Master Plans examine current transportation issues, assess existing and future growth patterns, determine the need for transportation improvements, and establish policies to support the plan and maintain the transportation network. The refresh of the TMP is using updated growth forecasts to 2051 that incorporate new industrial growth, and is incorporating changes to the way residents travel around the community.

The Transportation Master Plan is being undertaken in accordance with the requirements outlined in the 2023 Municipal Class Environmental Assessment (EA) Approach #1 (an approved process under the Ontario *Environmental Assessment Act*).

Your input is important to us!

Engaging the community is a vital component of this study. A Public Open House to present preliminary information and allow members of the public to discuss their ideas with members of the project team has been scheduled for:

June 25, 2024
4:00 pm – 7:30 pm
Memorial Arena in the Auditorium (North Entrance)
80 Wilson Avenue, St. Thomas

Visit the project web site at http://www.stthomas.ca/Transportation_Master_Plan_Refresh_2024 to learn more about the study and fill out our online survey. The survey will be open until July 17,2024.

Online copies of the display material will be posted on the project website following the meeting for those who may not be able to attend.

If you (or your agency or group) are interested in participating in the study or would like to be added to the contact list to receive future updates, please contact StThomasTMP@ptsl.com or one of the Project Managers:

Shayne Reitsma, P.Eng.
Manager of Development and Compliance
City of St Thomas
(519) 631-1680 x4151
StThomasTMP@ptsl.com

Kevin Jones
Consultant Team Project Manager
Paradigm Transportation Solutions Limited
(416) 479-9684 x513
StThomasTMP@ptsl.com

This notice was first issued on June 5, 2024.

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*.

Notice of Project Open House

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July 24, 2025
5:00 pm – 8:00 pm
Memorial Arena & Auditorium
80 Wilson Avenue, St. Thomas

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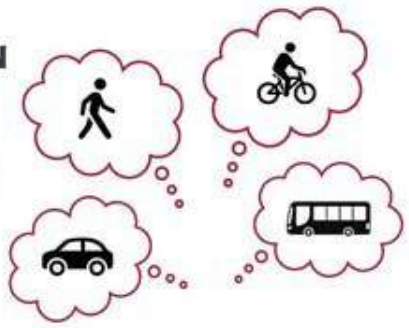
Kevin Jones
Consultant Team Project Manager
Paradigm Transportation Solutions Limited
(416) 479-9684 x513
StThomasTMP@ptsl.com

This notice was first issued on July 14, 2025.

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*.

TRANSPORTATION MASTER PLAN
2024 REFRESH

WE WANT YOUR INPUT!



SHARE YOUR IDEAS OF HOW TO IMPROVE TRANSPORTATION WITHIN OUR CITY!

June 25, 2024
4:00pm - 7:30pm

Memorial Arena Auditorium
(north entrance)
80 Wilson Ave.
St. Thomas, ON

ST. THOMAS
THE RAILWAY CITY



TRANSPORTATION MASTER PLAN
2024 REFRESH

WE WANT YOUR INPUT!



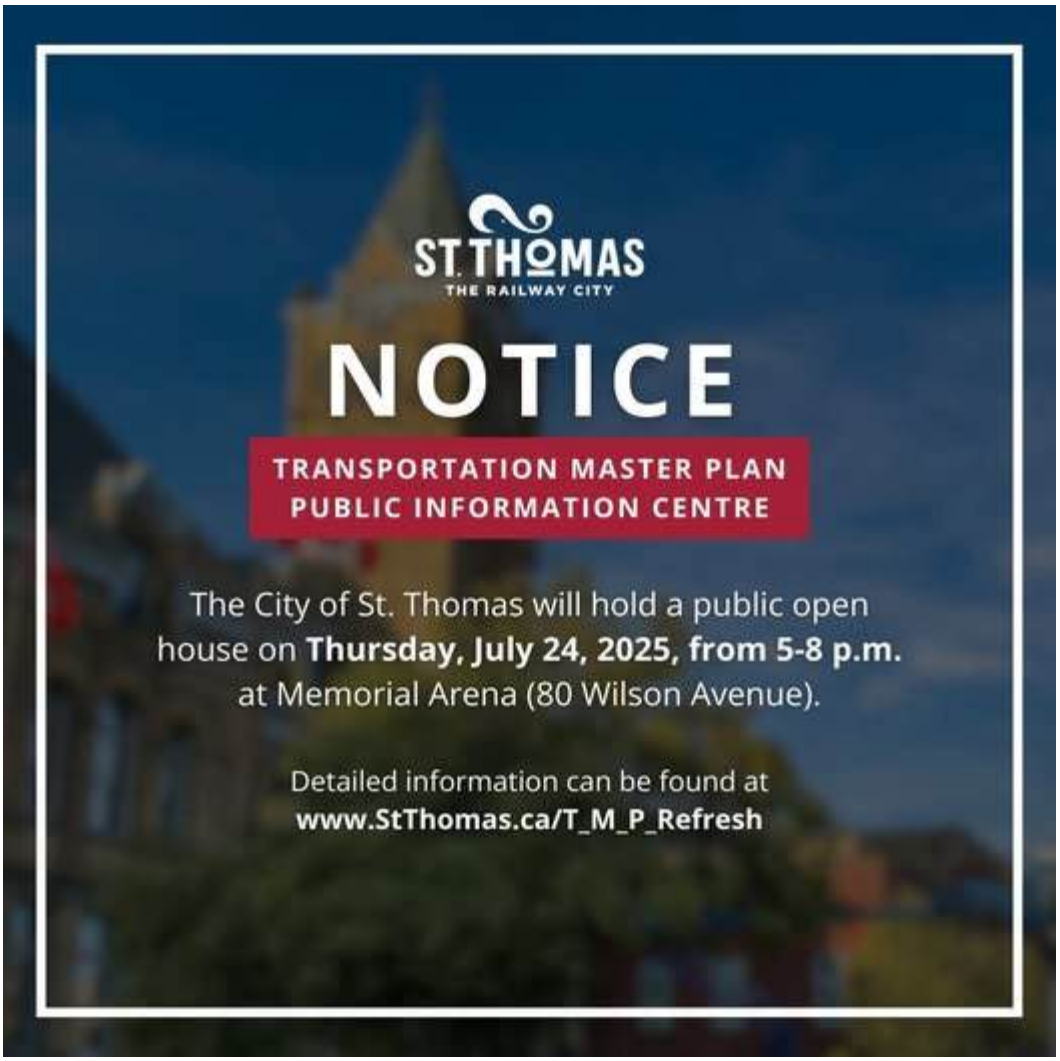
SHARE YOUR IDEAS OF HOW TO IMPROVE TRANSPORTATION WITHIN OUR CITY!

June 25, 2024
4:00pm - 7:30pm

Memorial Arena Auditorium
(north entrance)
80 Wilson Ave.
St. Thomas, ON

ST. THOMAS
THE RAILWAY CITY




ST. THOMAS
THE RAILWAY CITY
NOTICE
TRANSPORTATION MASTER PLAN
PUBLIC INFORMATION CENTRE
The City of St. Thomas will hold a public open house on Thursday, July 24, 2025, from 5-8 p.m. at Memorial Arena (80 Wilson Avenue).
Detailed information can be found at
www.StThomas.ca/T_M_P_Refresh

Appendix A

Public Consultation Material – Project Handout

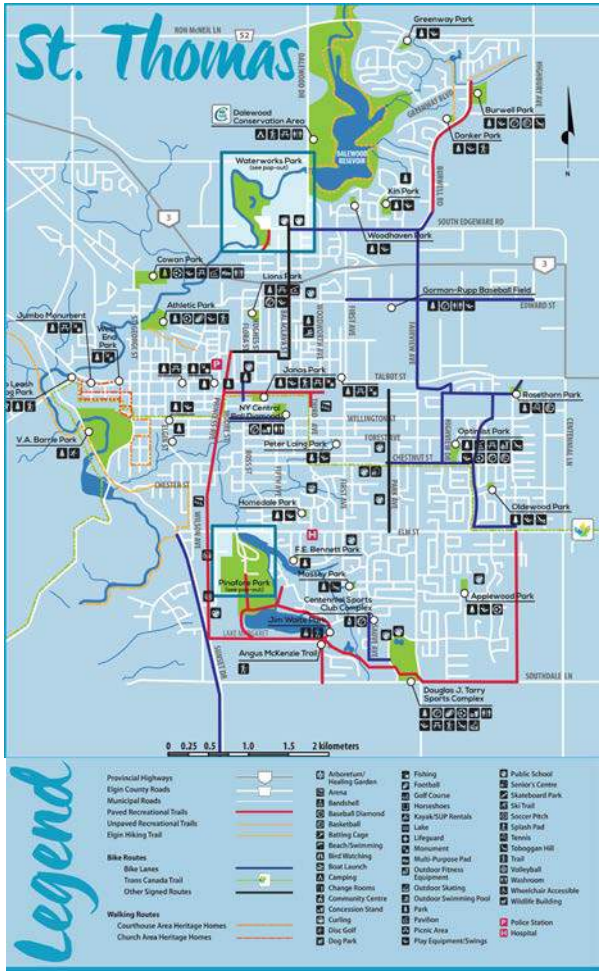
City of St. Thomas
Transportation Master Plan Refresh
October 2025

Walking

What would encourage you to walk more often?
Should missing sidewalks in neighbourhoods be built?

Types of Facilities

- ✓ 207 km of sidewalks
- ✓ 23 km of multi-use trails
- ✓ 13 km of marked bike lanes / paved shoulders



Source: St. Thomas 2020 Trails Map

Transit

What should transit service look like in 2041?
What would encourage you to use transit more often?



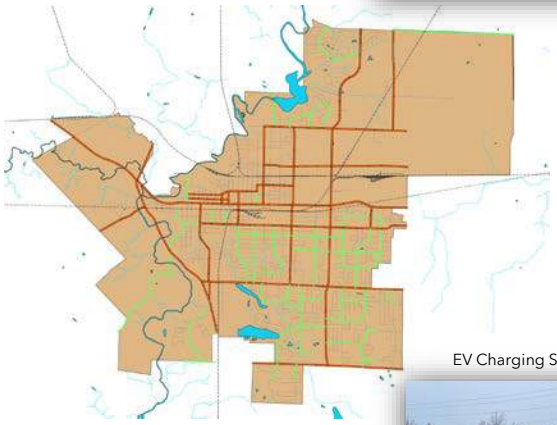
Source: Railway City Transit Ride Guide

LOCAL MOTION
RAILWAY CITY TRANSIT

- ✓ 7 days per week
- ✓ 150 bus stops
- ✓ 25 bus shelters
- ✓ 10 fully accessible, low floor vehicles
- ✓ 5 routes with 2 on-demand zones

95,000 riders annually





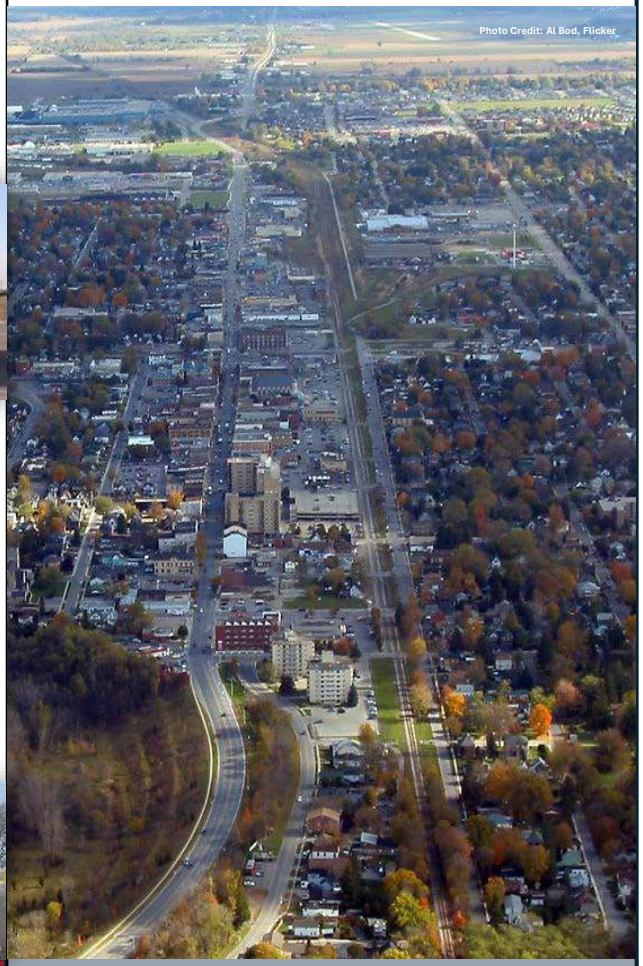
Source: St. Thomas GIS Layers

- ✓ 192 km of roads
  - 36 km arterial
  - 30 km collector
  - 126 km local

EV Charging Stations



ST. THOMAS
THE RAILWAY CITY



Cycling

What would encourage you to cycle more often?
What types of facilities do you prefer to ride on?

Driving

What road improvements are needed for today and for the future?
What is needed to support the vehicles of tomorrow?

2024 Transportation Master Plan Refresh

What is a Transportation Master Plan (TMP)?

A Transportation Master Plan (TMP) is a strategic policy document that guides how the transportation system will grow and develop over the long term.

Transportation Master Plans:

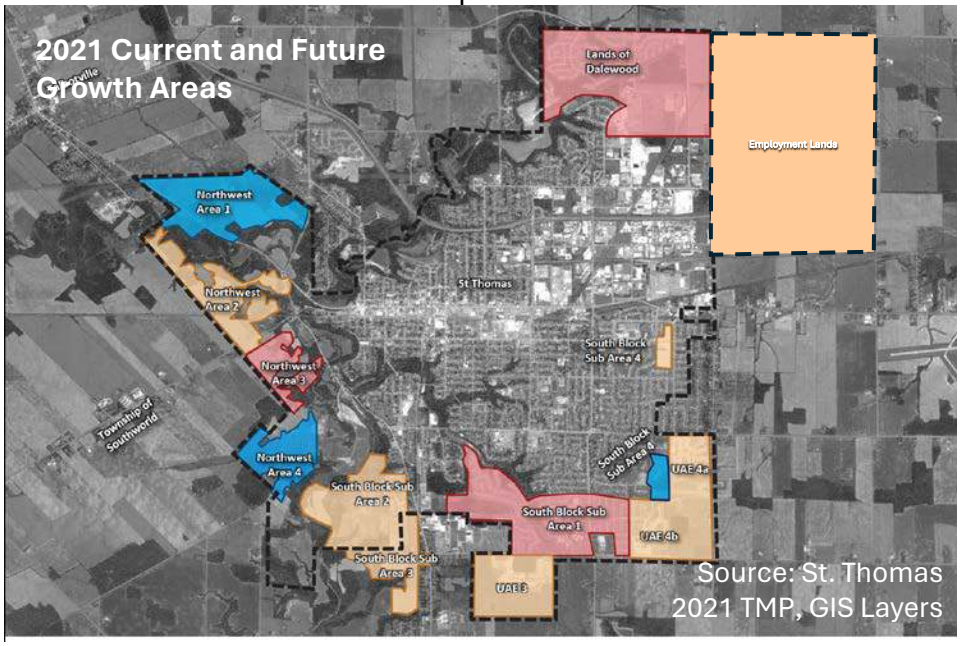
- Examine current transportation issues within a community,
- Assess existing and future growth patterns,
- Determine the need for transportation improvements:
  - Roads
  - Walking and Cycling
  - Transit
- Establish investment priorities,
- Establish policies to support the plan and maintain the transportation network.

Why does St. Thomas need a TMP Refresh?

A TMP is designed to look into the future, anticipate future needs, and make recommendations to improve the way residents move around the community – today and in the future.

Our community is changing in many ways:

- We are becoming more diverse.
- The average age of residents is getting older.
- The nature of work has changed for some.
- We are growing – The City of St. Thomas saw a 10% increase in population between 2016 and 2021.
- New industrial development has and will continue to impact how people and goods move within the City, and we need to plan properly for this.



How do I get involved?

Visit the project website to learn more about the study, complete our online survey and offer comments.

www.stthomas.ca/Transportation_Master_Plan_Refresh_2024

Visit the Project Website

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Appendix A

Public Consultation Material – PIC 1 Material – June 25, 2024

City of St. Thomas
Transportation Master Plan Refresh
October 2025

WELCOME

City of St. Thomas

Transportation Master Plan Refresh

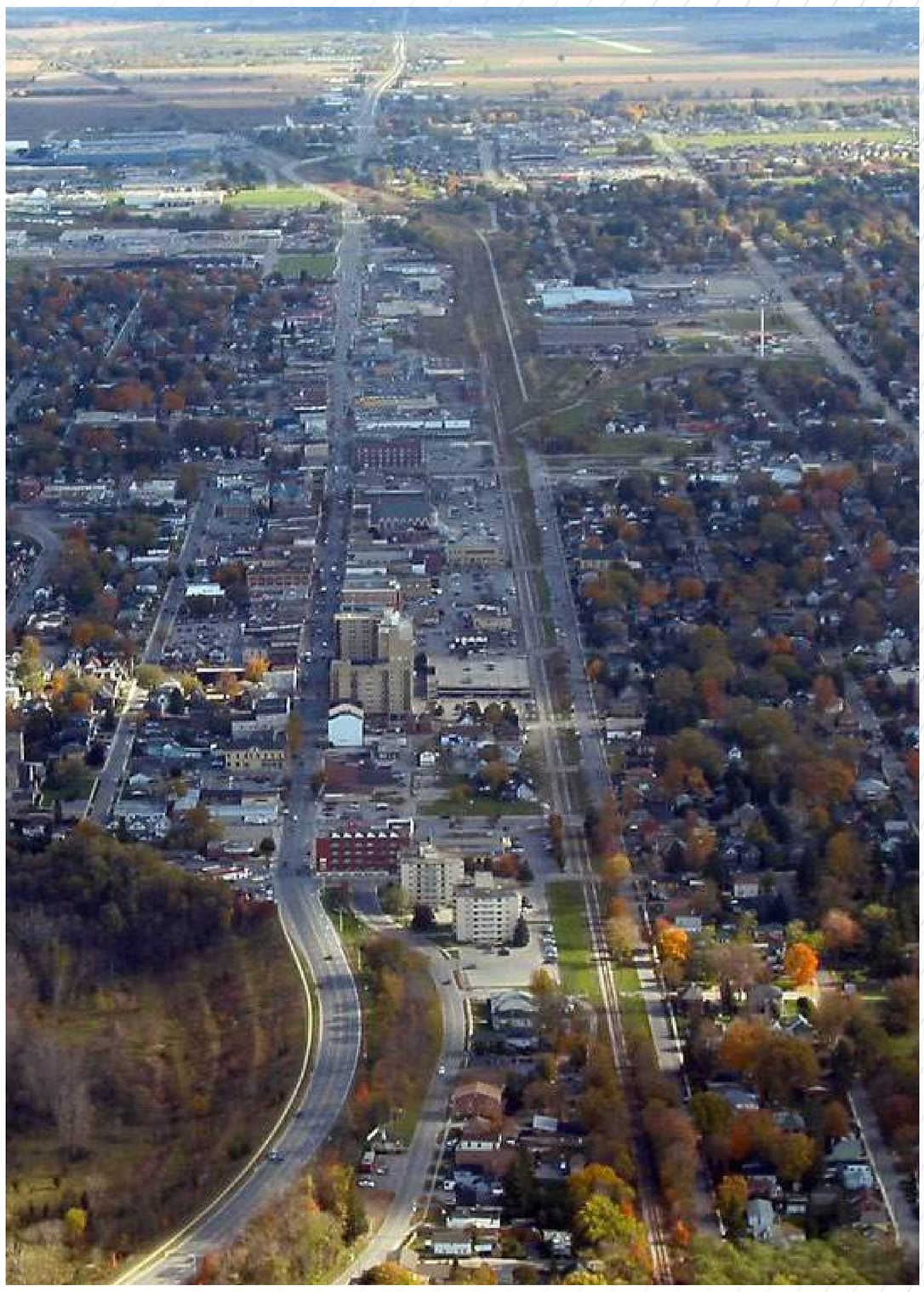
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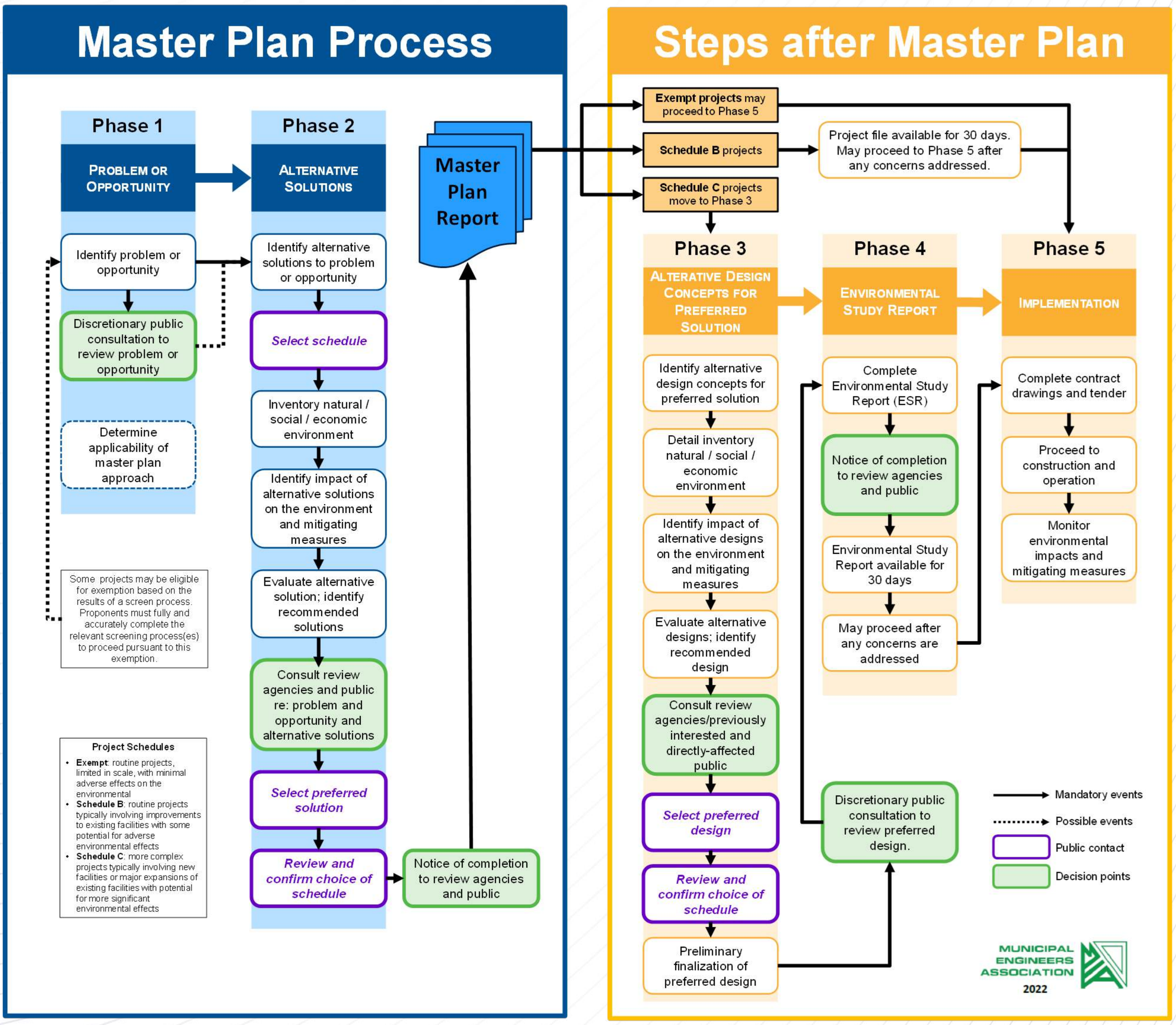


Transportation Master Plans:

- Examine current transportation issues within a community,
- Assess existing and future growth patterns
- Determine the need for transportation improvements (roads, walking, cycling, public transit)
- Establish investment priorities
- Establish policies to support the plan and maintain the transportation network

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 will have three phases:

We are here

Phase 1: Foundation Building

Phase 2: Plan Development

Phase 3: Implementation and Reporting

Public and Stakeholder Engagement

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

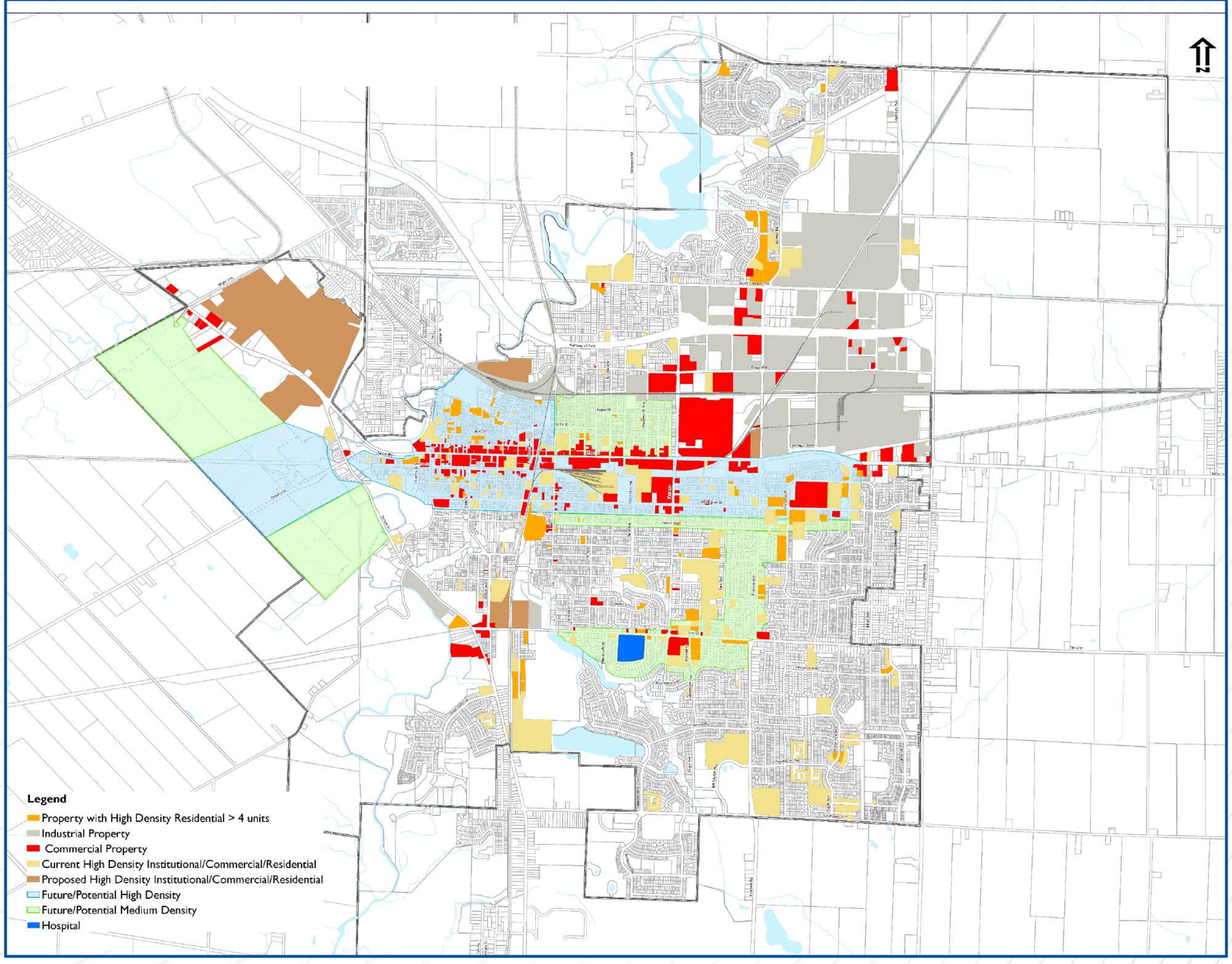
Why does St. Thomas need a TMP Refresh?

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

▶ Our community is :

- Growing by 10% more people 2016 to 2021
- Becoming more diverse and getting older.
- Undergoing changing work patterns for some.
- Seeing demand for high-density development in the downtown and elsewhere
- Welcoming new industrial development, which means planning for the movement of more people and goods within and to/from the city

Potential future growth patterns



Policy Context

Numerous transportation-related polices apply to or affect the study area:

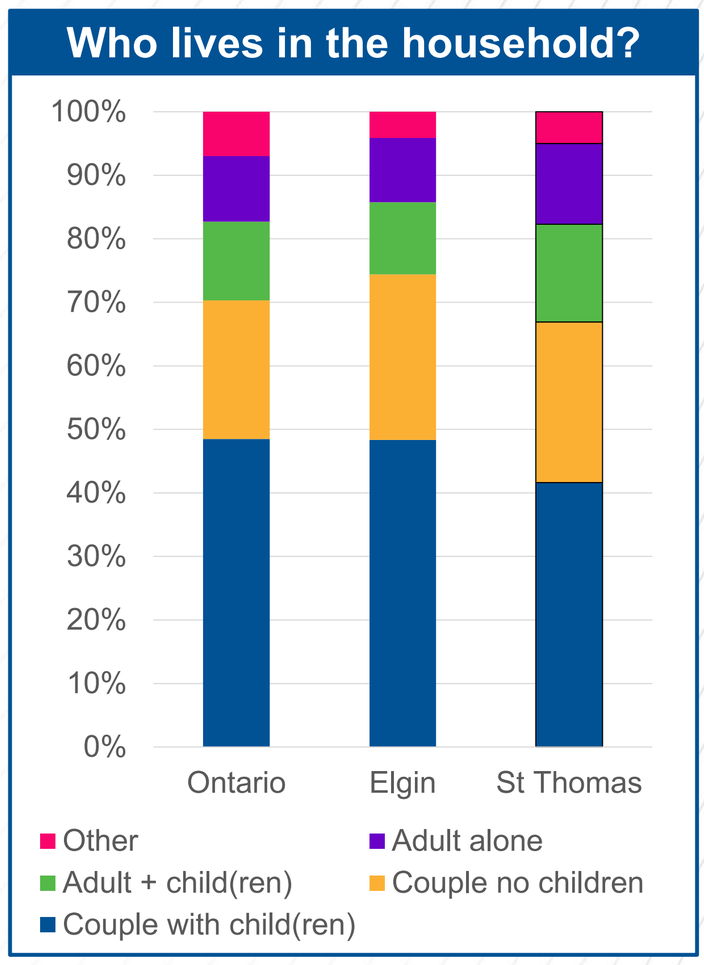
Province of Ontario	County of Elgin	City of St. Thomas
▶ Provincial Policy Statement ▶ Accessibility for Ontarians with Disabilities Act ▶ Ministry of Transportation Transit Supportive Guidelines ▶ #CycleON: Ontario's Cycling Strategy ▶ Ontario Trails Strategy	▶ Official Plan ▶ Strategic Plan ▶ Transportation Master Plan (*on hold*) ▶ Roads Plan & Policies ▶ Cycling Master Plan *St Thomas is not part of the County of Elgin, but its policies influence travel to/from the city.*	▶ Official Plan (*under review)* ▶ Urban Design Guidelines (*draft*) ▶ Council's Strategic Plan 2024-2027 ▶ Cycling & Trails Plan ▶ Transit Strategic Plan

- **Policy environment promotes:**
  - Integrated planning of transportation and land use to accommodate long-term growth
  - Increased use of sustainable travel modes (walking, cycling, transit)
  - Improvements to safety for all transportation users
- **Official Plan sets strategic approach for transportation network:**
  - Maintain a hierarchal road network to serve existing and future development
  - Plan for widening of select roads
  - Pursue safe and secure pedestrian and bikeway system
  - Provide and encourage use of public transit
- **Planned transportation projects in Official Plan / other studies will be incorporated into this study**
  - Review and confirm need and suitability

Existing Conditions: Demographics

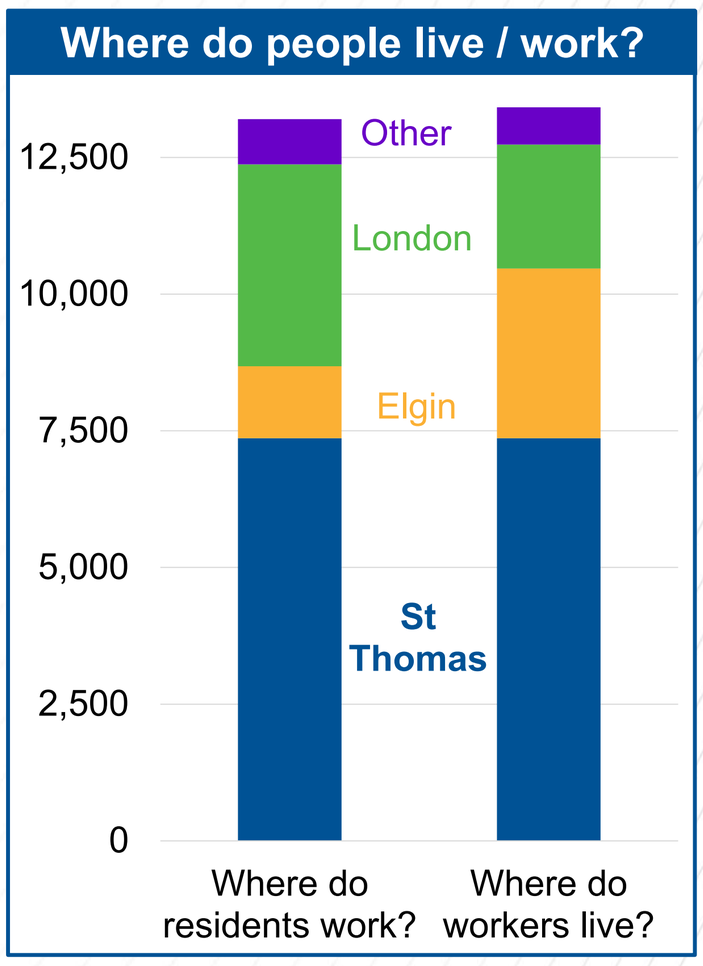
▶ Age / household composition

- St Thomas has fewer younger adults (age 20-45) than Ontario average
- More seniors, one-parent homes, childless households than average
- Demonstrates need to plan for wide range of ages and user types



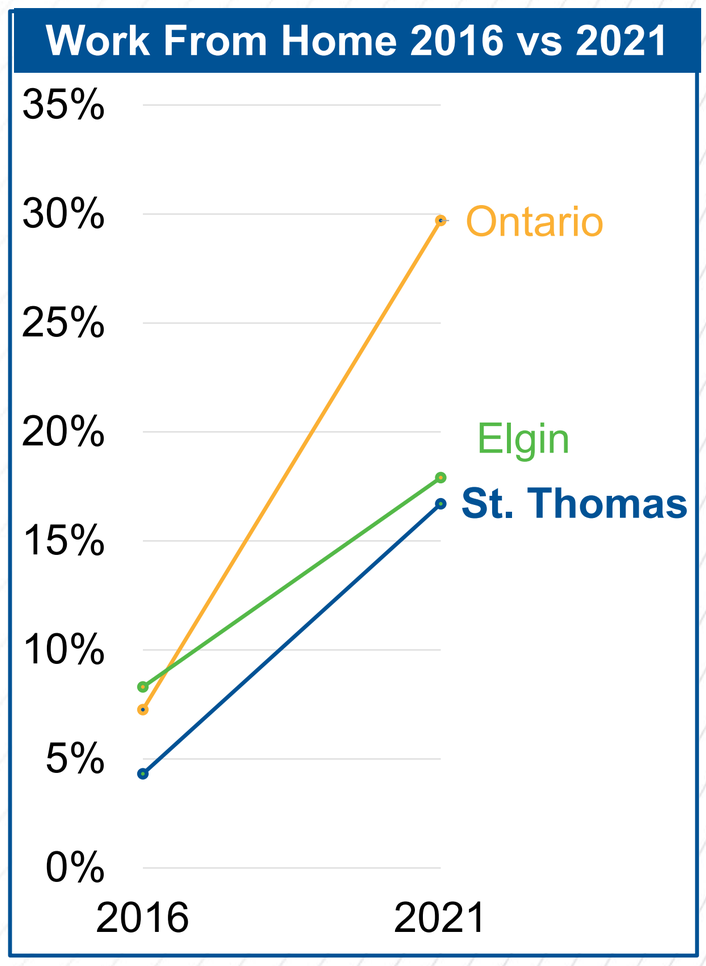
▶ Commuting

- Over half of residents work within city
- Roughly equal numbers commute into St Thomas as commute out Out-commuters mostly going to London
- Non-residents working in city come from equally from Elgin and London
- Shows need to balance needs to travel within and to/from City



▶ Working from home

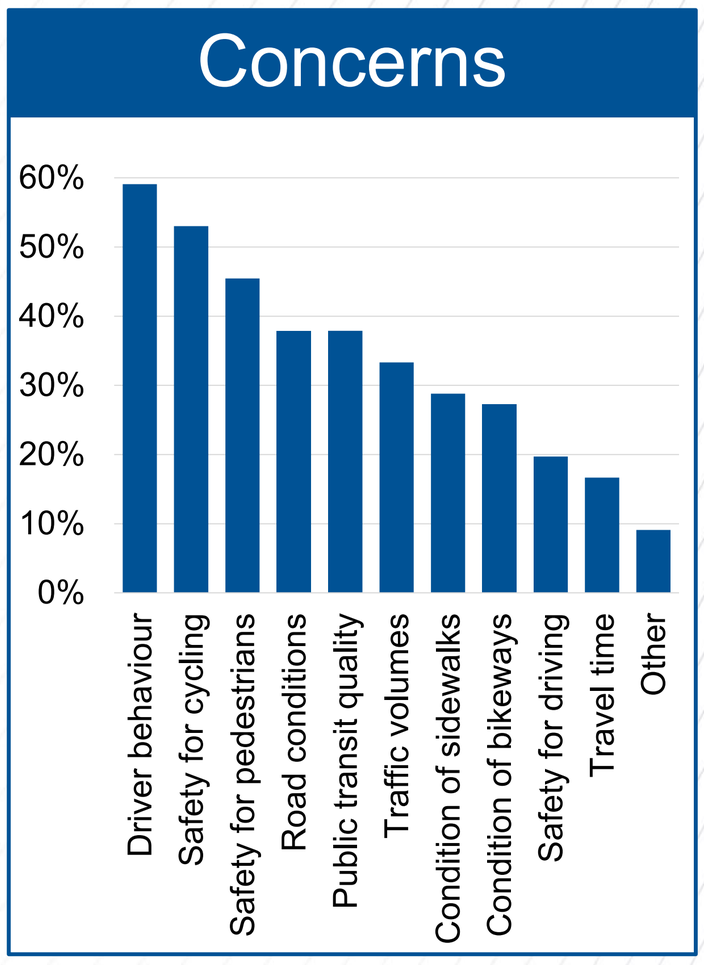
- Numbers have increased, but less than elsewhere in Ontario
- Manufacturing, education, healthcare jobs are in-person
- “Work at home” includes people who attend workplace some days



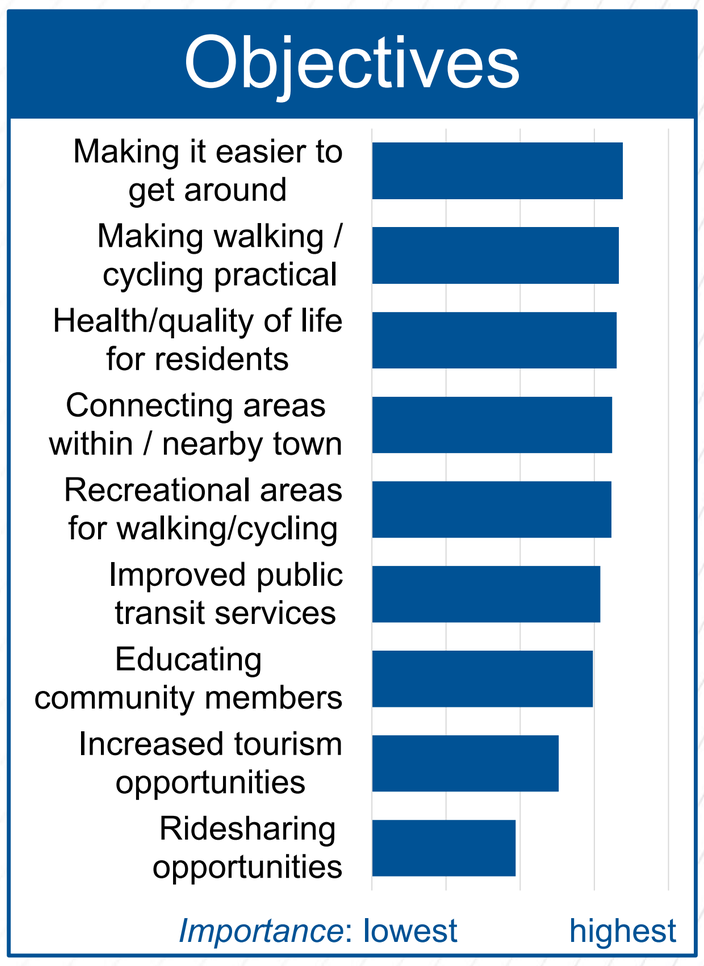
Data source for charts: 2021 Census.

What We've Heard: Survey Results to Date

- **78 responses so far**
- **Most common concerns were driver behaviour and safety**
  - Other common concerns were roadway conditions, public transit quality, and traffic volumes



- **Preferred objectives were ease of travel and making walking / cycling practical options**
  - Health / quality of life, connecting to areas in/near the City, and improved public transit also scored highly



- **Key Observations**
  - Clear direction to change driver behaviours / improve safety
  - Improvements to sustainable modes (walking, cycling, transit) important
  - Extra road capacity (*not shown*) viewed as less important

Have your say!

Scan QR Code to take online survey

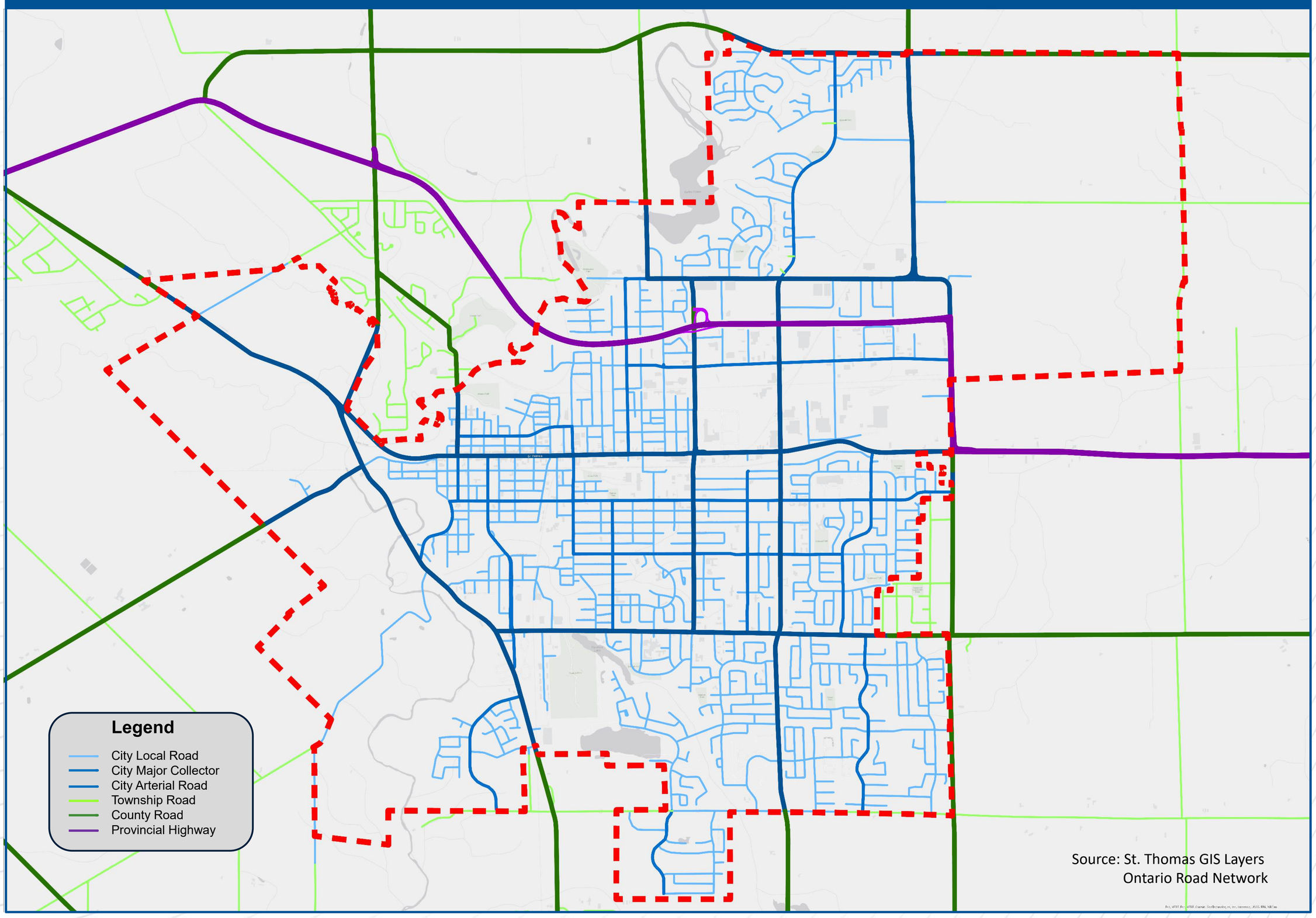
or visit

www.stthomas.ca/Transportation_Master_Plan_Refresh_2024

Existing Conditions: Road Network

- **Roads in study area are the responsibility of multiple governments**
- **Province**
  - Highway 3
- **Elgin County**
  - Sunset Drive (CR 4), Ron McNeil Line (CR 52), Southdale Line (CR 57), etc..
- **City**
  - All the remaining roads in city, classified into arterial (major roads), collector (intermediate roads) and local
  - City responsible for 192 km of roads (36 km arterial, 30 km collector, 126 km local)

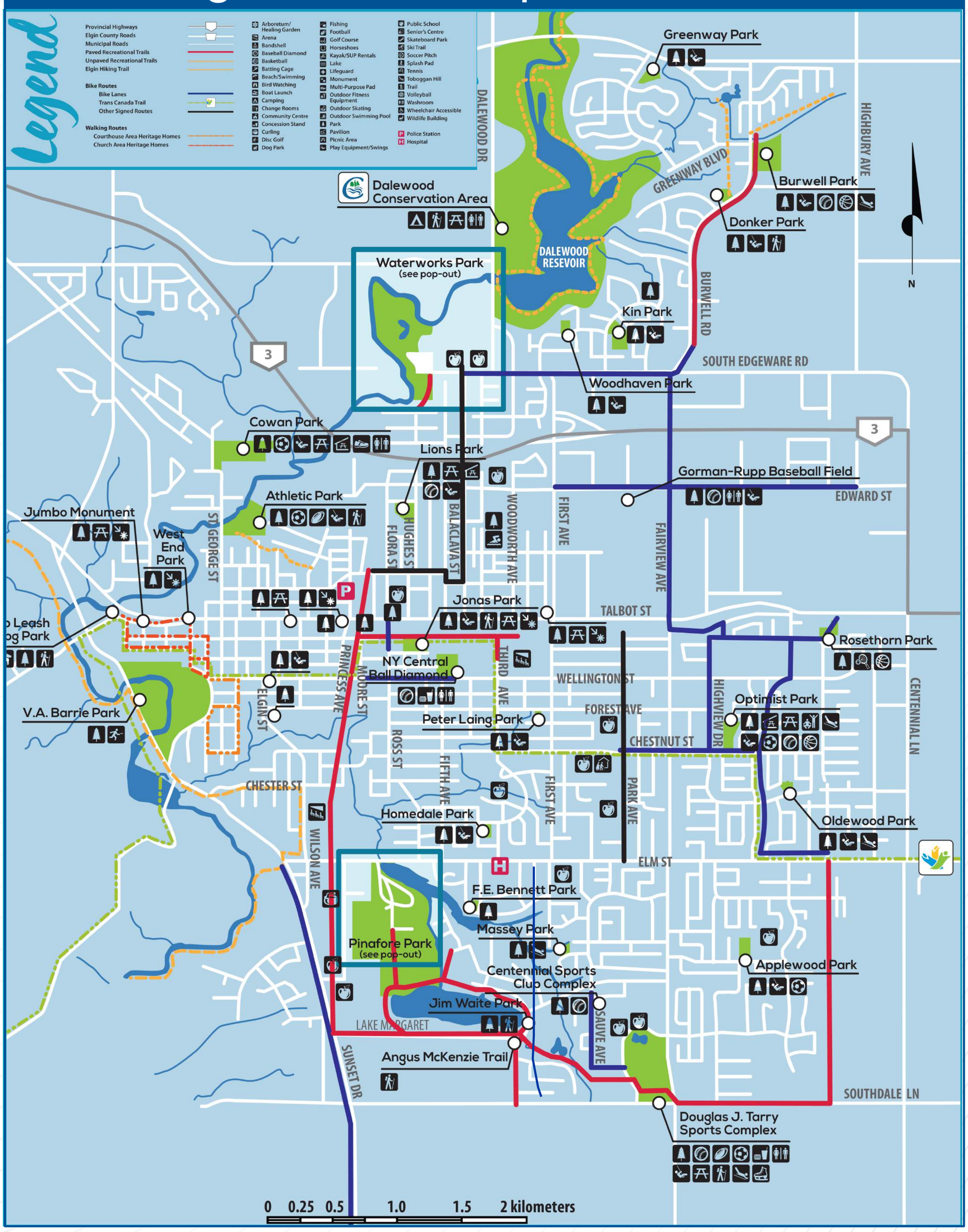
Road Classifications



Existing Conditions: Walking / Cycling

- **Types of facilities**
  - 207 km of sidewalks
  - 23 km of Multi-use trails
  - 13 km of marked bike lanes / paved shoulders

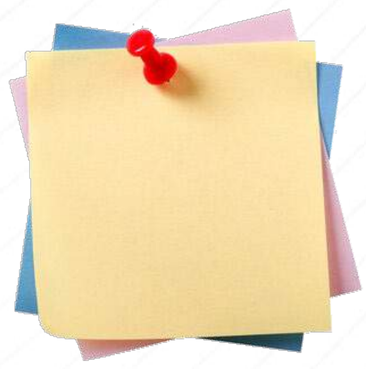
Existing Active Transportation Network



EXISTING CONDITIONS: Walking / Cycling – What's needed?

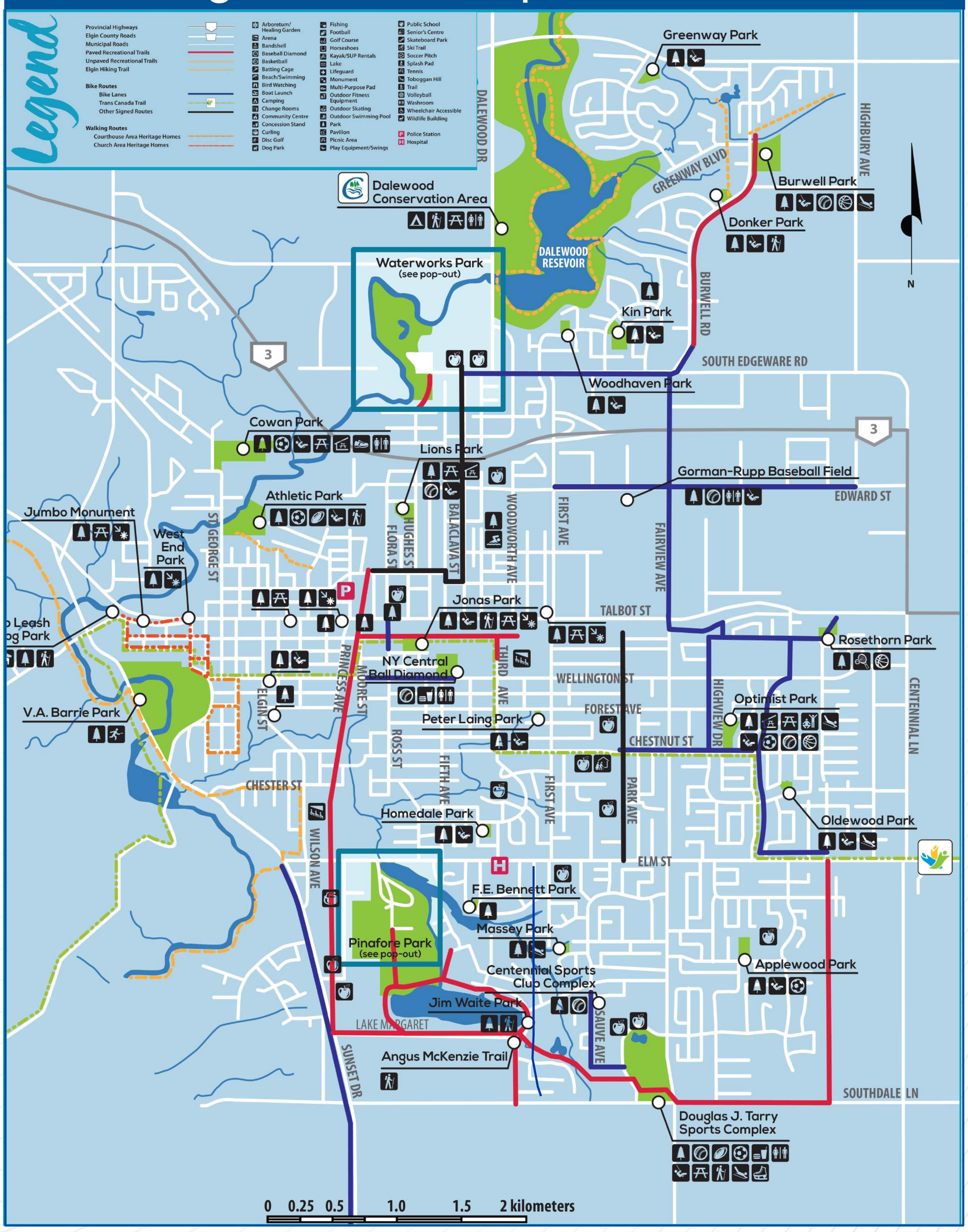
What would encourage you to walk / cycle more?

Should the city build missing sidewalks in neighbourhoods?



What types of facilities do you prefer to cycle on?

Existing Active Transportation Network



Existing Conditions: Public Transit

▶ New Inter-Regional Service

- Provides 4 trips per day to and from London

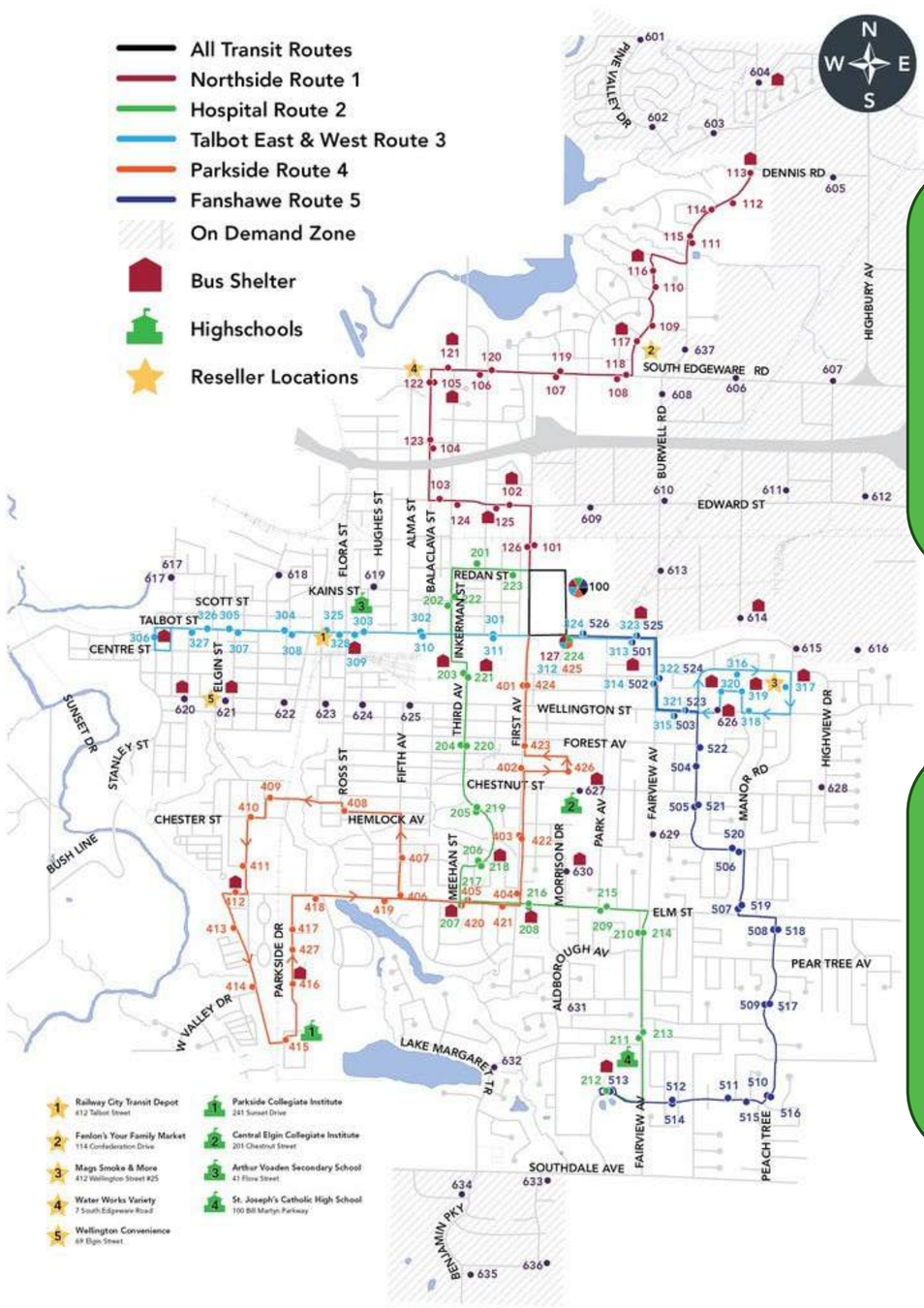


▶ Local Service

- 7 days per week
- 5 fixed route
- 2 on-demand zones
- 150 bus stops; 25 bus shelters
- 95,000 passengers per year
- 10 fully accessible, low floor vehicles

Existing Public Transit Network

LOCAL MOTION
RAILWAY CITY TRANSIT



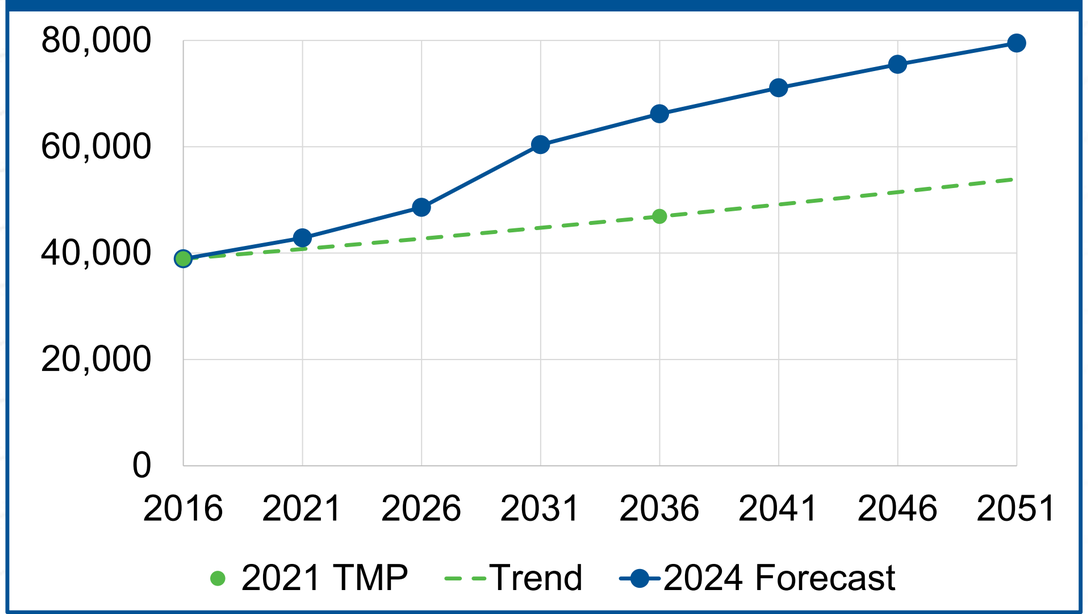
What would encourage you to use transit more often?

What should transit service look like in 2051?

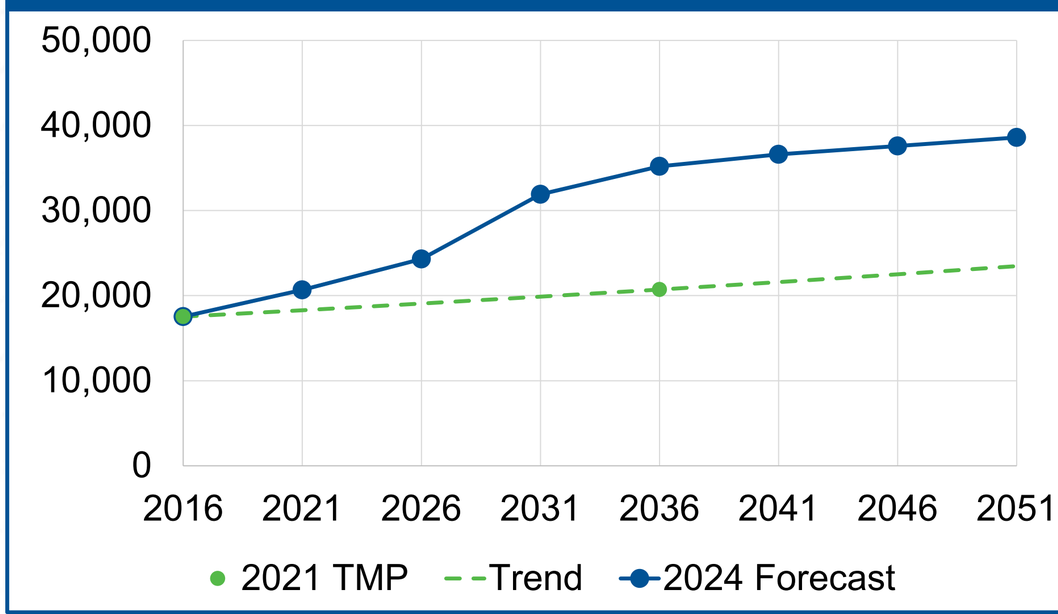
Future Conditions: Growth Forecasts

- **Population and employment growth is higher than was envisioned in 2021**

Population forecasts

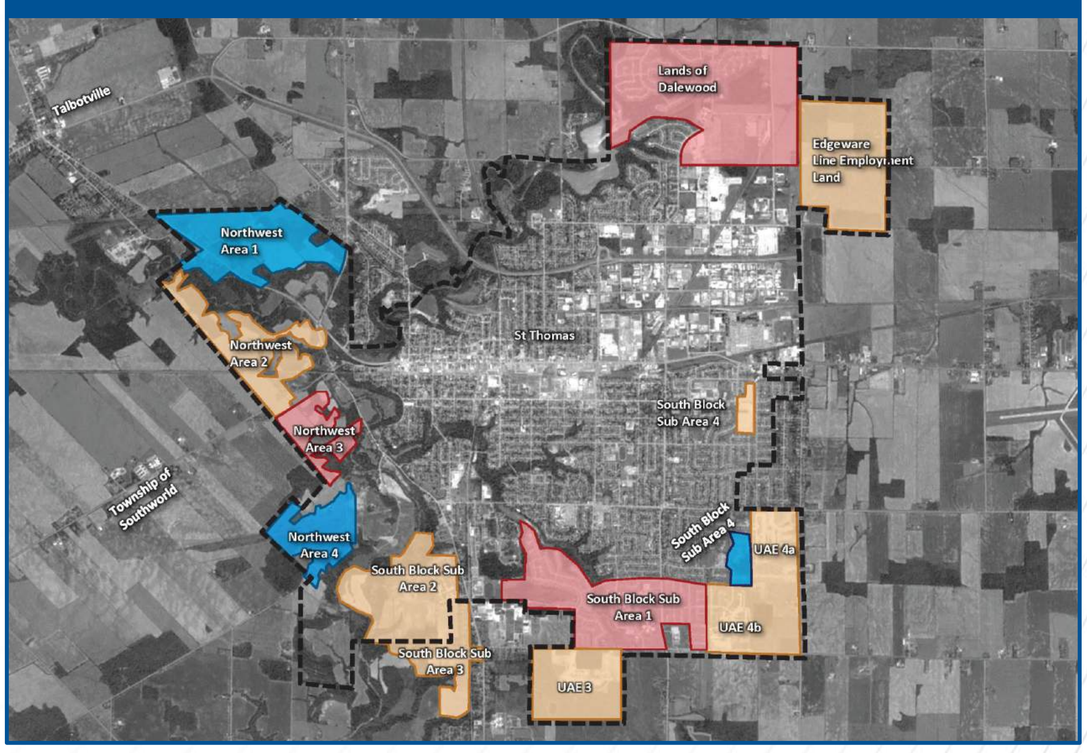


Employment forecasts

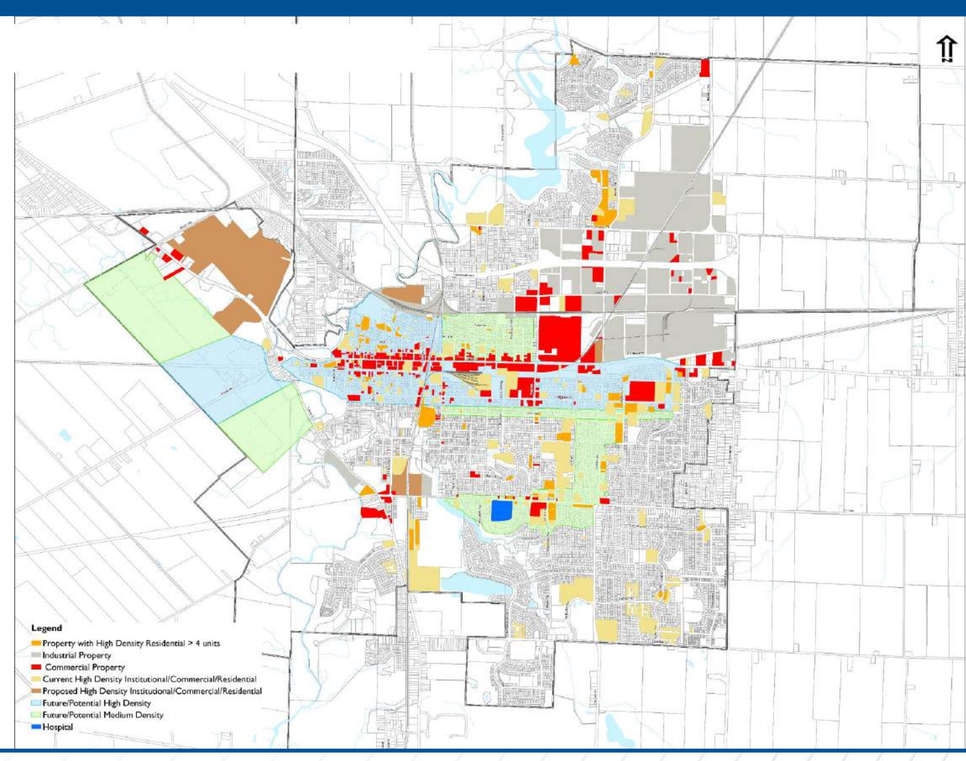


- **The location of growth influences travel demand patterns**
  - Growth is expected in different places
  - Battery plant a key factor
- **TMP Refresh is planning for 36,000 new residents and 15,800 new jobs by 2051**

Future growth areas in 2021 TMP

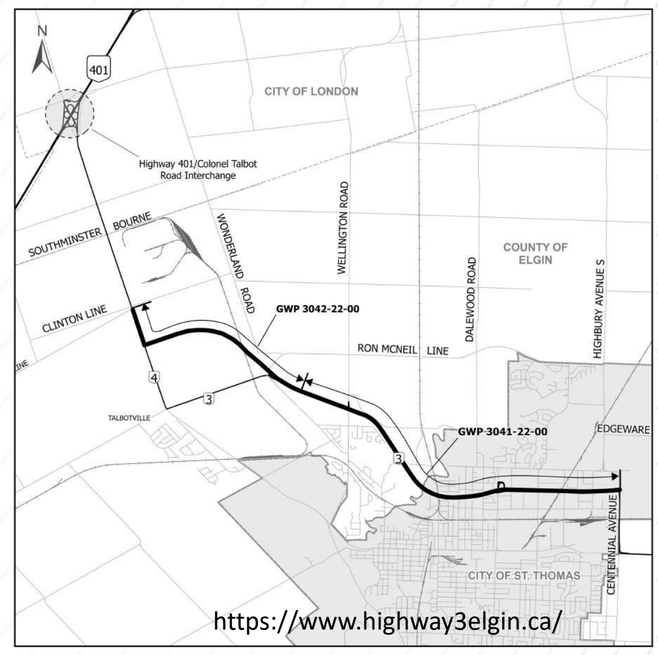


Updated growth areas



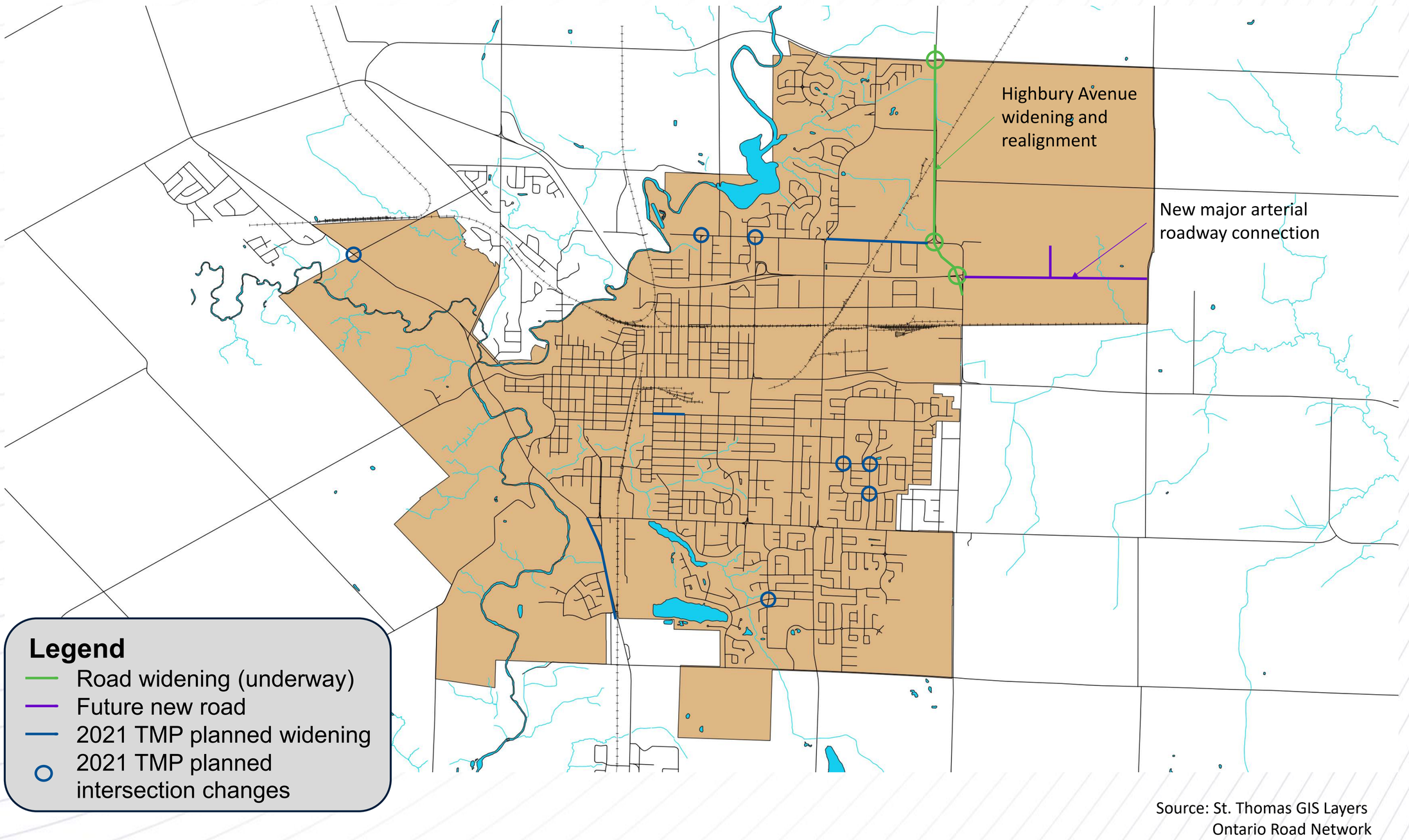
Future Conditions: Planned Road Improvements

- **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



- **City Projects**
  - Highbury Avenue widening under construction
  - New Major Arterial Road (EA Completed)
  - Other projects recommended in 2021 TMP to be confirmed as part of TMP Refresh

Planned City Road Improvements

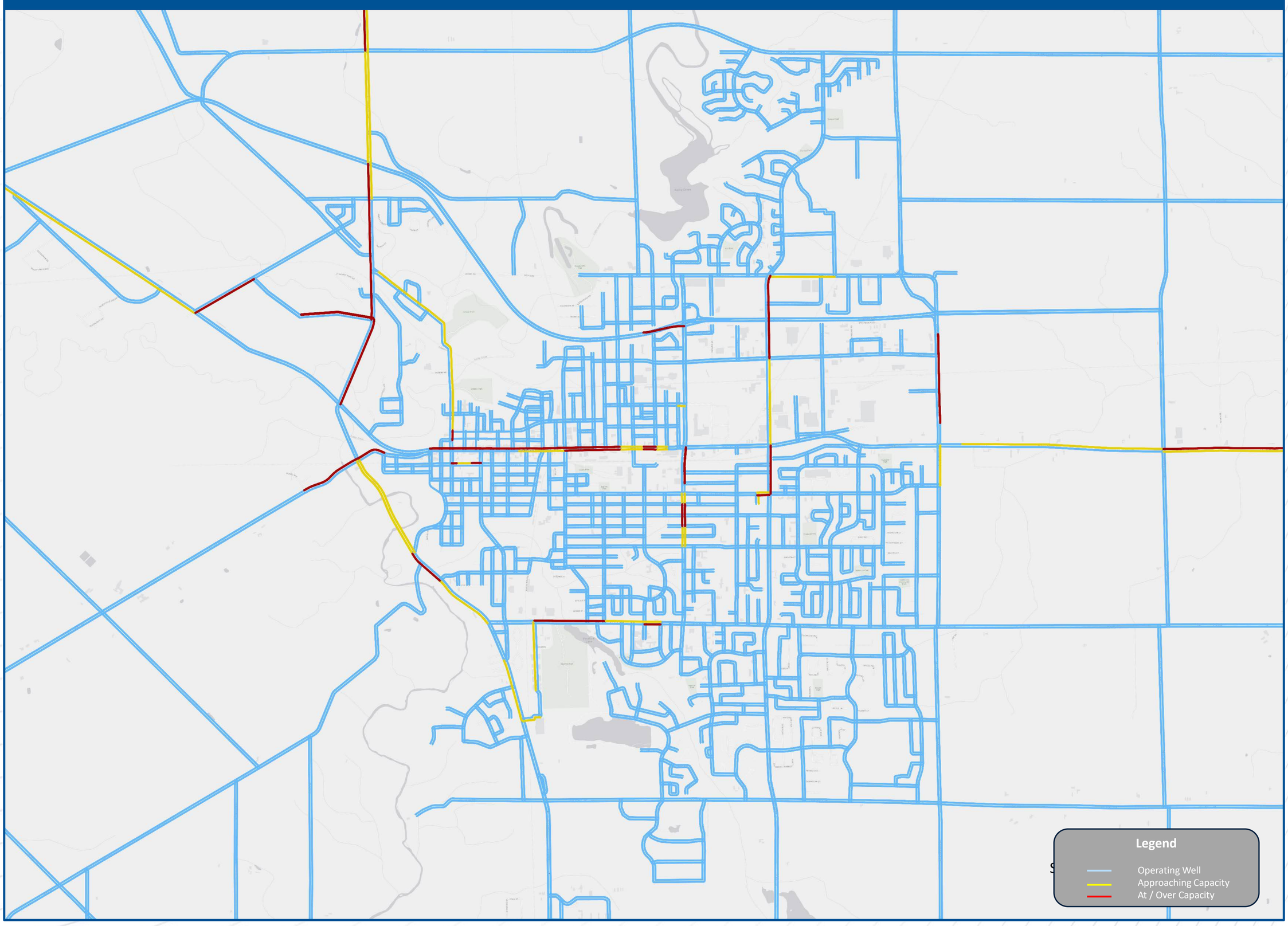


Source: St. Thomas GIS Layers
Ontario Road Network

Future Conditions: Road Network Performance

- **Growth in people and jobs will increase peak period travel demand by 96%**
- **Planned improvements will partially address planned growth**
- **Some roads will exceed capacity without changes to travel behaviour**
  - Talbot Street downtown
  - Burwell Road north of Talbot Street
  - First Avenue through downtown
  - Elm Street west
  - Wellington Road / Sunset Drive

Road Network Performance



Developing a Vision: What would you prefer?

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."

Do the vision and objectives reflect your vision of St Thomas in 2051?

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

Is there anything else that should be incorporated?

Potential Future Scenarios – Trips by mode of travel

Mode	2016	2021	2051: Status Quo	2051: Partial Shift	2051: Aggressive Shift
Auto	91%	93%	91%	87%	83%
Transit	1%	0.3%	1%	4%	6%
Walk/bike	7%	5%	7%	8%	10%
Other	1%	1%	1%	1%	1%

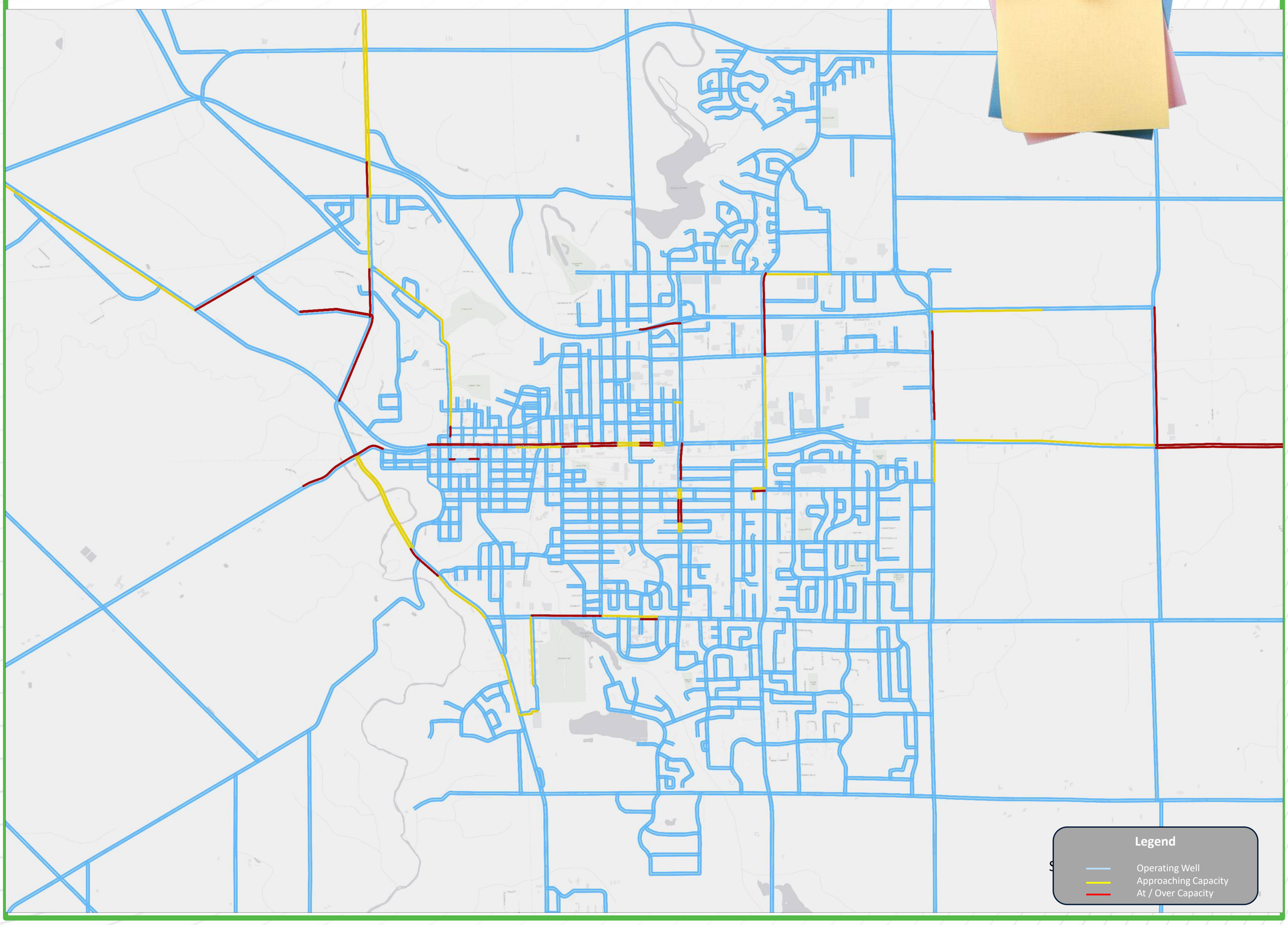
What is your preferred vision for transportation? Place a dot in the box that represents your vision

Status Quo	Partial Shift	Aggressive Shift

Future Conditions: Opportunities

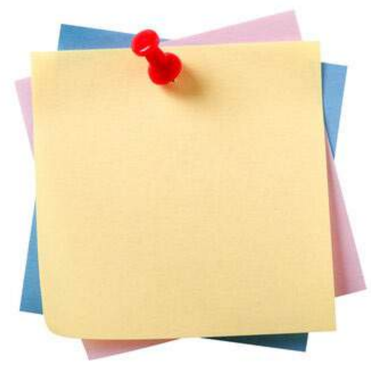
- **Manage Travel Demand**
  - Promote work from home for those who can
- **Promote alternative travel modes**
  - Transit – improve service, expand coverage
  - Walking – invest in sidewalks, paths, trails
  - Cycling – invest in separated bike lanes, paths, trails

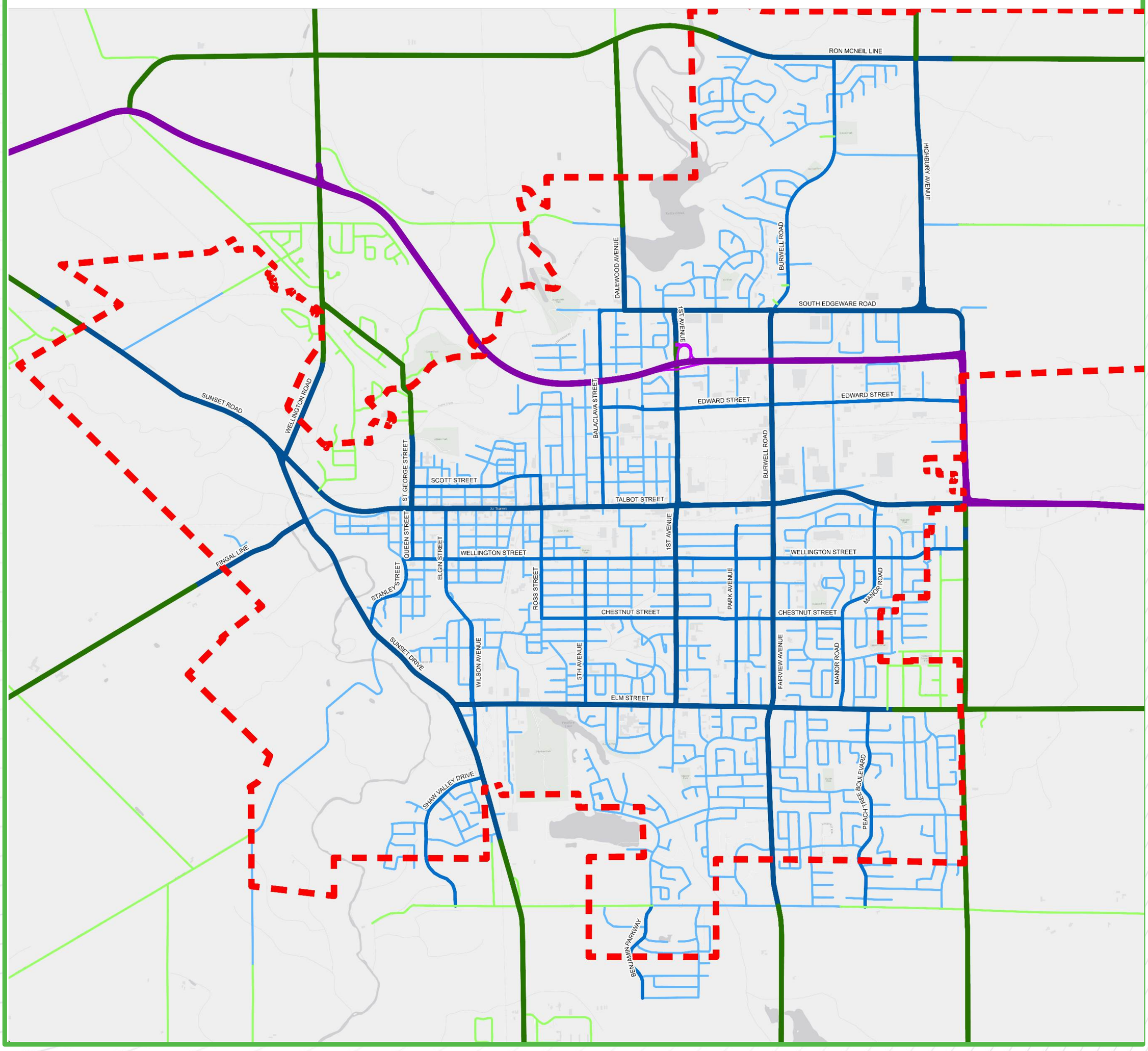
What are your thoughts on what needs to be planned for transportation in 2051?



Future Conditions: The Idea Zone

Where do you think road, transit, cycling or walking improvements are needed?





Next Steps

- **Consideration of feedback from public**
  - Complete technical analysis
  - Option development and evaluation
  - Develop Preliminary Infrastructure Recommendations
  - Develop Preliminary Policy Recommendations
  - Public Open House # 2 – Fall 2024

How do I get involved?

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Transportation Master Plan Refresh
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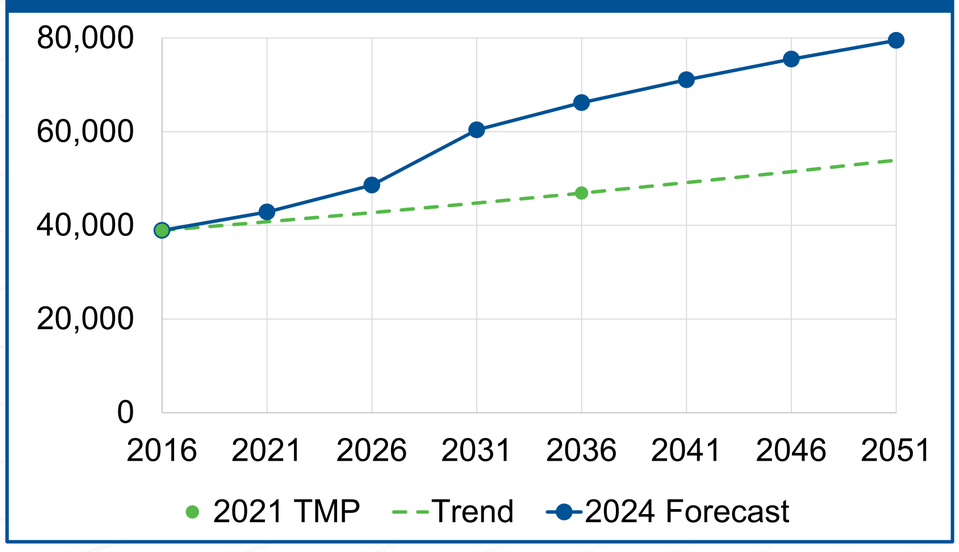
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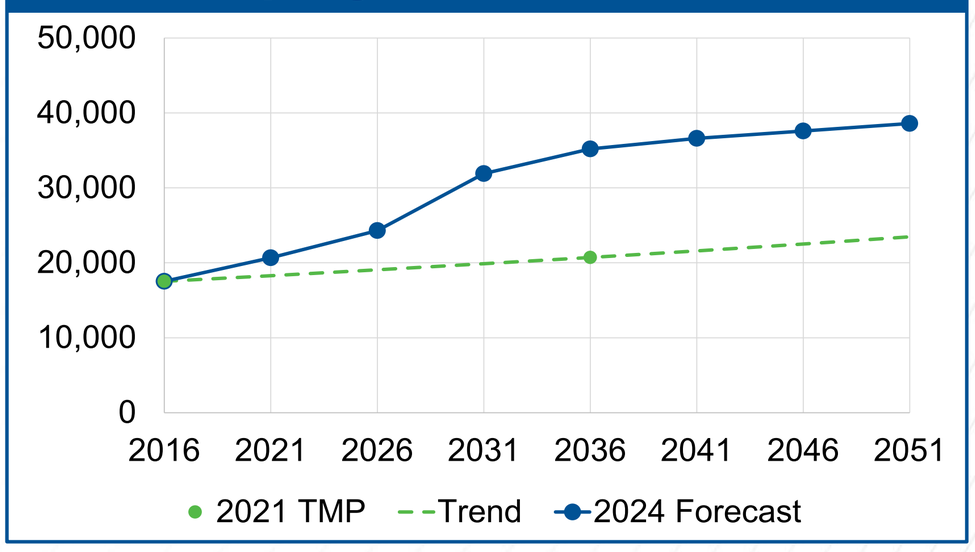
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Population forecasts



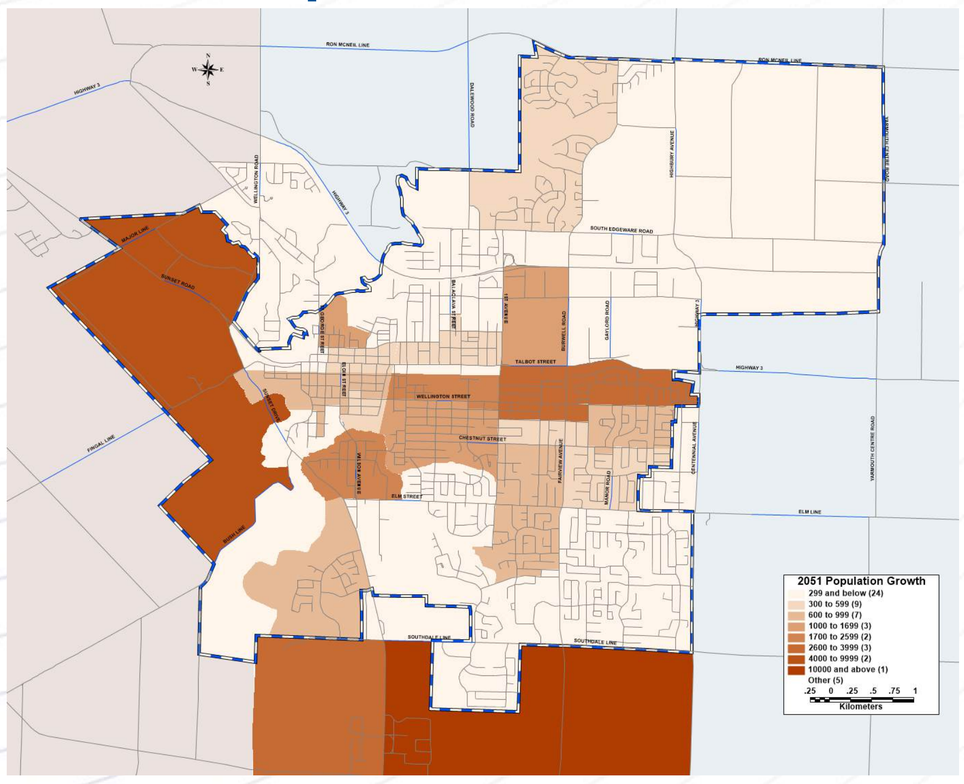
Employment forecasts



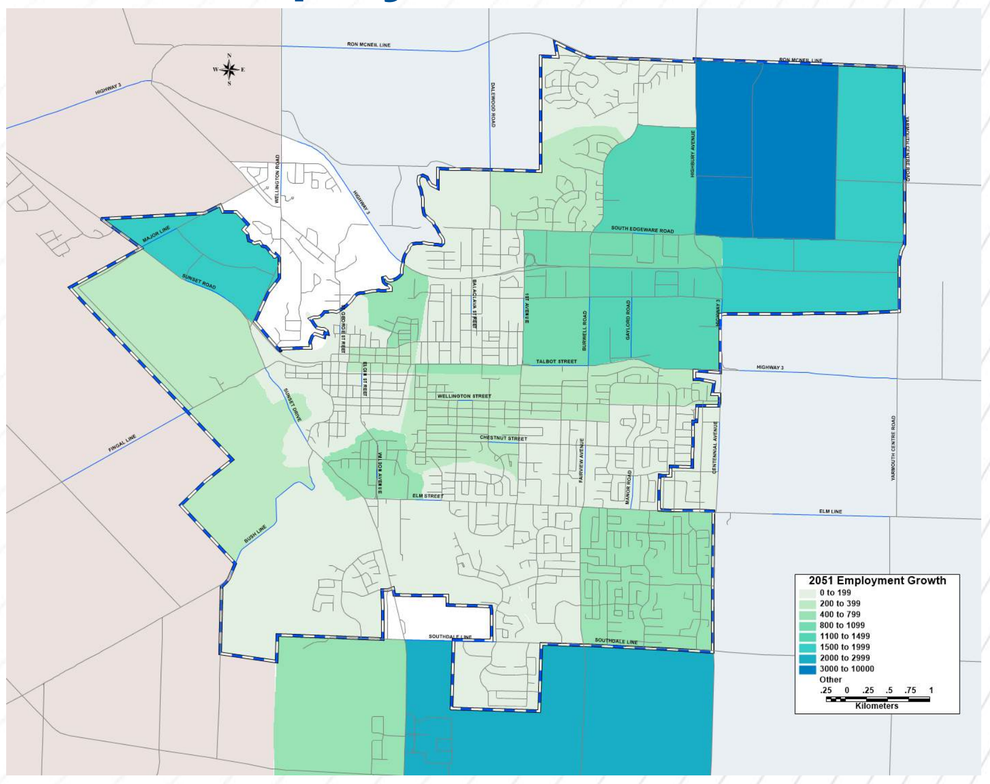
▶ Location of growth influences travel demand

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

Population Growth

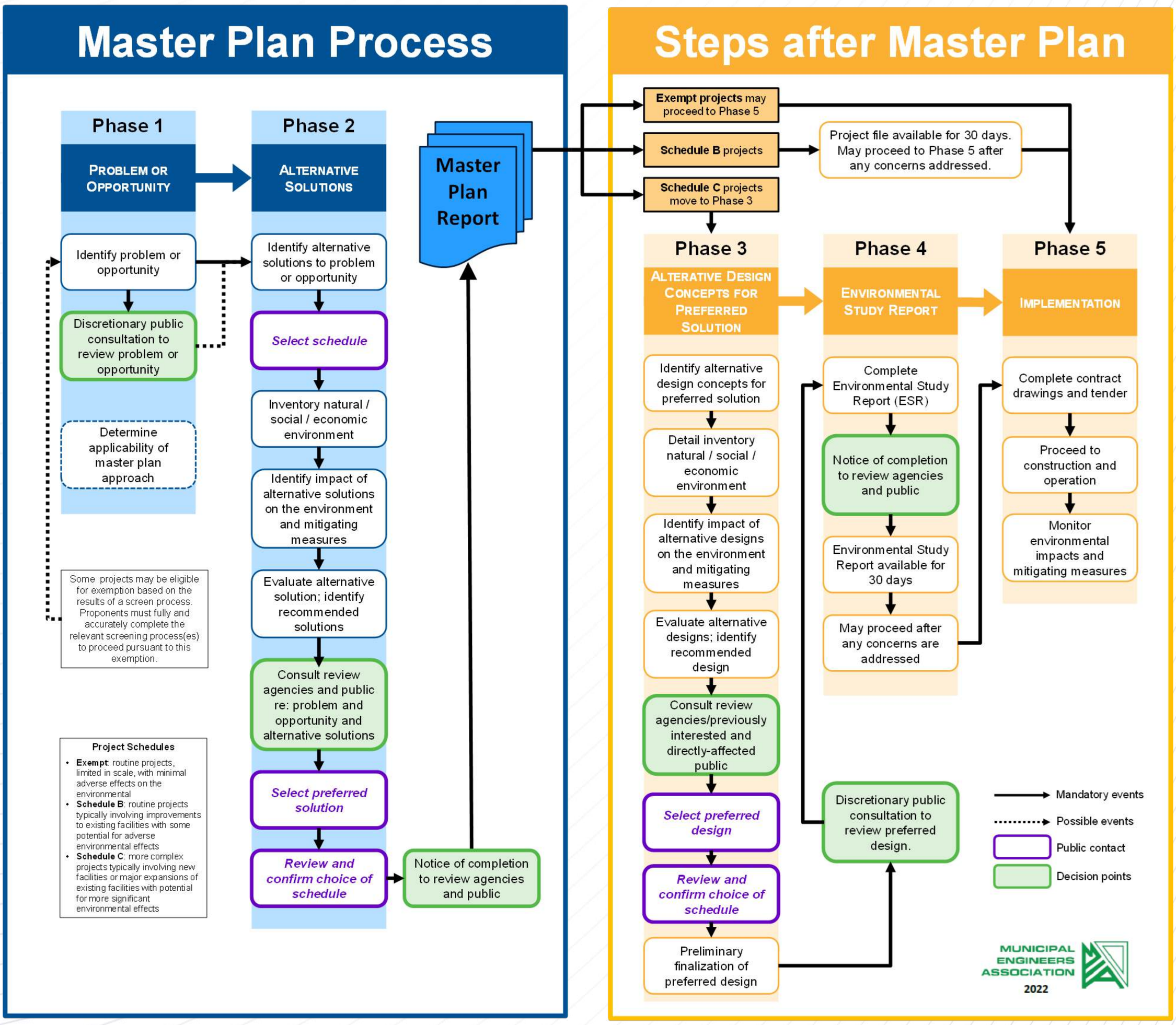


Employment Growth



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:

We are here

Phase 1: Foundation Building

Phase 2: Plan Development

Phase 3: Implementation and Reporting

Public and Stakeholder Engagement

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

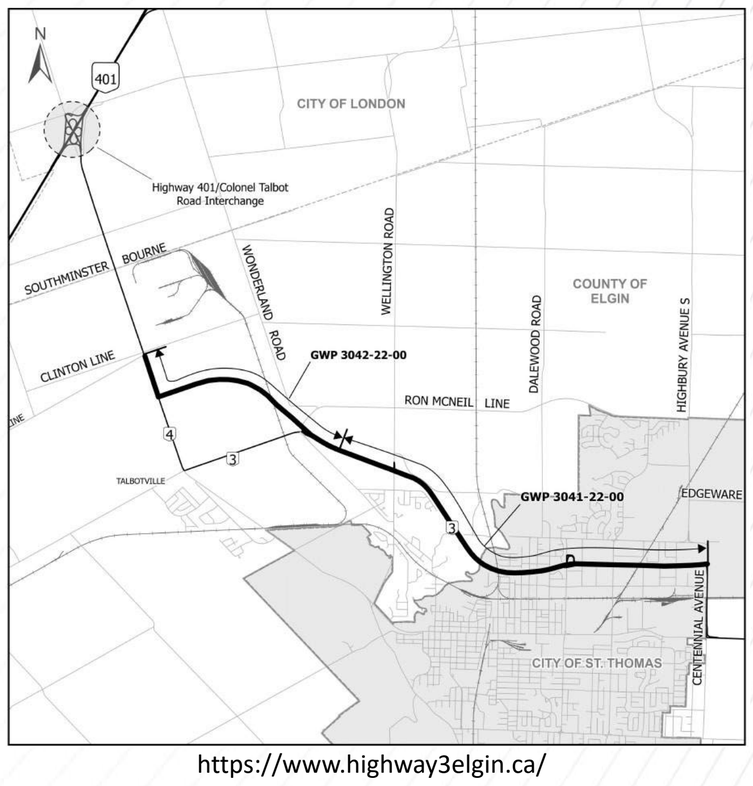
- **Road improvements**
  - Make what we have work better / safer
  - Synchronize lights / intersection improvements

- **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

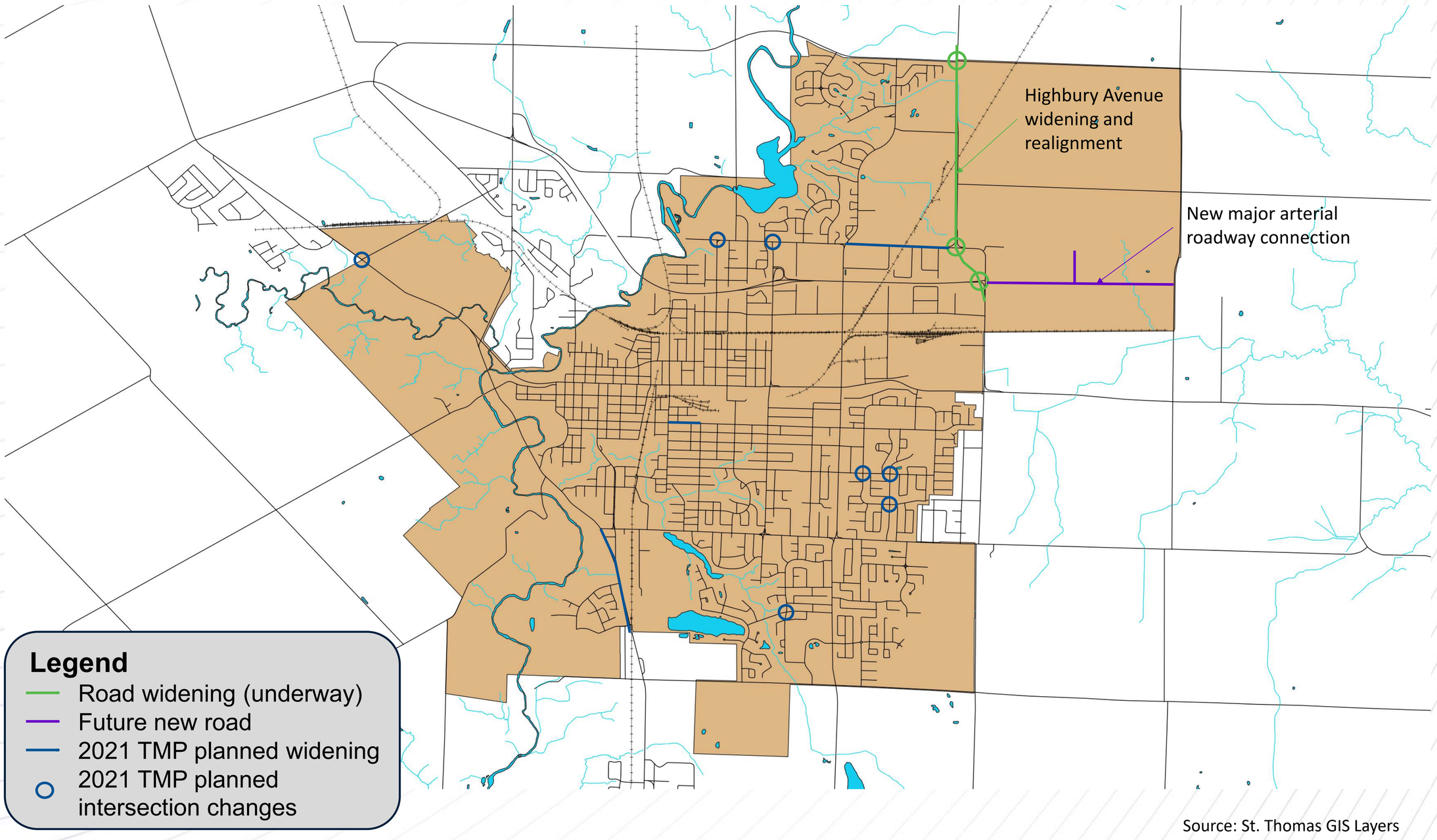
- **The Province has announced planned improvements to Hwy 3 and Hwy 4**
  - Widen Highway 3 to four lanes through St Thomas
  - Hwy 4 by-pass of Talbotville
  - Widen Hwy 4 to four lanes



https://www.highway3elgin.ca/

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

Planned City Road Improvements



Source: St. Thomas GIS Layers
Ontario Road Network

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

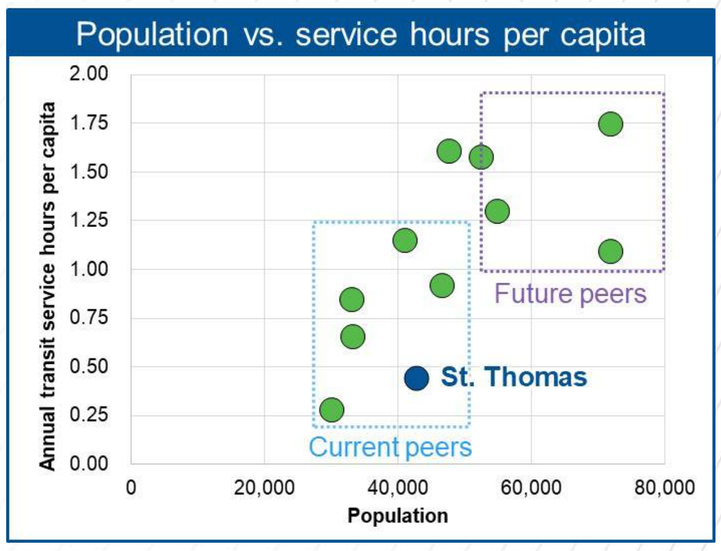
Trips by mode of travel			
Mode	2016	2021	2051 Recommended Aggressive Shift
Auto	91%	93%	83%
Transit	1%	0.3%	6%
Walk/bike	7%	5%	10%
Other	1%	1%	1%

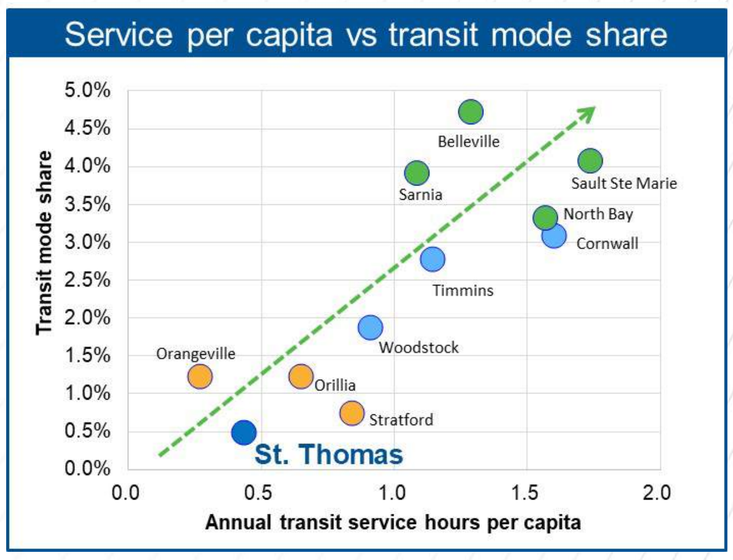
The TMP needs to develop a plan suitable for a community of 80,000 people

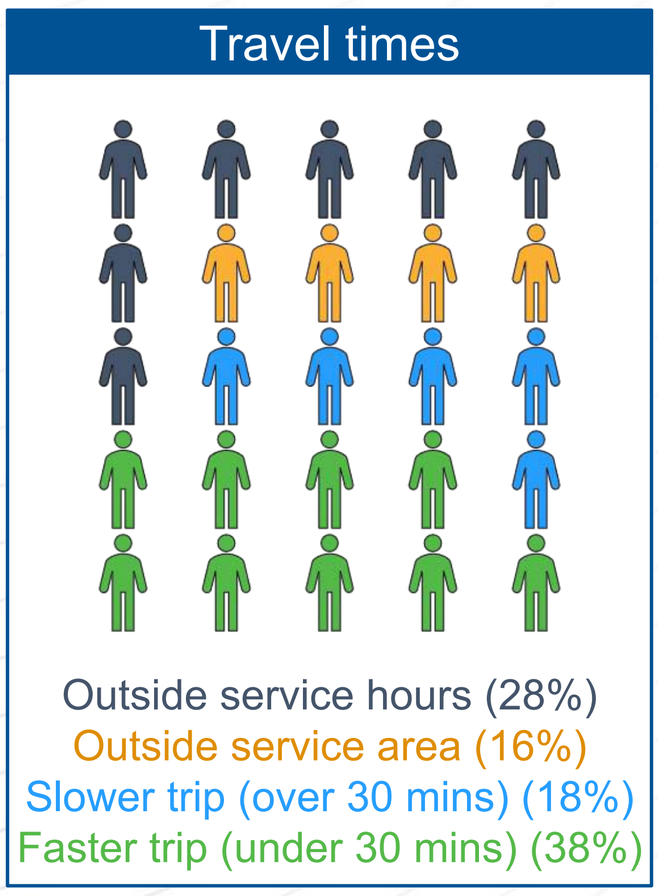
The TMP recommendations will support growth and achieve an Aggressive Shift in travel patterns by 2051

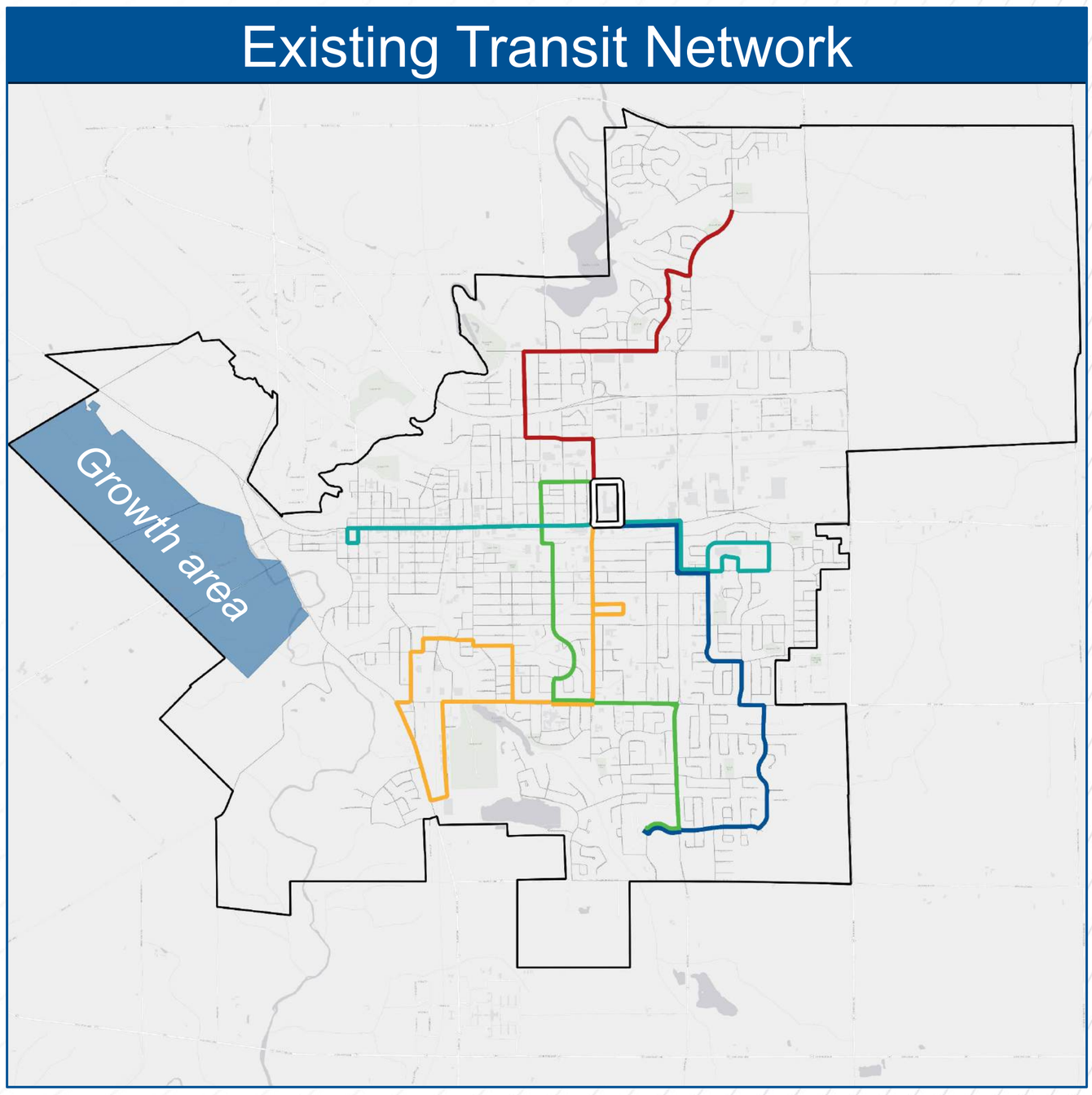
Preliminary Recommendations: Modernize and Enhance Transit

- **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





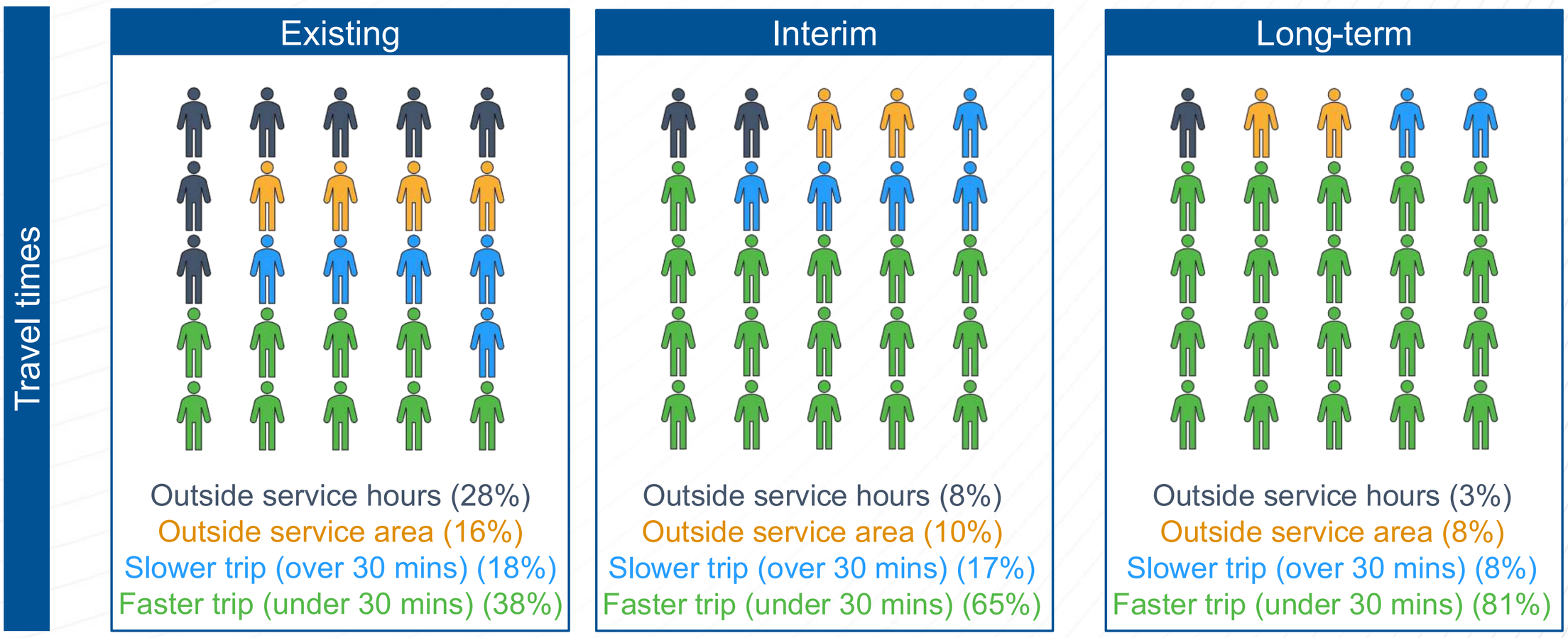




Preliminary Recommendations: Modernize and Enhance Transit

- **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

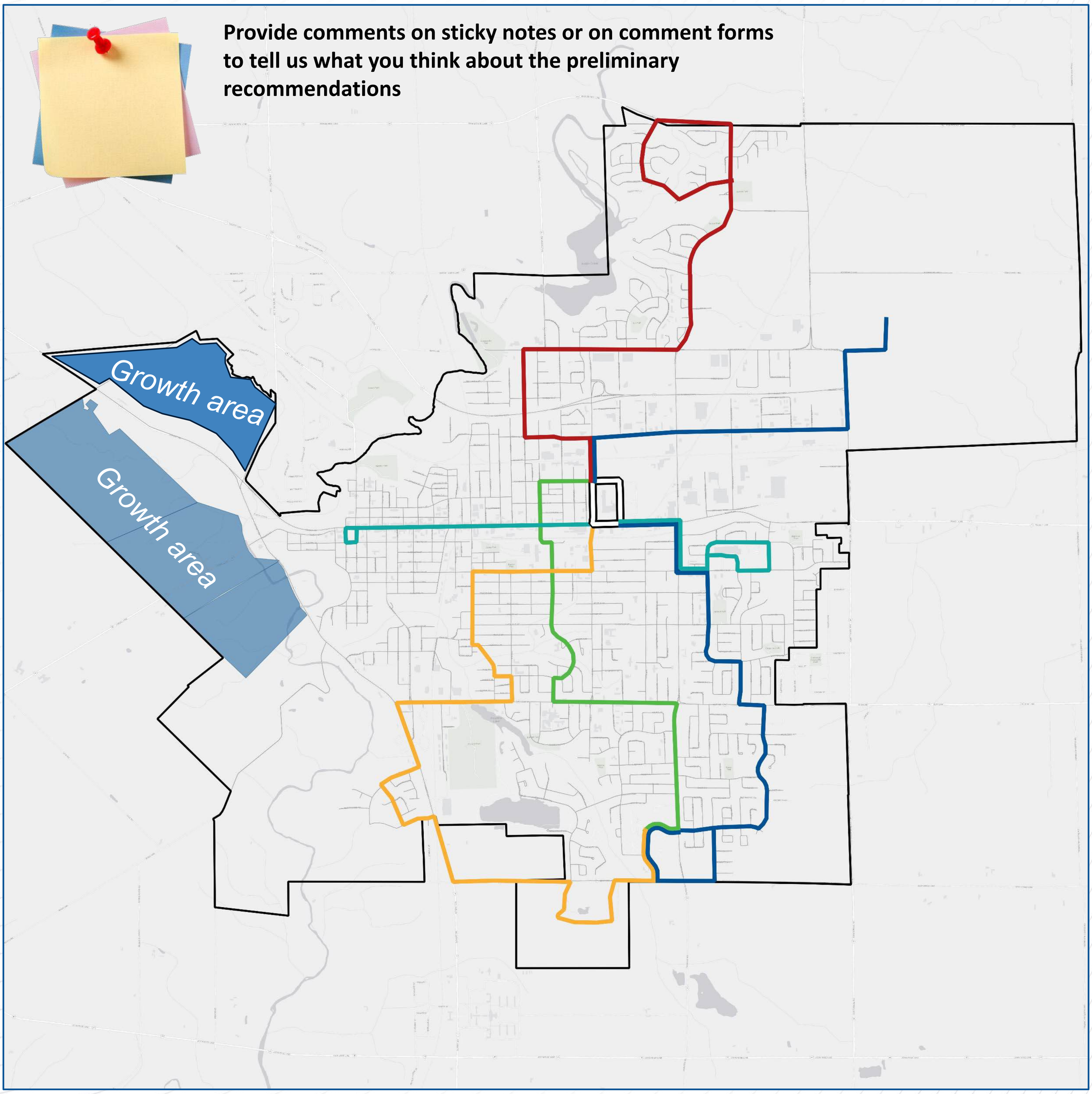
- **Transit Plan will improve access, reduce travel times, and increase ridership**



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**

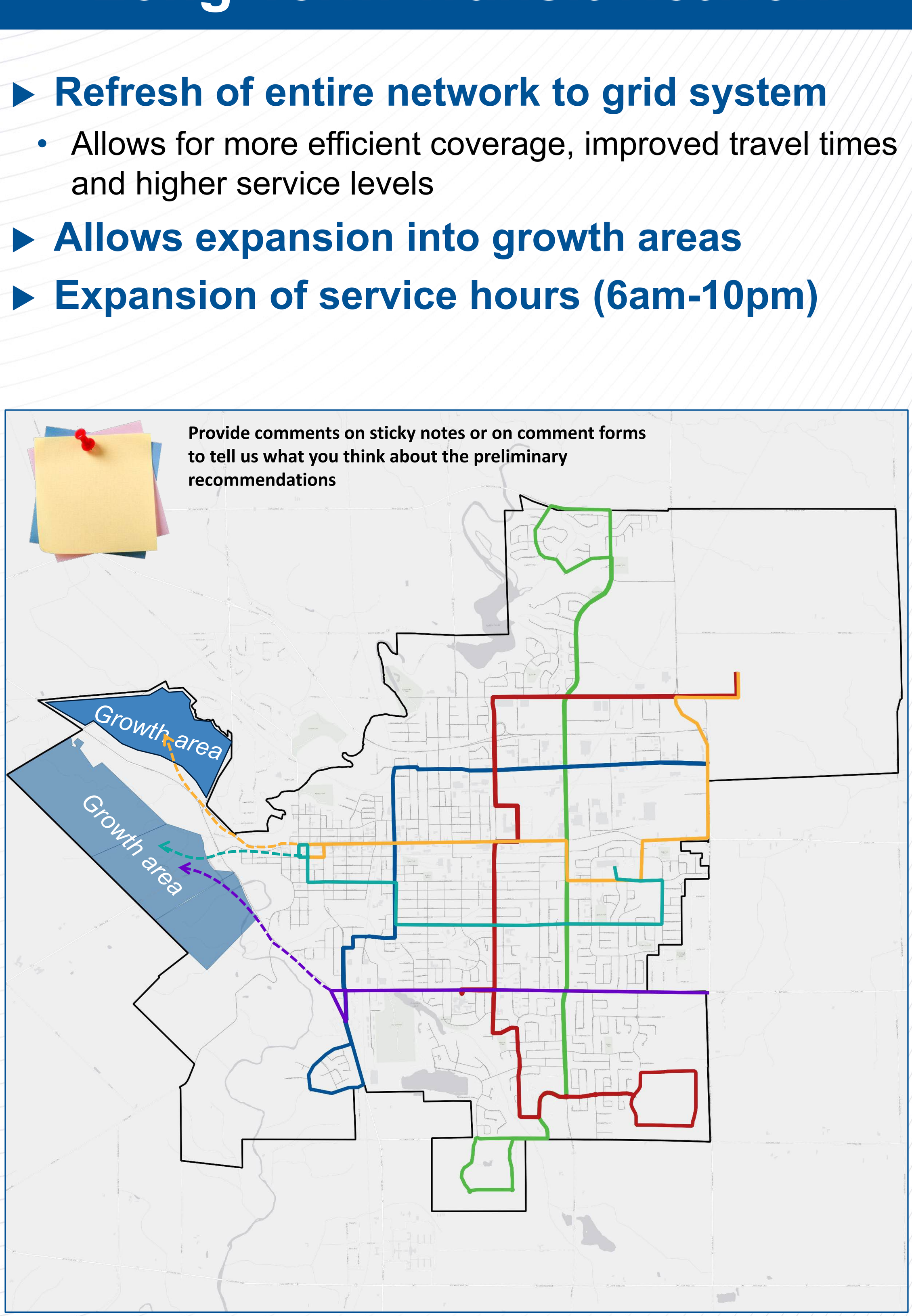
Preliminary Recommendations: Interim Transit Network

- 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)



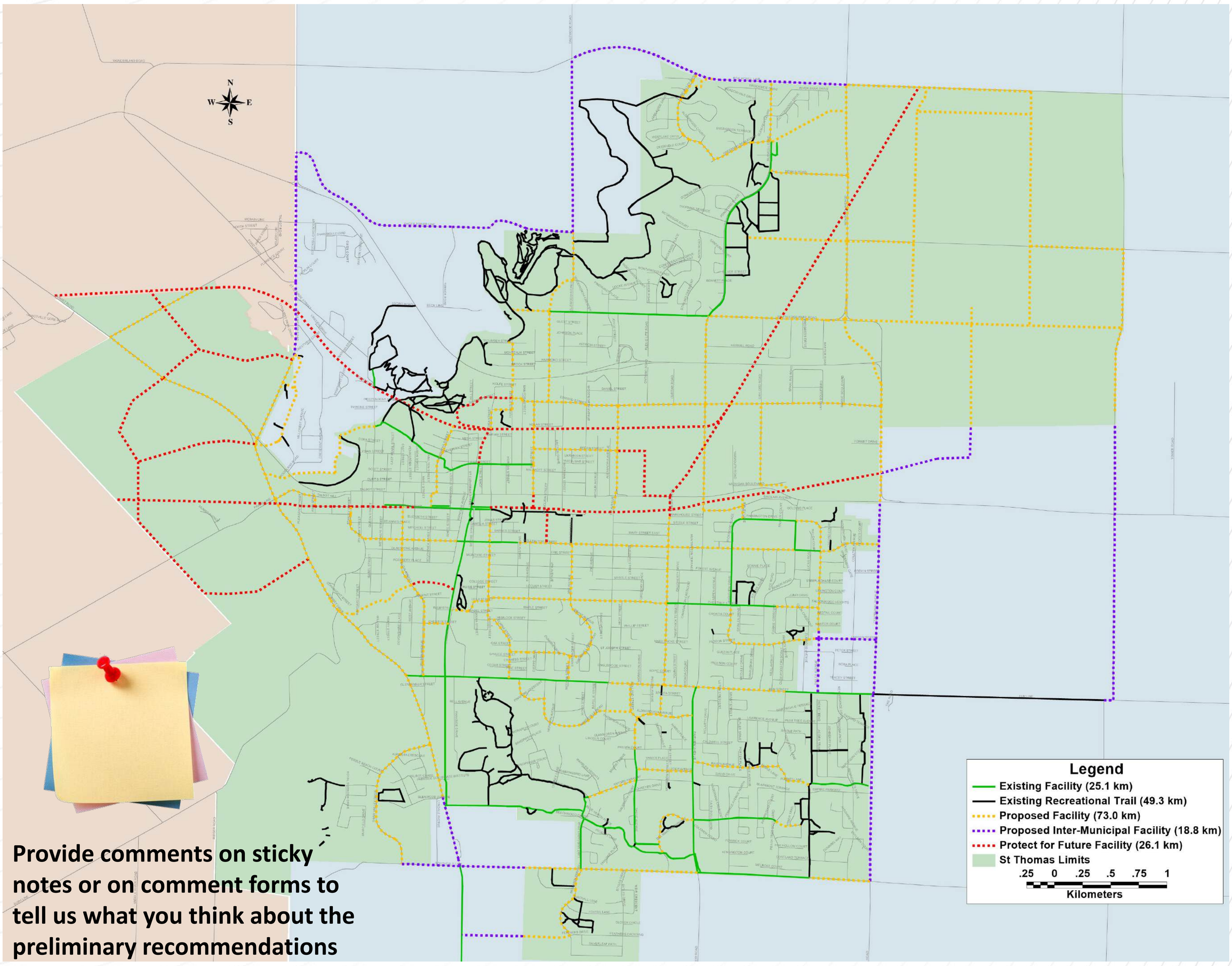
Preliminary Recommendations: Long-Term Transit Network

- **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

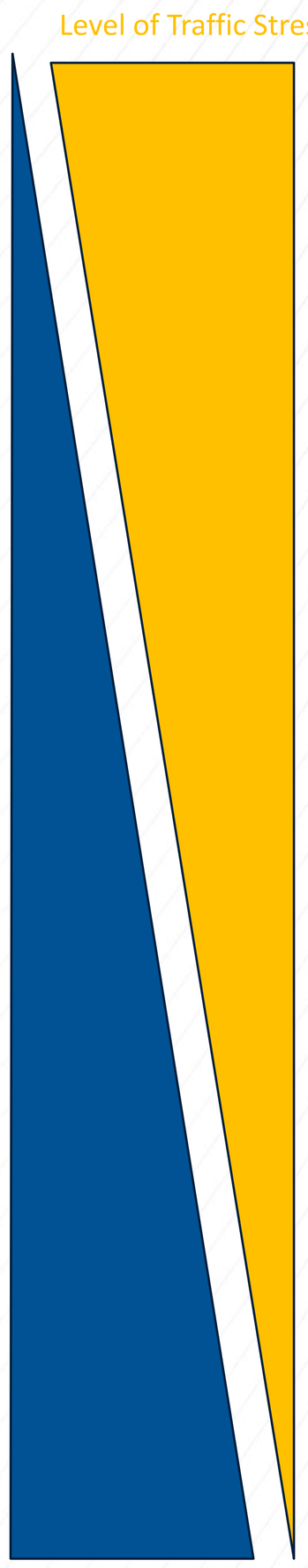


On Road Multi-Use Path



Off Road Trail



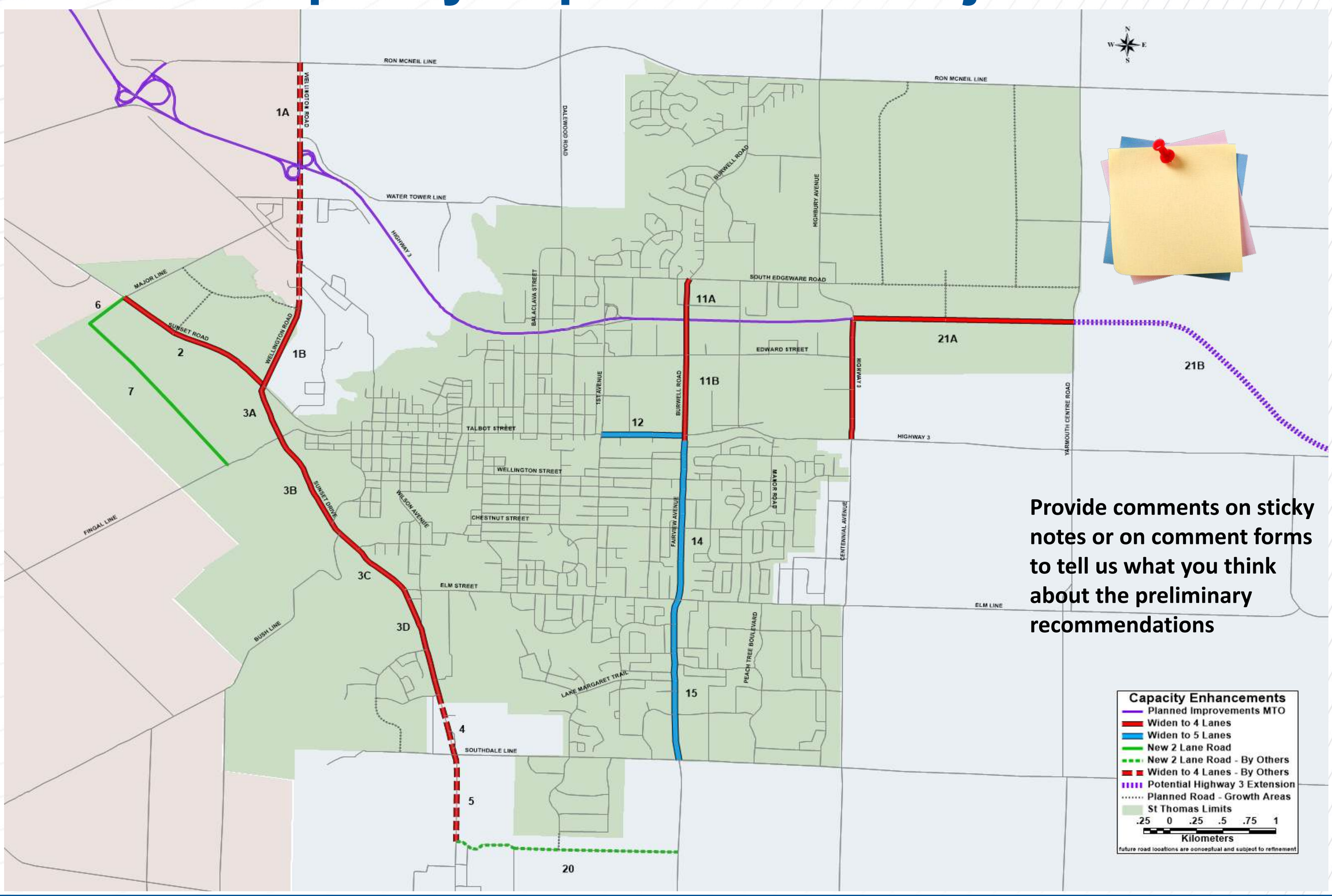


Implementing the Active Transportation Network:

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



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

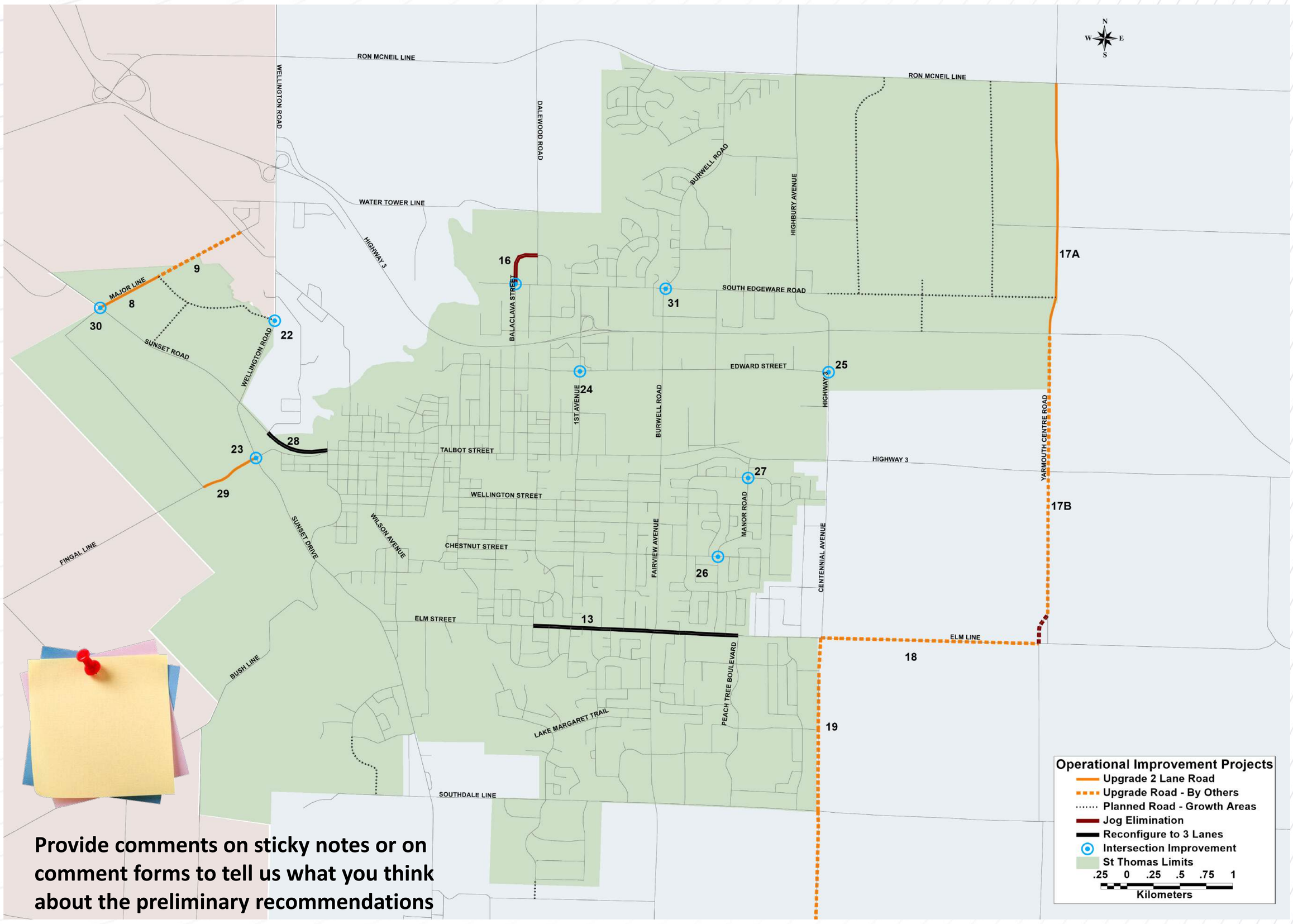
Implementation:

- 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



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

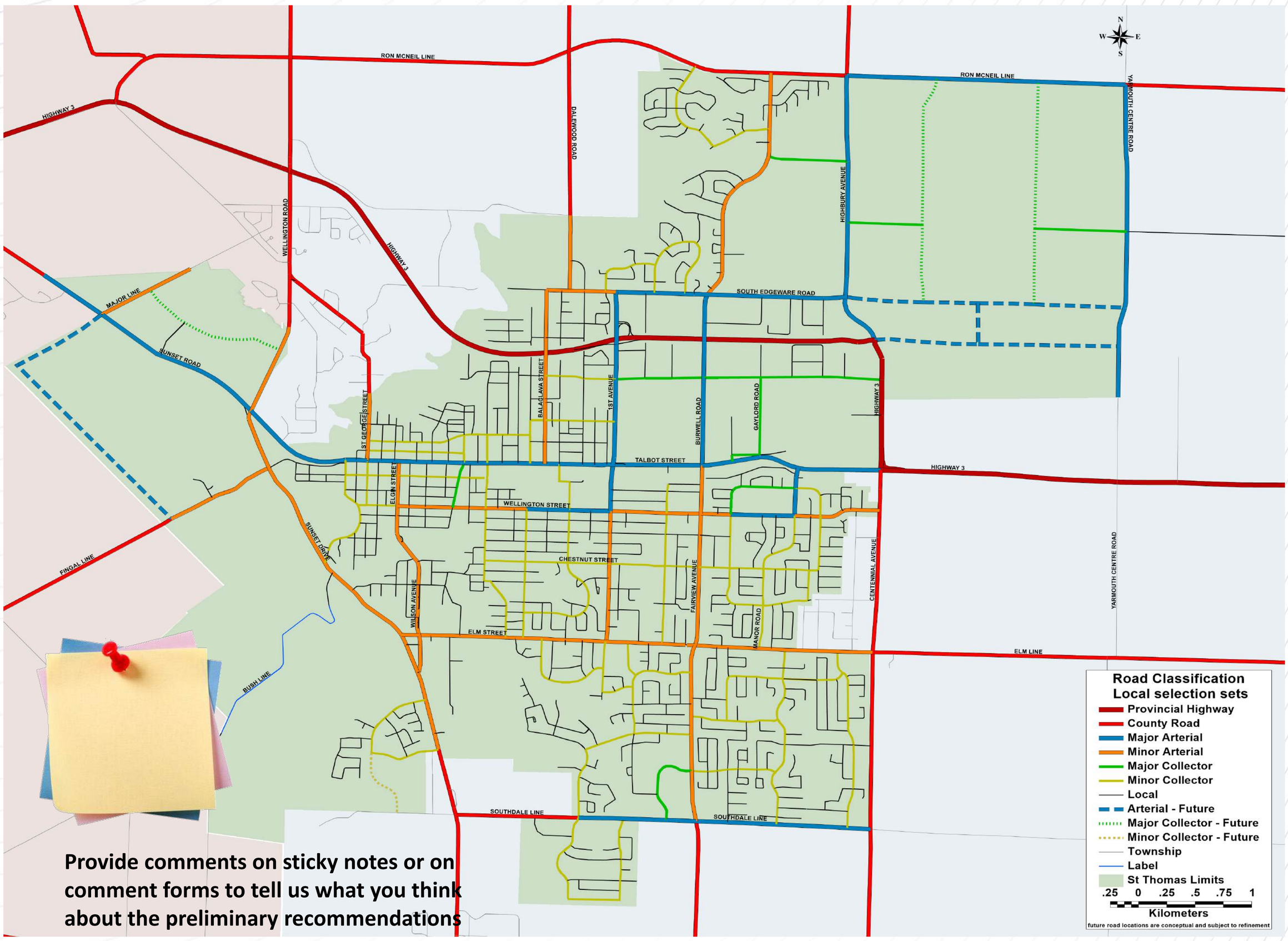
▶ Implementation:

- 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 Edgewar 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 / HighviewDrive 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

Recommended Road Network Classification



Roadway Types and Movement Priorities

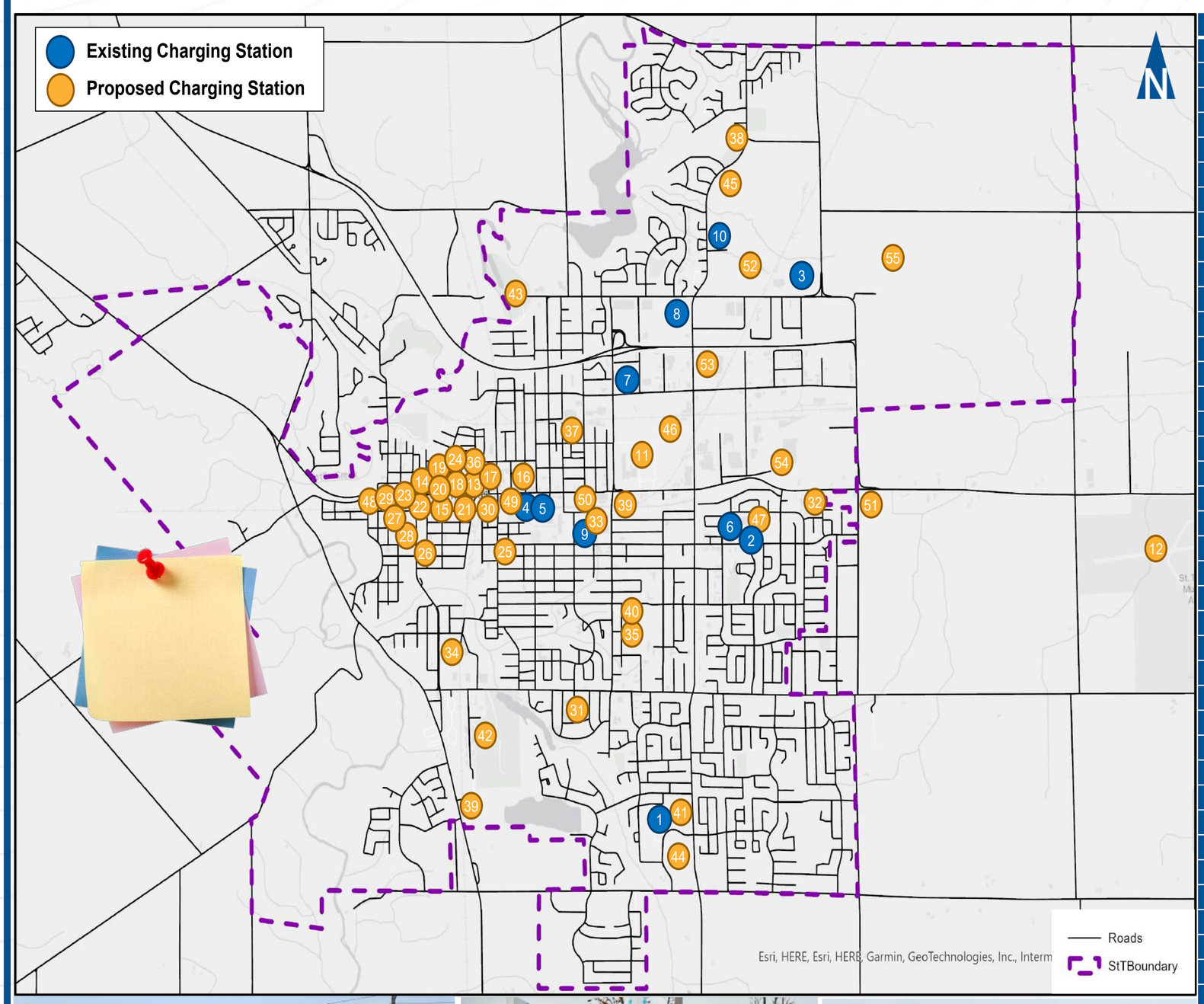
- Apply traffic management policies to road classifications
- Use priorities by travel mode to guide design decisions

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

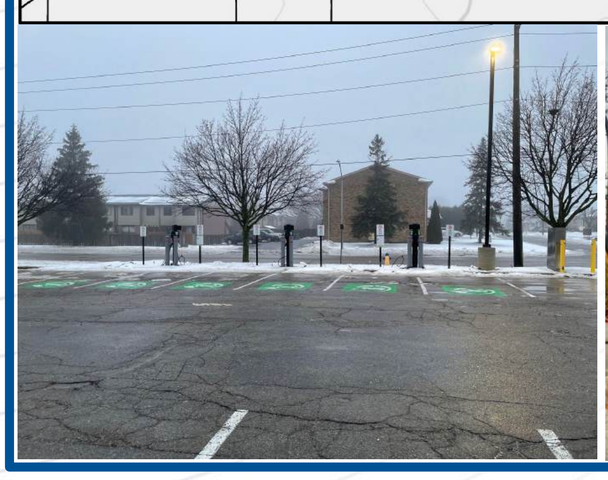
Preliminary Recommendations: Electric Vehicle Network

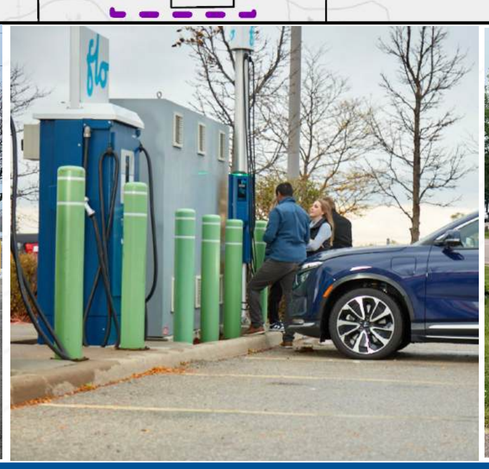
- **There are approximately 46 Electric Vehicle Charging stations in St Thomas**
  - Most are privately operated
- **An expanded network of Public Electric Vehicle Charging Stations will be required in the future**
  - 480 – 720 stations required by 2031
  - The City should establish an annual program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

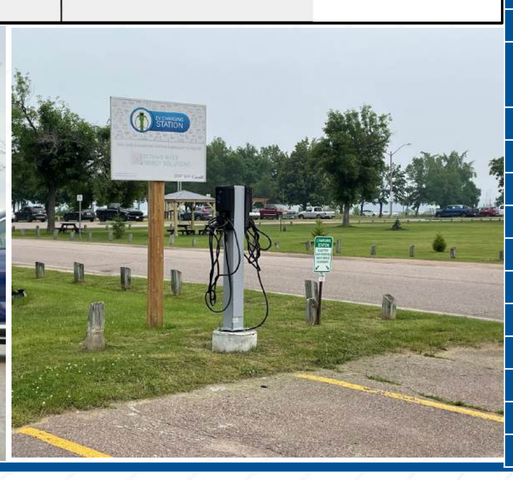
Recommended EV Charging Network



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

Shayne Reitsma, P.Eng.
Manager of Development and Compliance
City of St Thomas
(519) 631-1680 x 4151
StThomasTMP@ptsl.com

Kevin Jones
Consultant Project Manager
Paradigm Transportation Solutions Limited
(416) 479-9684 x 513
StThomasTMP@ptsl.com

Appendix A

Public Consultation Material – Engagement Summary Report

City of St. Thomas
Transportation Master Plan Refresh
October 2025

City of St. Thomas

Transportation Master Plan

Engagement Summary Report

Prepared by: LURA Consulting and Paradigm Transportation Solutions Limited
September 2025

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Public Survey Questionnaire Additional Comments....21
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What We Heard – Public Information Centre 2....29

Introduction

Project Background

The City of St. Thomas is refreshing its Transportation Master Plan (TMP) to serve as a long-range strategic plan for the City. The TMP refresh will incorporate updated forecasts for population and employment growth to the 2051 horizon and will address existing transportation challenges and future needs to support planned growth, while recommending updated policies to promote an efficient, multi-modal transportation network which fosters vehicular, bicycle, pedestrian, and transit mobility.

The TMP refresh is being undertaken in accordance with the Municipal Class Environmental Assessment (MCEA) Master Planning process within the Municipal Engineers Association (2000, as amended 2007, 2011, 2015, and 2023). It will develop a framework for future projects to address specific challenges and/or recommendations related to transportation in St. Thomas. Public and stakeholder engagement is a cornerstone of the MCEA process and is integrated into the decision-making processes used in the City of St. Thomas.

This summary report shares the results of the community and stakeholder engagement activities conducted as part of Phase 1 engagement efforts for the Transportation Master Plan refresh. It details the methods used, the feedback received, and how this input will inform the development of the Transportation Master Plan. The report aims to provide a transparent account of the engagement process and demonstrate how community voices are considered. Additional opportunities for community engagement will be provided in Phase 2 of the project, prior to the project recommendations being finalized and presented to City Council for approval.

Engagement Overview

Engagement Objectives

The overall consultation and engagement objectives for the City of St. Thomas Transportation Master Plan are to:

- Inform the community and stakeholders about the Transportation Master Plan refresh.
- Collect diverse input and perspectives to shape the future of transportation in St. Thomas.
- Ensure inclusive and accessible engagement opportunities for all community members.
- Foster collaboration between the City, residents, and other stakeholders.
- Build trust and transparency by demonstrating how feedback informs planning decisions.

Engagement Methods

Engagement methods in Phase 1 included an online questionnaire and a public information centre. Each method was designed to gather meaningful input and foster dialogue about the City's future transportation needs. The following table summarizes the number of participants by engagement activity.

Engagement Method	Number of Participants
Public Questionnaire	190
Public Information Centre 1 (PIC)	33
Public Information Centre 2 (PIC)	22
Total Engaged	**245**

Table 1: Engagement Methods Summarized

Communications Methods

Various outreach methods, including a dedicated project webpage, project mailing list and the City's social media platforms, were used to inform and engage the community. These methods were tailored to reach diverse populations and encourage active participation in the engagement activities.

The following table summarizes the number of recipients and views by outreach activity.

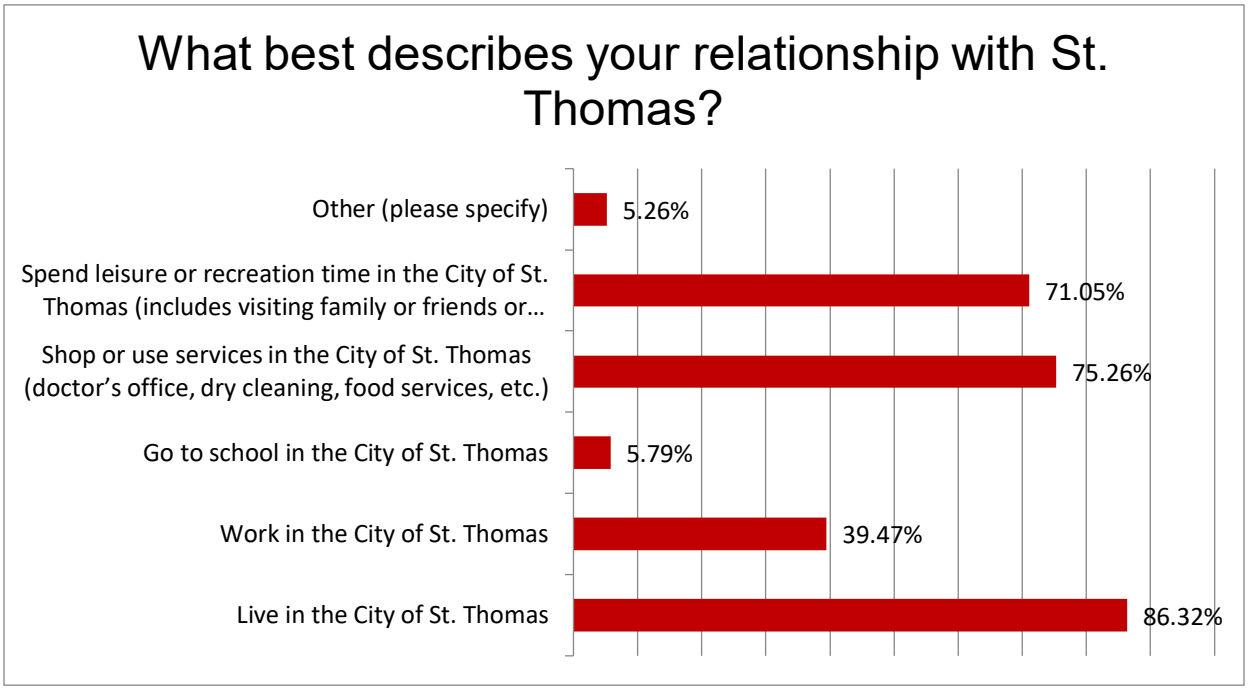
Outreach Method	Outreach Activity
Project Webpage	A dedicated project webpage was created on the City of St. Thomas site to house information on the Transportation Master Plan, such as objectives, purpose, and goals. The public could also find information on engagement events, such as the PIC, and take the public questionnaire.
Project Mailing List	Notice of the PIC was sent to 34 residents who signed up for the project mailing list.
Social Media	The City's social media channels were used to promote engagement opportunities.

Table 2: Communications Methods Summarized

What We Heard – Public Opinion Survey

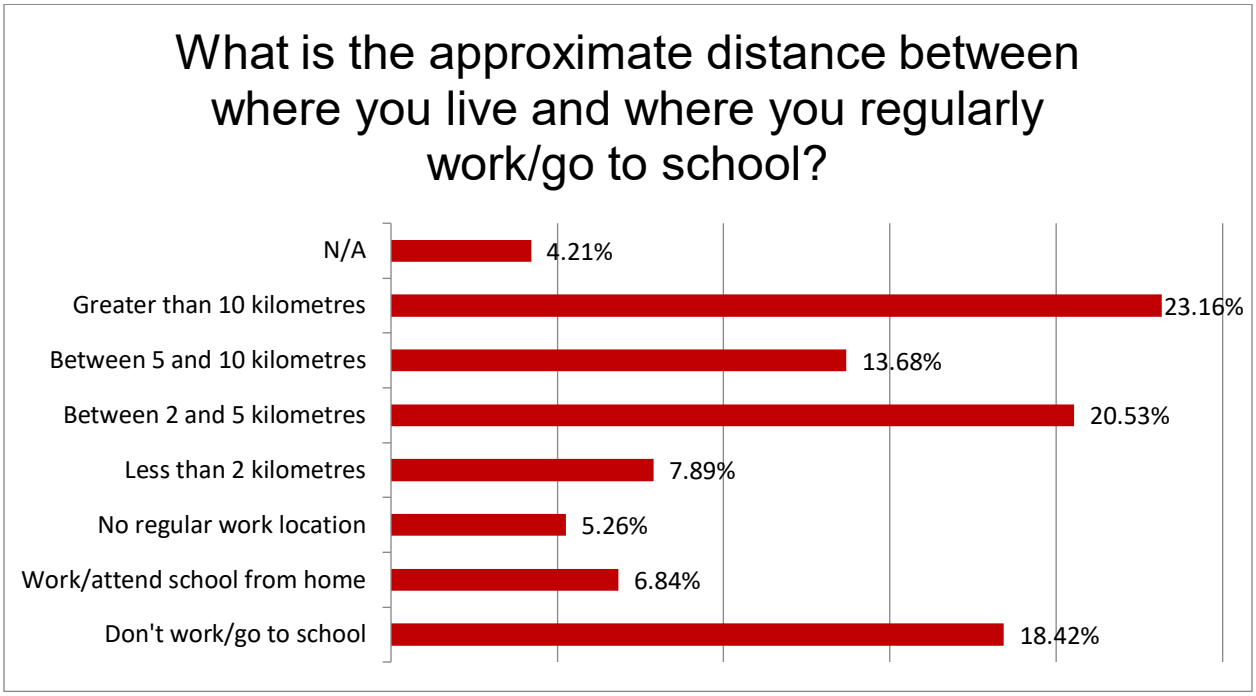
The following section provides a high-level summary of the feedback received from the public questionnaire and PIC comments throughout the engagement process. Tables and graphs illustrating the number of respondents to various questions reflect the responses received as part of the public questionnaire. Appendix A of this report provide a fulsome record of more detailed input.

What best describes your relationship with St. Thomas? [Select all that apply | n=190]



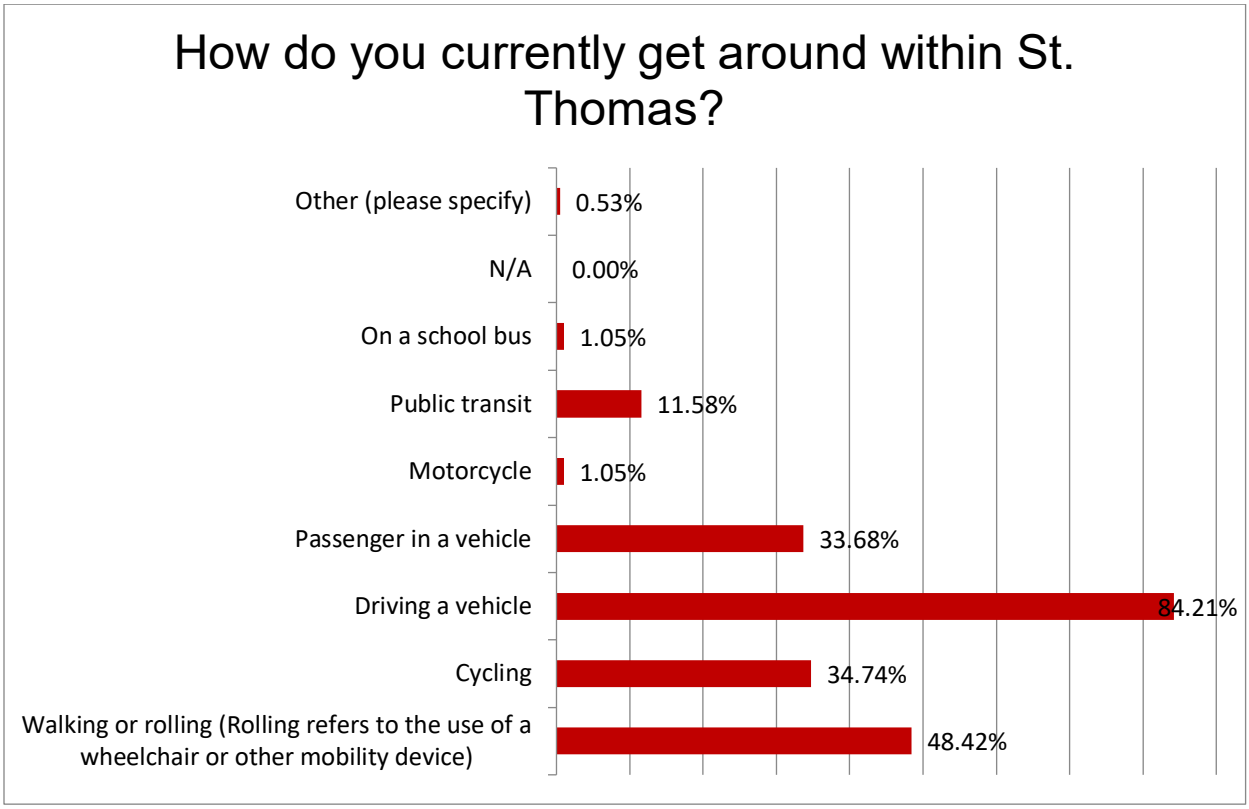
Most respondents live in the City of St. Thomas, while 71-75% either shop and use services in the City or spend leisure and recreation time there. Less than 40% work in St. Thomas. Other ways people described their relationship with St. Thomas include attending church, volunteering, and visiting the hospital.

What is the approximate distance between where you live and where you regularly work/go to school? [n=190]



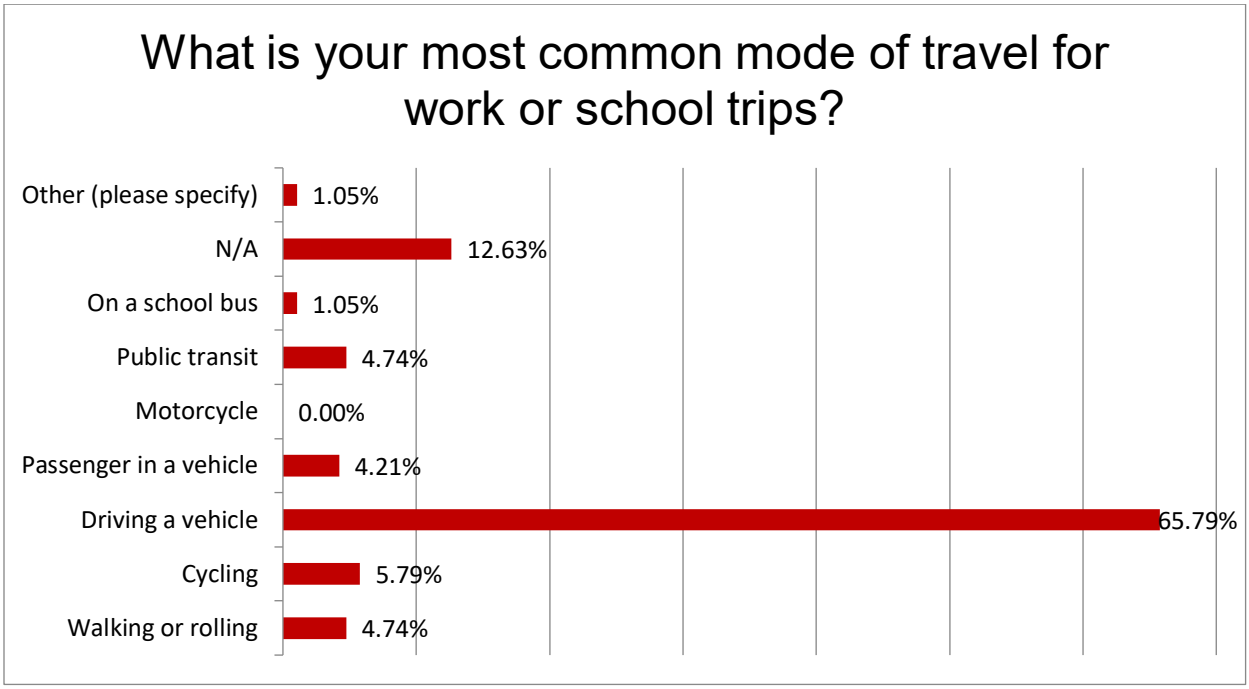
The most common distance respondents travel from where they live to where they regularly work or go to school is greater than 10 kilometres. Next, at about 20%, are those who have to travel between 2 and 5 kilometres. Of respondents who must travel for work or school, only 8% live within 2 kilometres of those locations.

How do you currently get around within St. Thomas? [Select all that apply | n=190]



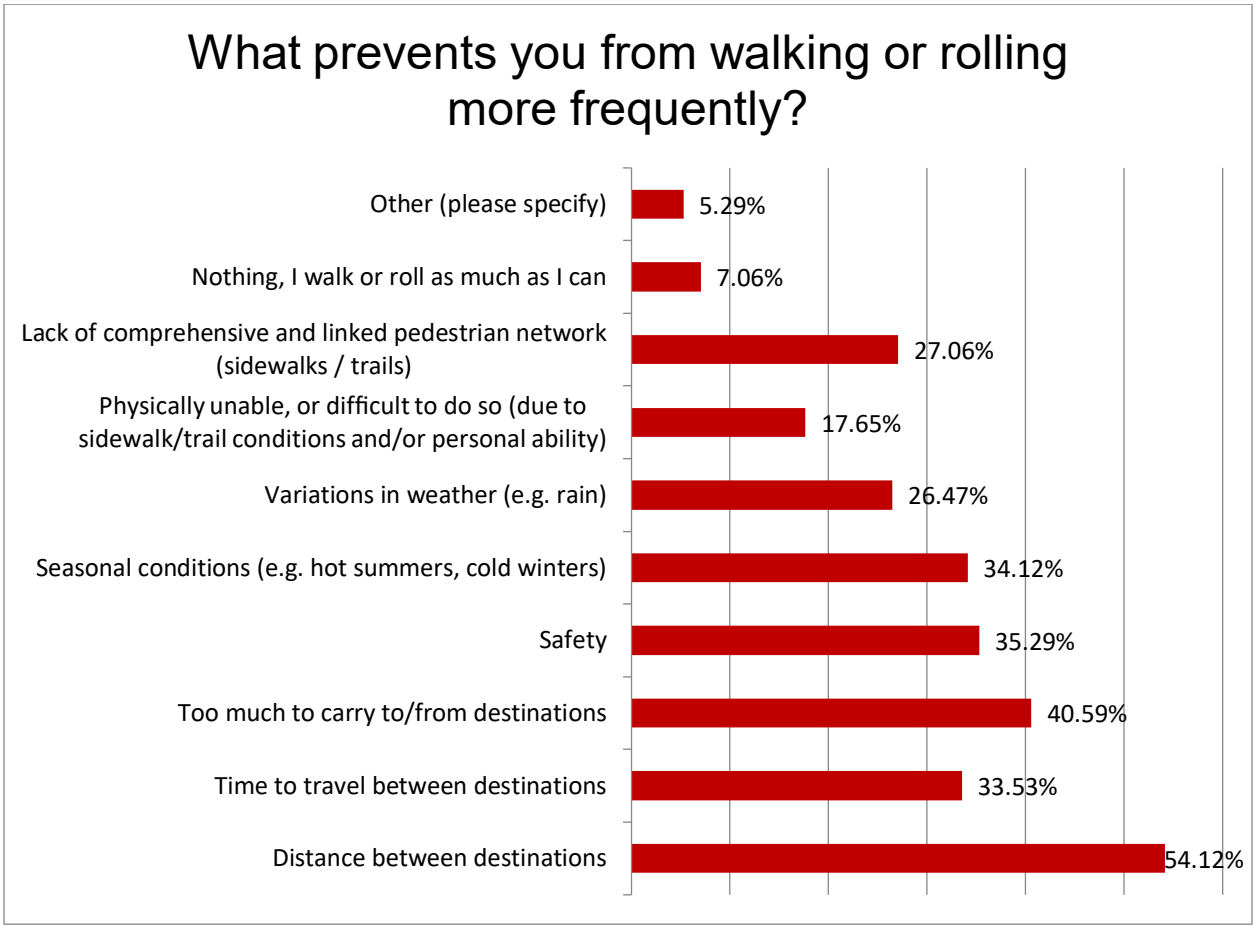
About 84% of respondents identified driving a vehicle as their current form of transportation. Around 48% of respondents included walking and rolling, and 33-34% of respondents identified they are either passengers in a vehicle or cycle to get around within St. Thomas. This suggests that respondents prefer or rely heavily on their personal vehicles to meet their transportation needs.

What is your most common mode of travel for work or school trips? [n=190]



Over 65% of respondents state that driving a vehicle is their most common mode of travel for work or school trips. This shows a heavy reliance on personal vehicles. Around 5% of respondents identified public transit, cycling, walking or rolling, and being passengers in a vehicle.

What prevents you from walking or rolling more frequently? [Select all that apply | n=170]



Most respondents (54%) identified that the distance between destinations prevents them from walking or rolling more frequently, as shown in the graph above. This is reflective of the average distance between where they live and where they work or go to school, which showed over 23% of respondents live greater than 10 kilometres from these destinations. The distance between homes and essential services or amenities and poor connectivity between trail networks was frequently mentioned. Respondents noted that the current layout of the city makes walking and cycling impractical for many daily activities.

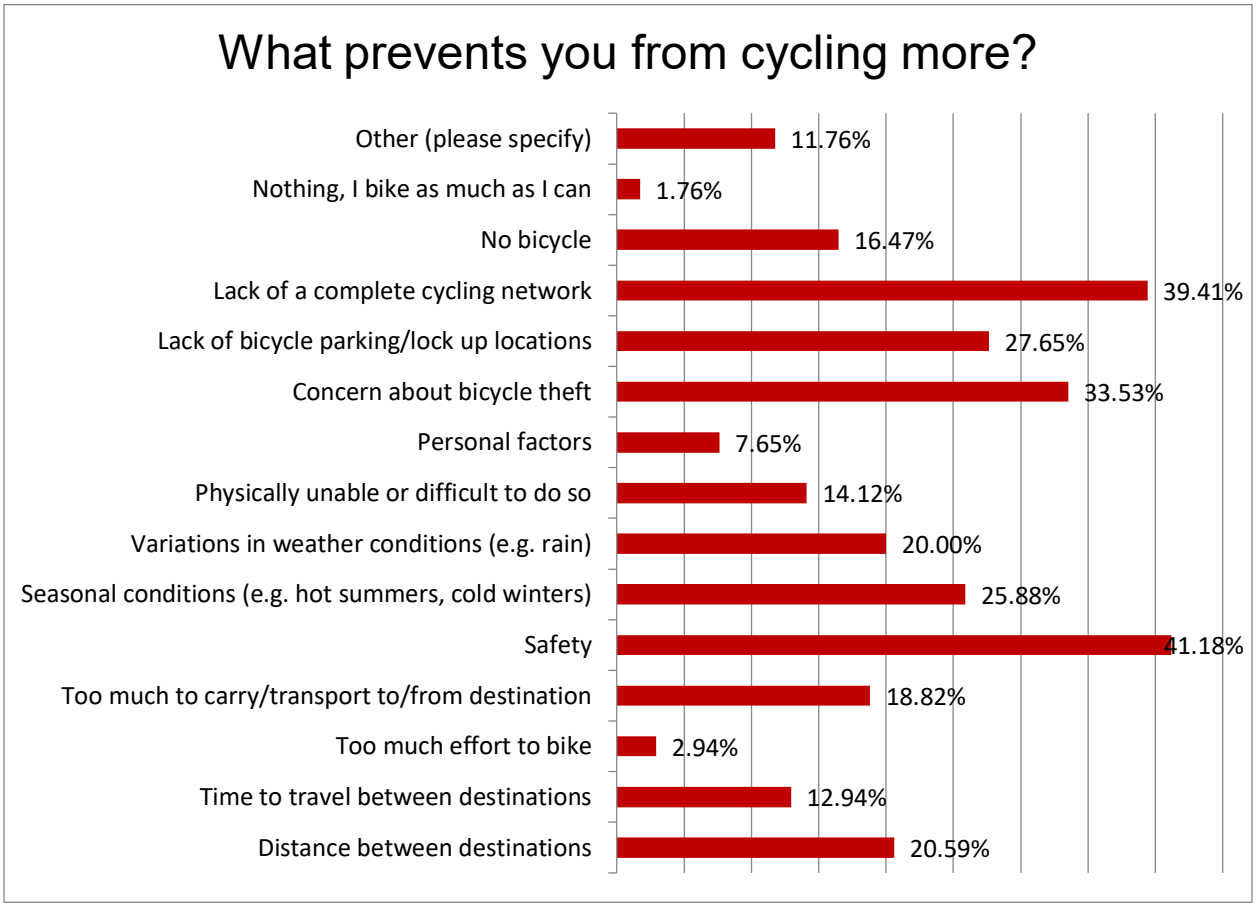
Additionally, carrying groceries or other items and transporting young children were cited as practical barriers to walking and rolling. These daily life challenges make it more convenient for people to use their cars.

Many respondents also expressed concerns about safety, both in terms of traffic and personal security. Driver behaviour was frequently mentioned, including speeding and failure to yield at crosswalks. A lack of proper infrastructure, including sidewalks and safe pedestrian crossings, reflects that sentiment, with some respondents highlighting the need for better connectivity and the improvement of existing infrastructure, such as pedestrian spaces, to make walking more feasible.

Several respondents mentioned health and mobility issues, such as osteoporosis or old injuries, making walking difficult due to physical limitations. These barriers prevent some residents from engaging in more active forms of transportation.

Public transit inadequacy was also mentioned to prevent respondents from walking more often, as many travel distances greater than 5 or 10 kilometres, and buses would provide an opportunity to close that distance between destinations.

What prevents you from cycling more? [Select all that apply | n=170]

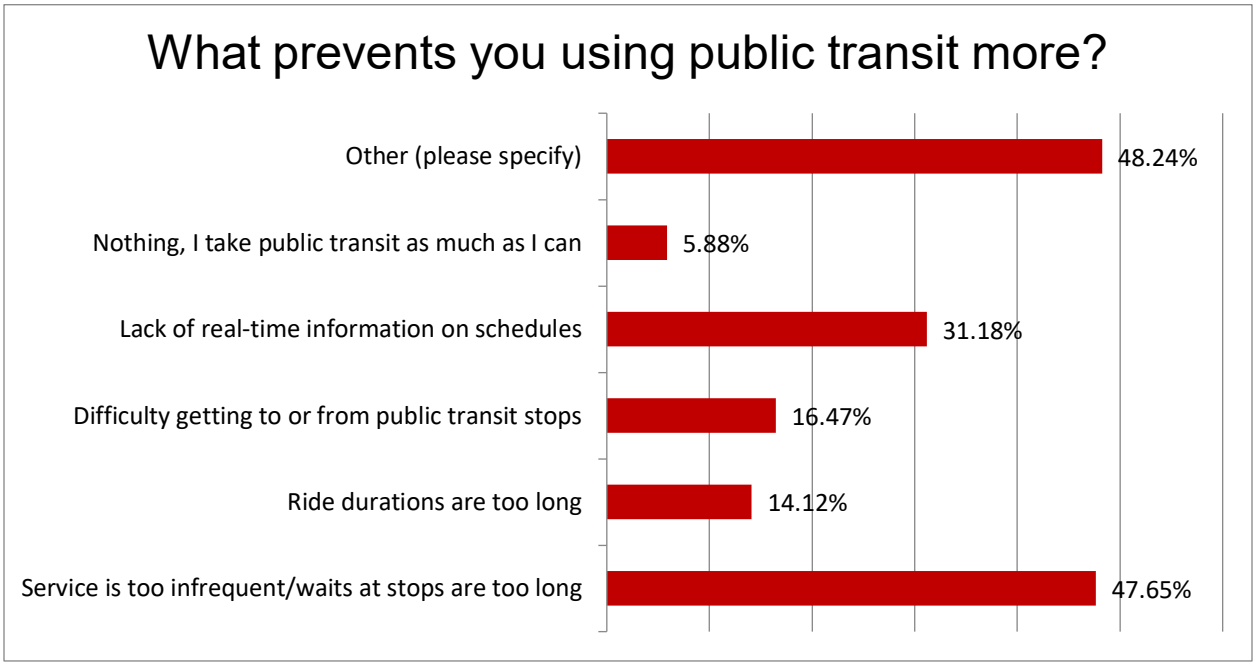


Safety was selected most often to prevent respondents from cycling more. These concerns include aggressive or inattentive drivers, unsafe roads and infrastructure, and personal security issues like theft. Many respondents noted the lack of proper cycling infrastructure or difficult cycling routes, such as protected bike lanes, safe routes, steep hills, and secure bike parking. If their destination does not have secure bike storage, then respondents do not feel comfortable travelling there by cycling. Therefore, infrastructure inadequacies make cycling more dangerous and less appealing.

Almost 40% of respondents identified the lack of suitable routes and convenient and connected routes as limiting factors for cycling more often. Respondents expressed frustration with the city's layout, such as difficulties getting from the south to the city centre, which makes cycling impractical for many daily activities.

Additionally, several respondents mentioned practical issues such as the difficulty of carrying groceries or other items, the need to transport children to and from school or take them on errands, and the inconvenience of arriving at destinations sweaty. Some respondents mentioned personal preferences or circumstances that prevent them from cycling more, such as not owning a bike or simply not enjoying cycling.

What prevents you from using public transit more? [Select all that apply | n=170]

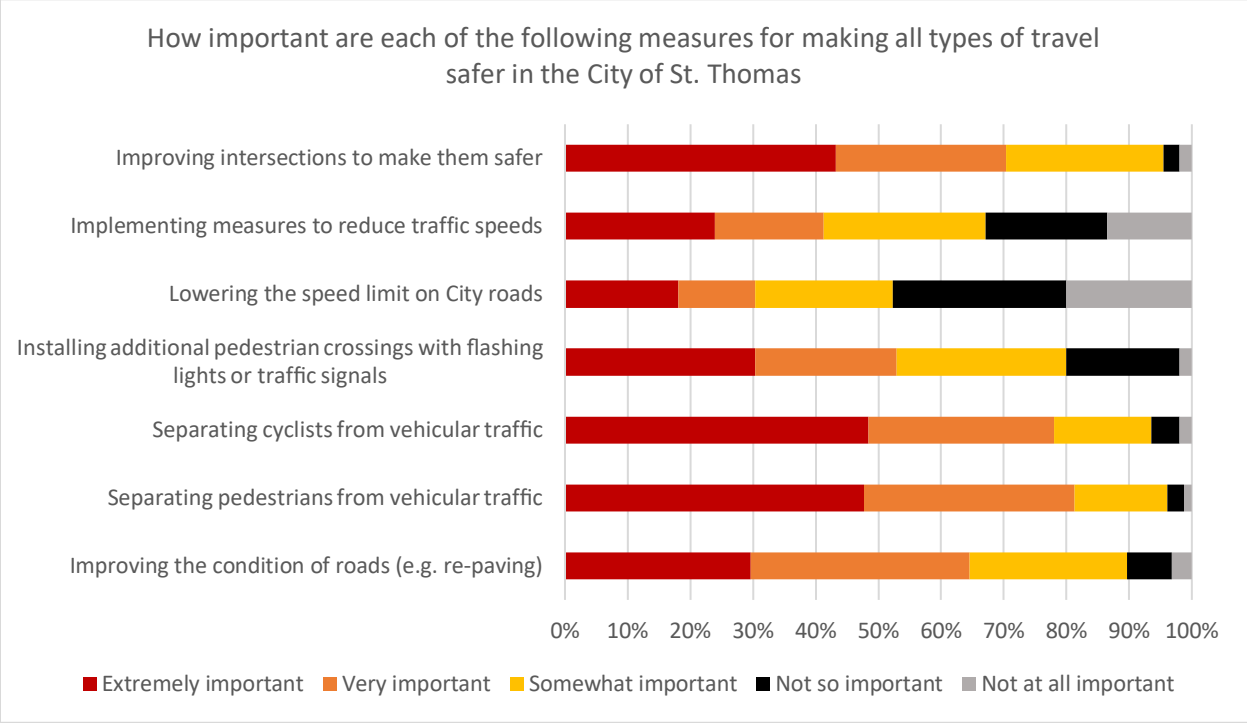


Of selectable answers, respondents identified that service infrequencies and too-long waits at stops were the most prevalent factors preventing them from using public transit more. When asked to explain their responses and specify their concerns, respondents mentioned that they had issues with the reliability, scheduling, and coverage of public transit. Respondents also expressed frustration with limited hours of service and the need for transfers. Furthermore, many respondents prefer the convenience and independence of driving their own vehicles. They find it more flexible and suited to their schedules than public transit.

The cost of public transit and issues with the transit app were noted as barriers. Some respondents find the fare system confusing or the app unreliable.

A significant number of respondents indicated that they do not need to use public transit because they have other modes of transportation available, such as personal vehicles, walking, or cycling. Several respondents expressed a lack of interest in public transit or were unaware of the available services. They either have never tried it or do not see it as a viable option.

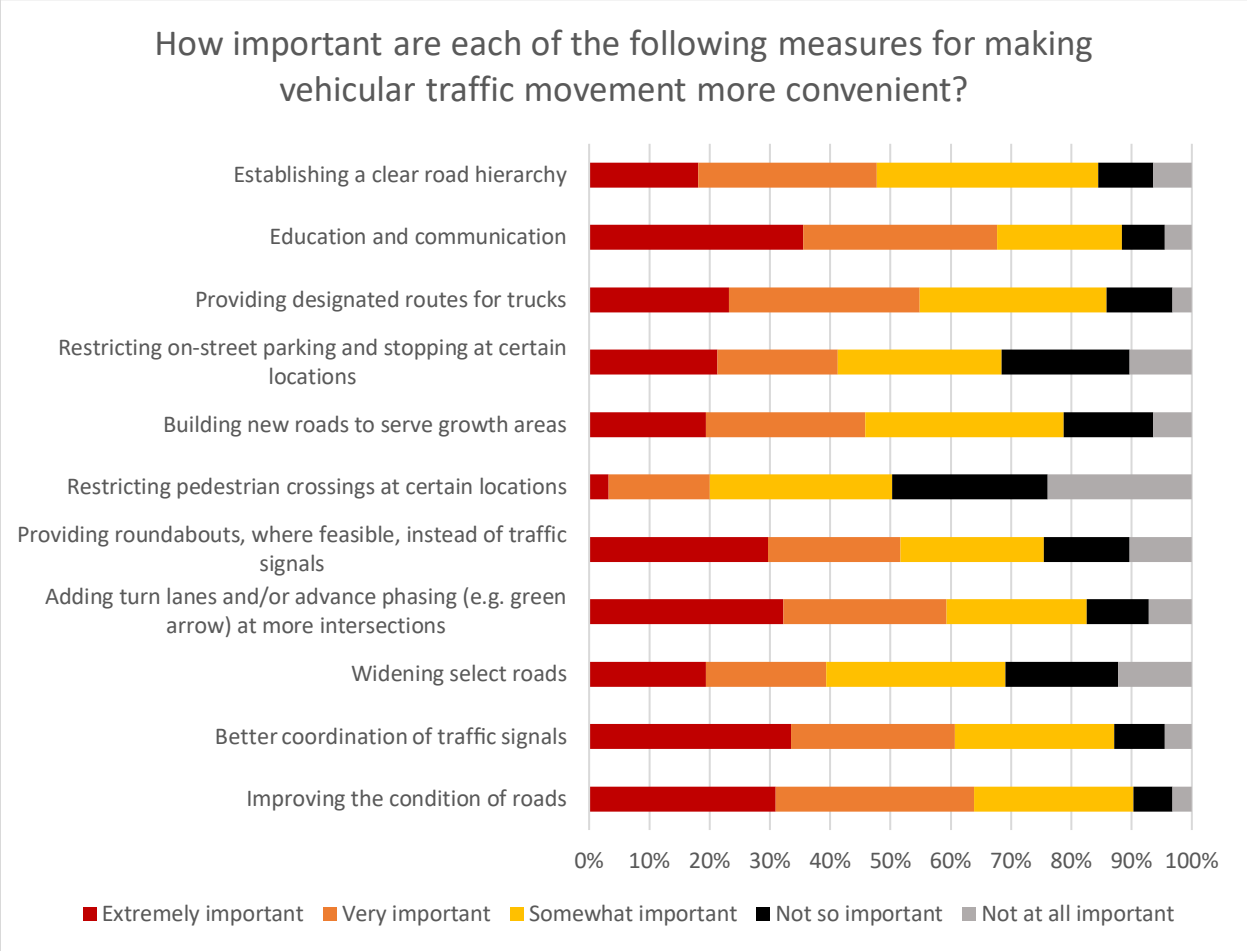
How important are each of the following measures for making all types of travel safer in the City of St. Thomas from your perspective? [n=155]



Separating pedestrians and cyclists from vehicular traffic was the most important measure for making all types of travel safer in the City of St. Thomas. The next most important measure was improving intersections, followed by installing additional pedestrian crossings with flashing lights or traffic signals. These results indicate that all forms of travel can be safer in the City by prioritizing pedestrian and cyclist safety and security. Improving road conditions was also stated to be important to respondents.

The least important measure identified was lowering speed limits on City roads and implementing measures to reduce traffic speeds.

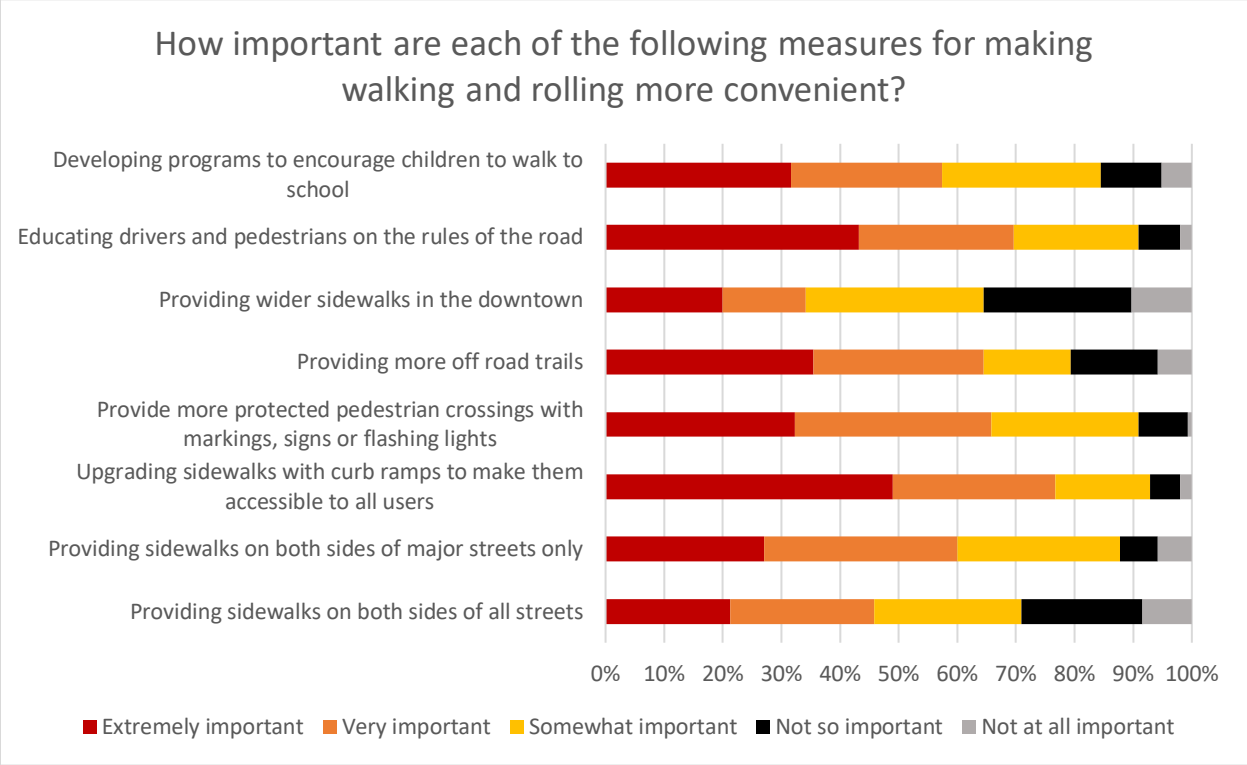
How important are each of the following measures for making vehicular traffic movement more convenient in the City of St. Thomas from your perspective? [n=155]



Education and communication are the most important measures identified to make vehicular traffic movement more convenient in St. Thomas. The next most important measures are improving the conditions of the roads, better coordination of traffic signals, and adding turning lanes or advanced phasing at more intersections. This suggests that respondents would like to see improvements in traffic management and infrastructure.

The least important measure identified was restricting pedestrian crossing at certain locations. This indicates that respondents value a fulsome and walkable pedestrian network.

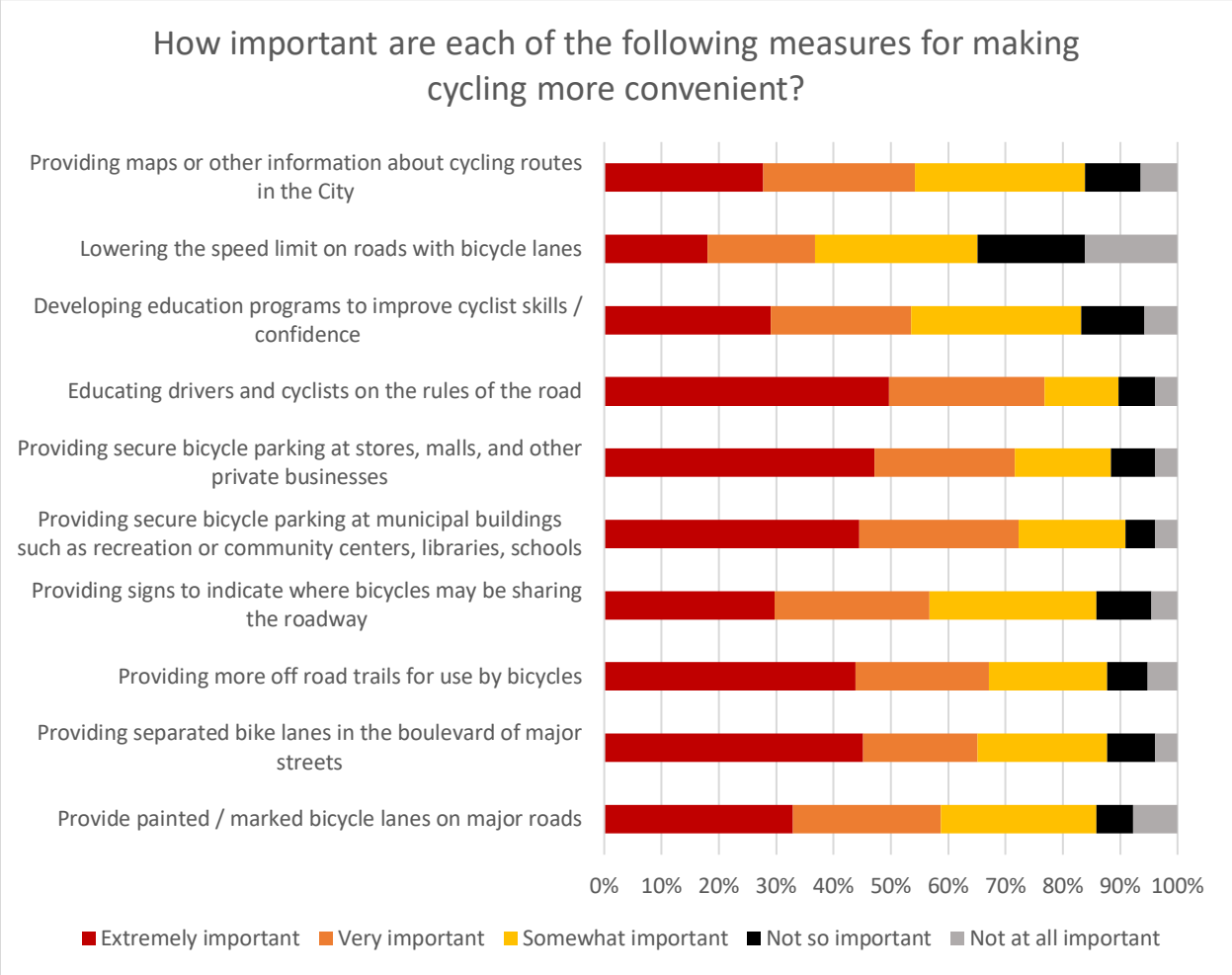
How important are each of the following measures for making walking and rolling more convenient in the City of St. Thomas from your perspective? [n=155]



Upgrading sidewalks with curb ramps to make them accessible was ranked as the most important measure for making walking and rolling more convenient. The next most important measures identified were educating drivers on the rules of the road, providing more protected pedestrian crossings with markings, signs, or flashing lights, and providing sidewalks on both sides of major streets only. This indicates that respondents would like to increase pedestrian awareness and safety while making the network more connected and efficient.

The least important measures identified were providing wider sidewalks downtown and sidewalks on both sides of all streets. This suggests that respondents view the sidewalks as adequate downtown but do not require extensive sidewalk networks on exterior streets where they may use alternative forms of transportation such as their personal vehicle.

How important are each of the following measures for making cycling more convenient in the City of St. Thomas from your perspective? [n=155]



Educating drivers and cyclists on the rules of the road was the most important measure identified for making cycling more convenient. This measure received the most "extremely important" selections and highlights the need for increased awareness and knowledge of how to proceed and navigate when operating a vehicle or bicycle. This will ensure safety for all road users.

The next most important measures include providing secure bicycle parking at stores, malls, and municipal buildings such as libraries and community centres. Increasing bicycle security would make cycling more appealing to respondents. Following these measures, bike lane improvements were also identified as important, with respondents identifying the need for more separated bike lanes in the boulevard of major streets and more off-road trails for bicycle use.

Lowering the speed limit on roads with bike lanes was the least important measure identified for making cycling more convenient. This suggests that respondents feel they should not have to sacrifice their personal vehicle efficiencies to make cycling a viable travel option.

Are there specific intersections in St. Thomas that you feel could be improved with respect to safety or traffic flow?

Respondents identified several specific intersections and streets in St. Thomas, highlighted below, as needing improvement in safety or traffic flow.

Intersections Along Elm Street

Respondents noted visibility issues at Elm Street and Manor Road when making a left from Manor to Elm. They find it dangerous because of the wall on the property to the east. At Fairview Avenue, there were suggestions to introduce an advanced turn signal when turning east onto Elm. At First Avenue, respondents suggest turning it into a roundabout to make crossing safer for pedestrians as they feel the timing is limited and rushed. At Sunset Drive, respondents identified issues with this intersection feeling disjointed and awkward, leading to them feeling unsafe as pedestrians and drivers.

Intersections Along Fairview Avenue

At Fairview Avenue and Talbot Street, respondents expressed concerns about bike lanes through the intersection and suggested clearer road markings and signage. Additionally, respondents noted that dual turning lanes and an advanced green would make navigating that intersection smoother and more convenient. Other intersections along Fairview were identified as common places where people speed, with many respondents calling for speed control measures to increase driver, pedestrian, and cyclist safety.

Intersections Along Talbot Street

Respondents at Talbot and First Avenue highlighted that this intersection feels large and can be improved with better traffic management and turning lanes. Some respondents suggest adding radar detection to increase safety as well. Respondents also called for better traffic management and increased pedestrian infrastructure at other intersections, like Burwell and Balaclava.

Intersections Along Southdale Line

Respondents identified the Southdale Line and Centennial Road intersection as needing better street lighting and speed control. Several respondents noted traffic bottleneck issues at Sunset Drive, especially during school hours. There was also a call to consider a roundabout at Styles Drive to reduce speeding and increase visibility in the intersection.

Other Intersection Identified

Some respondents mentioned that an advanced green light at intersections along Burwell Road would improve traffic flow. There were also suggestions to introduce turning lanes at more First Avenue intersections.

What do you like best about moving around St. Thomas?

Many respondents appreciate the low traffic volume and efficient traffic flow in St. Thomas. They find it easy to get around the city quickly and prefer the absence of excessive stop lights and one-way streets, stating they can usually get to where they need to go in 10 to 15 minutes. This is a

testament to the compact size of St. Thomas and the proximity of essential services and amenities. They find it easy to access everything they need within a short distance.

Respondents also appreciate the implementation of roundabouts, which they believe improve traffic flow and reduce the need for stop lights. However, better education on how to use them properly is also needed. Highlighted were the multiple routes and pathways to navigate through the city. This variety allows them to avoid traffic and reach their destinations efficiently. The availability and maintenance of walking and biking trails were valued as well. These trails provide a safe and enjoyable way to move around the city without relying on vehicles. The improvements in infrastructure, including road maintenance, the addition of bike lanes, and the construction of roundabouts, have been positively received.

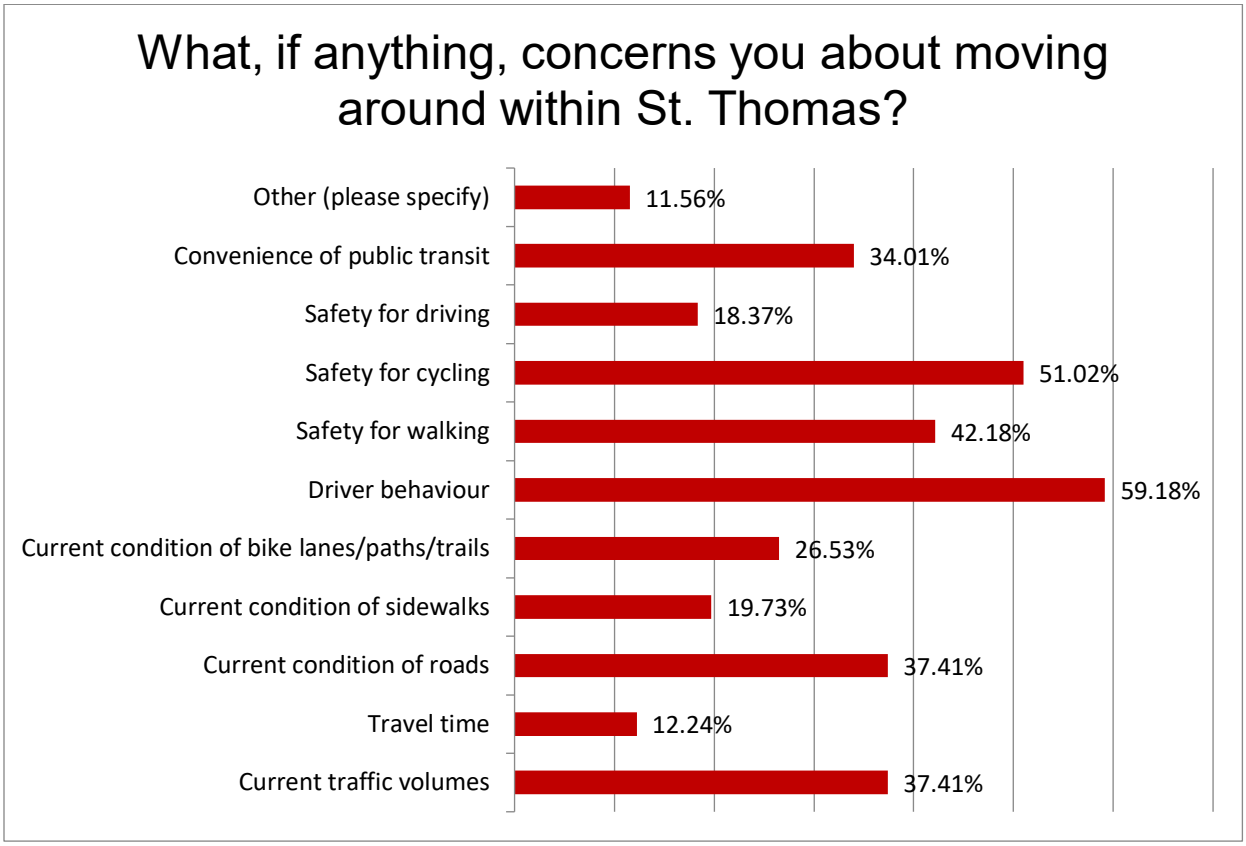
What would make moving around within St. Thomas better?

Several improvements were identified to improve mobility in St. Thomas. Many respondents highlighted the need for better traffic flow and road conditions. This includes more synchronized traffic lights, wider roads, and improved road maintenance, especially on major streets. Further infrastructure improvements should account for the increasing population, as respondents emphasized the need for infrastructure that can handle increased traffic and provide convenient access to services.

Improving safety for all road users is a priority for many respondents. This includes better lighting at pedestrian crossings, speed control measures, and enhanced driver education. There is a strong desire for more and better-protected bike lanes and pedestrian paths, as respondents want connected, safe, and well-maintained networks for biking and walking. Additionally, there is a call for more roundabouts and other traffic calming measures to manage speed and improve safety at intersections.

Respondents also expressed the need for more frequent and reliable public transit services. Suggestions include expanding bus routes, increasing evening and weekend service hours, and improving the transit app.

What, if anything, concerns you about moving around within St. Thomas? [Select all that apply | n=147]

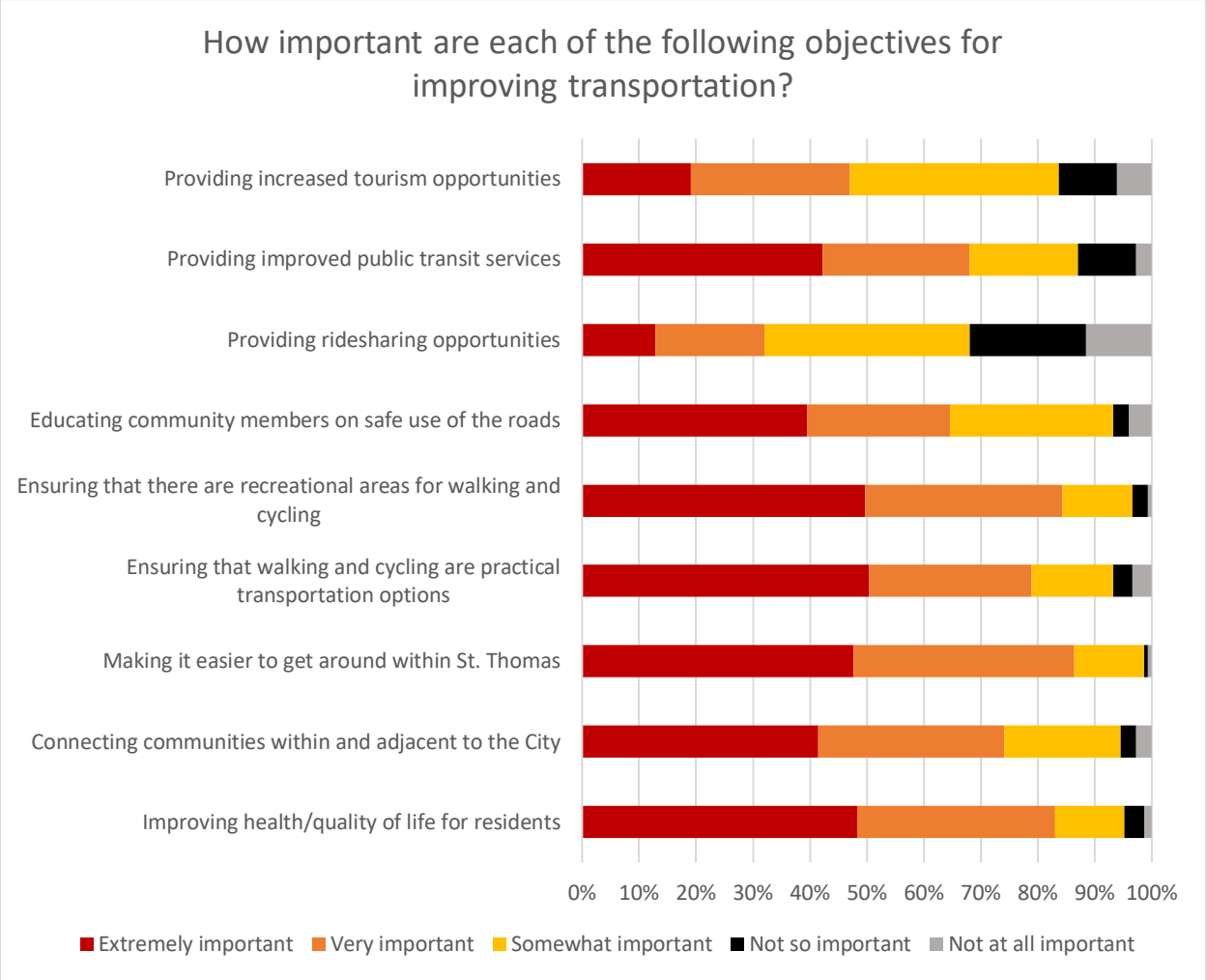


Driver behaviour was selected most often as the concern respondents most often have about traveling within St. Thomas, with almost 60% of respondents selecting this option. Other specified responses highlight how they feel that many drivers are impatient and aggressive and show a lack of awareness of simple road signs and markings, such as at a two-way stop.

Safety for cycling and walking were the next most selected concerns by respondents moving around within St. Thomas. Following these, current road conditions and traffic volumes were also concerns. This indicates that there are improvements to be made to traffic management and infrastructure. Additionally, the convenience of public transit was also noted to be inadequate.

Travel time was the least selected concern by respondents. This suggests that respondents feel like they can travel from their home to their desired destination within an appropriate timeframe.

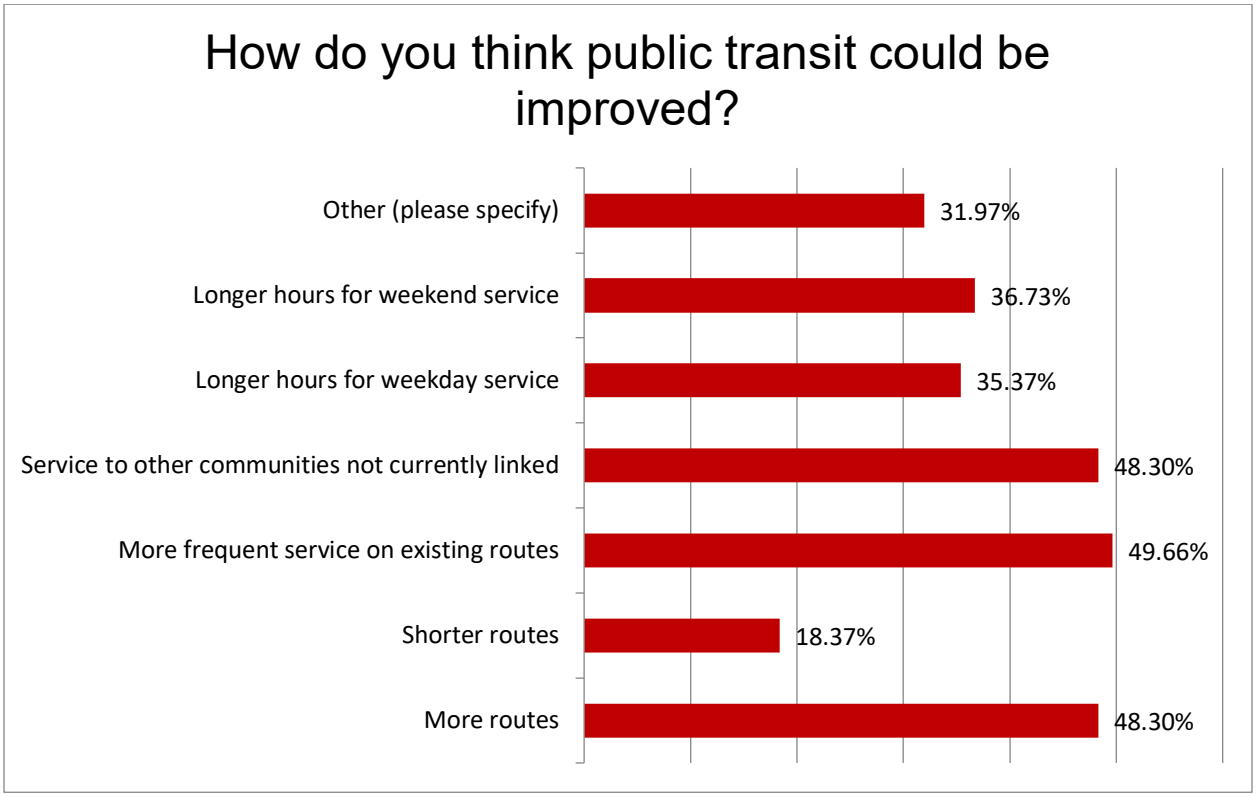
How important are each of the following objectives for improving transportation? [n=147]



Respondents identified making it easier to get around St. Thomas as the most important objective for improving transportation. The next most important objectives were ensuring recreational areas for walking and cycling, improving residents' health and quality of life, and ensuring that walking and cycling are practical transportation options. This suggests that respondents would like to prioritize and improve the convenience of active transportation options in the City.

The least selected objective to improve transportation was providing ridesharing opportunities. This indicates that respondents would not be receptive to or do not feel a need to introduce this option to St. Thomas.

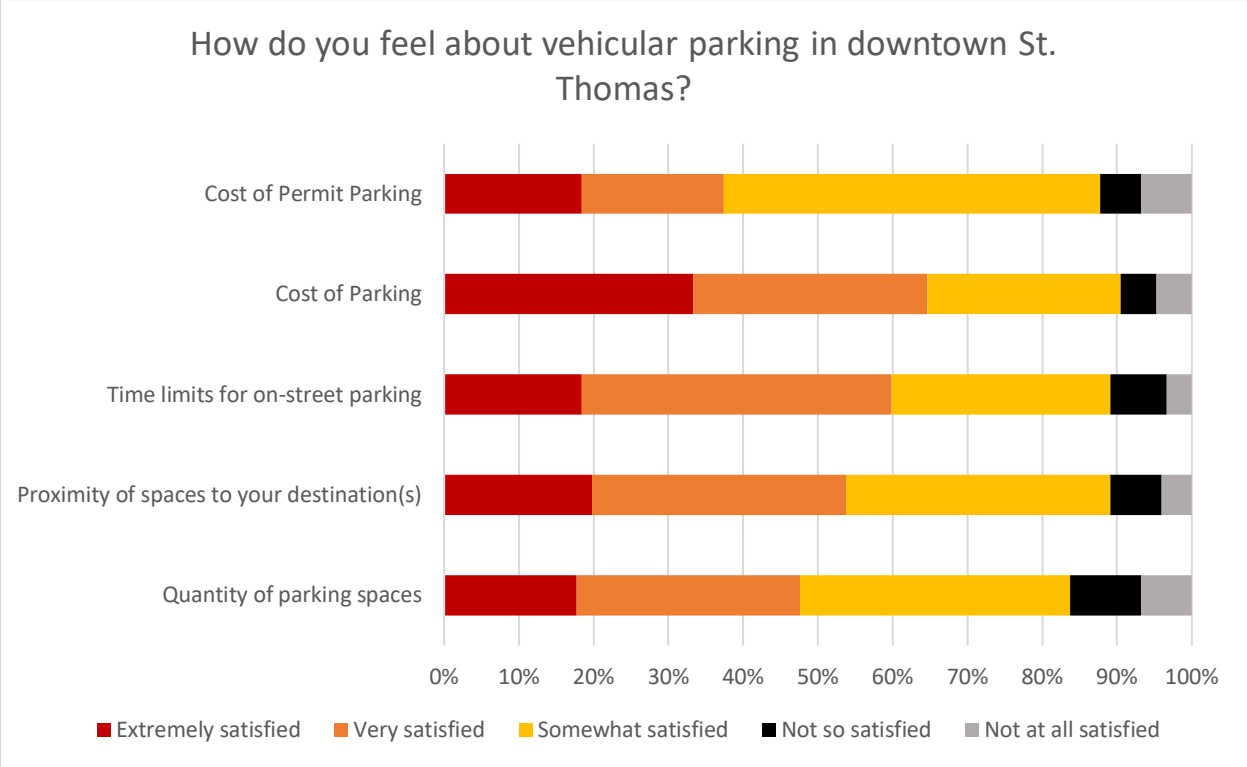
How do you think public transit could be improved? [Select all that apply | n=147]



Just under 50% of respondents selected measures that would improve public transit, such as more frequent service on existing routes, service to other communities not currently linked, and more routes available. Suggestions include adding routes to connect St. Thomas with London and Port Stanley and having a dedicated east-west route within the city. Some respondents identified a need for transit to have more frequent bus services, especially during peak hours, and ensure that buses run on schedule. This can also support shift workers working early and late hours on weekdays and weekends or those who would like to take public transit to school.

Other responses to improve public transit include ensuring that all vehicles are accessible to everyone, including those with mobility challenges, and that staff are trained to assist them. Additionally, some called to improve the infrastructure at bus stops, including adding shelters, ensuring stops are closer to residences and workplaces, and providing better buses with features like tap payment. There was also mention of a transit app with more user-friendly and live information availability so the public is informed and that transit is accessible.

How do you feel about vehicular parking in downtown St. Thomas? [n=147]



Respondents were most satisfied with the cost of parking in downtown St. Thomas. However, there were concerns about parking availability. Small business owners and respondents accessing stores in the downtown find the cost of permit parking and the time limits prohibitive, and there is a need for more parking lots to accommodate the growing number of visitors and residents.

Additionally, there was a call for better planning and design in new neighbourhoods to ensure adequate parking. Respondents highlight issues such as insufficient parking spaces, illegal parking, and the need for better bylaw enforcement. Several respondents pointed out other design and accessibility issues related to parking, such as the need for clearer signage, better accessibility for people with disabilities, and addressing the aesthetics and functionality of parking areas. A number of them expressed a preference for reducing the overall amount of parking in favour of promoting alternative modes of transportation and using land for more productive purposes, such as green spaces or bike lanes.

Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs?

Many respondents expressed concerns about the current state and future needs of infrastructure in St. Thomas. There were several mentions of the need for a southern bypass route and the importance of planning for future growth as the city expands. With the increase in housing and development resulting in an influx of people, it was mentioned that it is taking longer to get around the city than it used to, and the current roadways have not kept up with this growth. Safety was a recurring theme, with multiple respondents calling for improved speed control, especially on

streets like Southgate Parkway and Orchard Park. There were suggestions to install red light cameras to deter red-light runners and enforce traffic laws more strictly to improve public safety. The increase in traffic and aggressive driving behaviours have made driving and walking more stressful, particularly for the elderly and those with mobility challenges.

Respondents highlighted the need for better pedestrian and cycling infrastructure. There were calls for more protected bike lanes, improved pedestrian crosswalks, and better connectivity of trails, particularly from downtown to the east end of the city and a suggestion to take on initiatives like rail-to-trail. Enhancements to make sidewalks and crossings more accessible were mentioned as well.

Improving public transportation was another significant concern. Many respondents emphasized the need for more comprehensive and frequent bus services, including early morning and late-night routes to accommodate shift workers. There were suggestions for better transit connections to London and Port Stanley and for making public transit more accessible and user-friendly. An improved transit app was also mentioned as a necessary upgrade.

Parking issues were discussed, with suggestions for better planning in new neighbourhoods to avoid illegal parking and ensure adequate parking spaces. Some respondents called for removing parking minimums to encourage higher-density residential buildings and reduce car dependency. Others mentioned the need for a permit system for residents without driveways to allow for longer parking durations.

Public Survey Questionnaire Additional Comments

As part of the public survey respondents were provided the opportunity to provide additional feedback in terms of additional comments regarding the structured questions in the formal part of the survey.

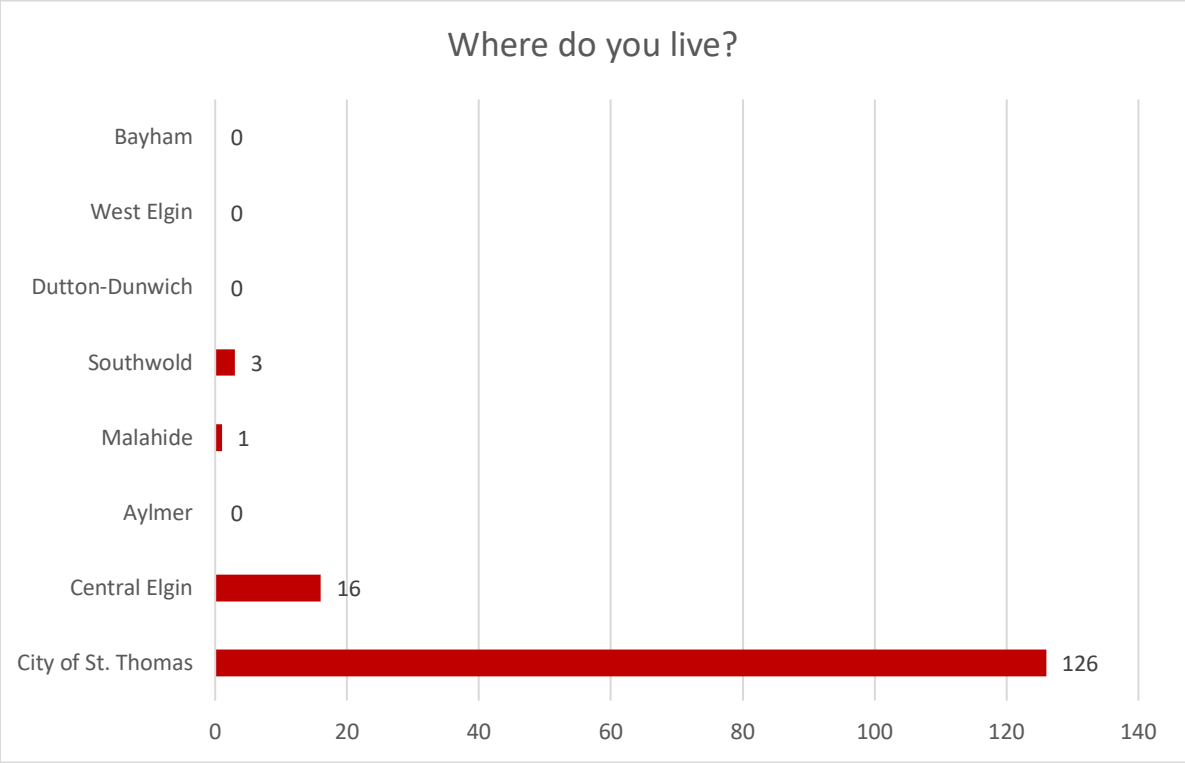
This additional feedback is recorded in the Online Survey Summary Report in Appendix B.

Survey Respondent Demographic Information

Who We Heard From

The following demographic information is provided by respondents who answered these optional remaining questions after they completed the questionnaire.

Where do you live? [n=146]

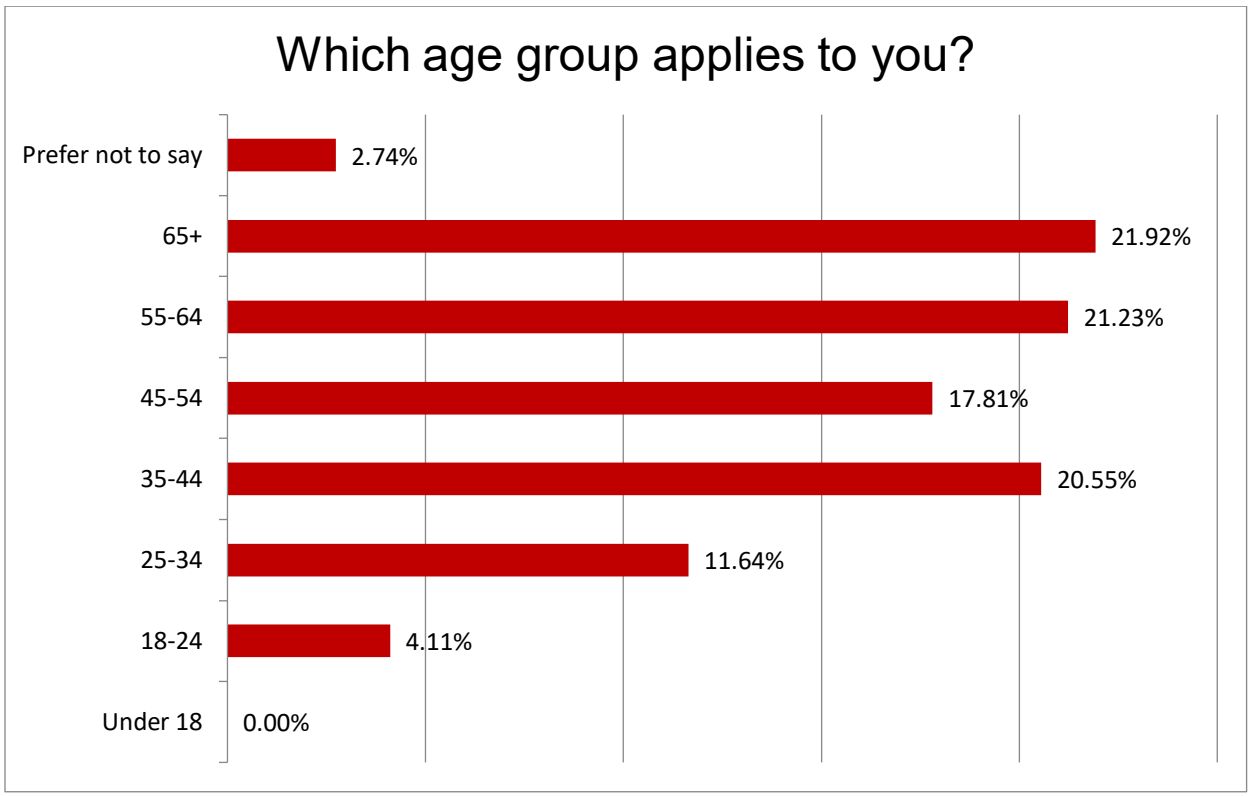


What is your street name?

- Tower Road
- Peach Tree Boulevard
- Russet Lane
- Peach Tree Blvd
- South Edgeware
- Peach Tree Blvd.
- Southgate Parkway
- Harlequin Crt
- Weir Crescent
- Yarwood Street
- Peach Tree Blvd
- Palm
- In Orchard Park area
- Cortland
- Hagerman
- Pear tree
- Carolina cres
- Lake Margaret
- White Tail Path
- Handford pl
- Pear tree
- Blue Heron Place
- Russet Lane
- Glenview Court
- Elm St.
- Roberts Line
- Pullen Ave.
- Stanley
- Simcoe
- Mandeville Road
- princess
- Birchall Lane
- Malakoff St.
- West Lake
- Fourth Ave
- Mandeville
- Shaw Blvd
- Beverley St
- Wellington Street
- Bennett
- Wellington Street
- Hummingbird Lane
- Philip St.
- Queen south end between st.anne's and Wellington for 33+ years
- Vanier Place
- Jacklin Court
- Locust
- Metcalf
- Brookside Dr
- Springwater rd
- Gladstone Ave
- Gladstone Ave.
- Lake Margaret area
- 6th line
- Fairview rd
- James St
- Harvest Coutlrt
- Empire Parkway
- Park Ave
- Crescent Ave
- Metcalfe Street
- Luton
- Shaw Valley
- Talbot
- Hawthorn Court
- Brookside Dr.
- barnes st
- Hagerman
- Fairview Avenue. In the Community Safety Zone between Chestnut and Elm.
- Circlewood Dr
- Fairview Road
- Southgate
- Talbot Line
- Woodworth, North
- Beechwood Circle
- John Street
- Manor Rd
- Juno drive
- Chestnut
- Auburn

- Foxtail Lane
- Barwick st
- Cottonwood
- Vanbuskirk Dr.
- Alexandria Ave
- Lexington Court
- Elm
- Hughes st
- Carrie
- Faith
- John Street
- Russet Lane
- Circlewood Drive
- Coulter Ave
- Woodworth Ave
- Cranberry Court
- Beamish Street
- Erie
- woodworth ave
- Alma
- Talbot
- Chestnut
- South end of St Thomas
- Burwell Rd
- Wellington St.
- Carrie
- South Edgeware
- Peach Tree Blvd
- Fairview Avenue
- Warren
- Melrose
- Peach Tree Blvd
- Curtis
- Symphony Court
- McGregor
- Foxtail Lane
- Melrose court
- Forest Avenue
- Charter Creek Court
- Hughes
- Talbot St.
- Acorn Trail
- Miller St
- EAST ST
- Steele St
- Moore
- Talbot Line
- Owaissa st
- Locust
- Greenway
- Tanager Place
- Rosebery Place

What age group applies to you? [n=146]



What We Heard – Public Information Centre 1

Public Information Centre 1 was held on June 25, 2024, from 4 p.m. to 7:30 p.m. at the Memorial Arena. Approximately 33 people attended.



Feedback received during the session is recorded below. Copies of the Notice for the meeting and display material presented at the PIC are included in Appendix A.

Should the City build missing sidewalks in neighbourhoods? What would encourage you to walk/cycle more? What types of facilities do you prefer to cycle on?

- Need safe cycling linkages to the new industrial development.
- Improved maintenance of sidewalks and pathways for wheelchairs.
- More direct cycling routes that are well-maintained and separated from car traffic.
- Bike parking, especially downtown.
- Rear parking signage.
- Connections to north/London by bike.
- A strong network of pedestrian-oriented mobility options (sidewalks, bike lanes, multi-use paths, etc.).
- We need sidewalks and paths through the Burwell industrial area.
- Traffic calming measures need to be in place (slowing but not stopping traffic).
- Sidewalks should be in all neighbourhoods.
- Mixed-use development would be great.
- Add trees to streets.

- Planters as a buffer measure.
- Raised crosswalks.
- Finish an active transportation network city-wide.
- Separation from cars.
- A continuous and connected cycling system.
- Pedestrian refuge island at Fairview and Talbot.
- Activated signals (do not detect bikes).
- Bike lanes to places such as the mall.
- Crosswalks should all be mandatory stops (courtesy crosswalks do not work and should be replaced during road reconstruction projects).

What would encourage you to use transit more often? What should transit service look like in 2051?

- Fund transit.
- Many transit volumes do not warrant a fixed schedule. Focus more on an on-demand model.
- Turn Fairview into a main bus route.
- Free transit for seniors.
- Free transit for Grade 9 students and Fanshawe students.
- Transit needs to be so plentiful, reliable and consistent that we do not have to think about it.
- We need to bring back tram service.
- Divert investment from road widening projects to implementing more reliable and comprehensive transit.
- Fixed schedules adjusted to higher demand times of day.
- In 2051 transit should be the most common form of transport for longer journeys in town and between towns.

What is your preferred vision for transportation?

Scenario	**Number of Votes**
Status Quo	0
Partial Shift	3
Aggressive Shift	11

What are your thoughts on what needs to be planned for transportation in 2051?

- Complete bike lanes west/east and north/south.
- Truck noise needs to be addressed (engine brakes).
- Through routes are needed.
- Would London Port Stanley train help traffic on Highway 4 and Sunset?
- Multi-use paths are preferable to bike lanes.
- Cycling infrastructure and transportation opportunities out of town.
- Plan for transportation that is safe, useful and interesting for younger people.

Where do you think road, transit, cycling or walking improvements are needed?

- Leverage multi-use potential at Talbot and Fairview.
- Linking bike lanes to allow for point-to-point rides.
- Safe crossing for roads.
- Accessible trails.
- Look to copy rail to trail initiatives in other municipalities.
- We really need to shift away from personal vehicles for most transportation needs.
- Cities no longer have capacity for more vehicles.
- Cycling lanes.
- Almost everywhere, but southeast especially.

Additional Feedback

- Battery plant commutes will come across the city, including new growth areas.
- Need to support use of bikes and transit.
    - Lack of bike racks on buses.
    - Access to trails.
- Transit punctuality – early buses are a major problem.
- Transit priority measures needed to help sped up buses.
- Active transportation should be prioritized for investment over transit.
- Need better enforcement of traffic laws – people not stopping when ding right turns on red (this could be mitigated / reduced through tighter curb radii).

What We Heard – Public Information Centre 2

Public Information Centre 2 was held on July 24, 2025, from 5 p.m. to 8:00 p.m. at the Memorial Arena. Approximately 22 people attended.

Feedback received during the session is recorded below. Copies of the Notice for the meeting and display material presented at the PIC are included in Appendix A.

Draft recommendations for the City's Transportation Master Plan were presented to the community for feedback. Key areas were feedback was solicited include:

Do you agree with the recommendations to modernize the transit system?

- Yes - The interim and final transit networks look promising. What appears to be missing is regional connection and accounting for future suburban sprawl in the design of the final transit network. We should take a transit-first approach to development and ensure that there is easy access to economic participation.
- Yes - I liked the bus station outside of Fanshawe and St Joe's it is a good location.
- Yes - The "what have we heard to date" poster echoes my feelings. I am on board with transit that is more affordable, across different parts of the city, offering choices and replacing car as default transport.
- Transit to Harvest Run subdivision.
- I agree with the long term goal of a grid system. The current routes are sometimes confusing.



The plan for Active Transportation includes 74 km of new facilities, 26 km of future facilities along rail lines and 19 km of facilities outside the City? Do you support the proposed network plan?

- Yes- Full support, high priority. As I work longer hours to keep up with increasing cost of living, I'd like to use transportation as an opportunity to be active in community and green space.
- Yes - A greater focus on intersections, often they put you in driver's blind spots or people race past at stop signs and roundabouts.
- Yes – Separation from vehicular traffic is the key and it looks like that is the suggested approach. Prioritizing the design of infrastructure for people walking and biking will be essential in the livability of our city going forward.
- Would love to see separated trails / off road routes in the new subdivisions.
- The N-S main thoroughfare is a very good plan which will enable purposeful active travel. Please concentrate on contiguous and consistent active travel corridors. Fairview-Burwell would be best N-S. Rail Trail E-W is great! Please work with adjoining municipalities.
- Need better trail / bike paths on east side Talbot / Centennial / Elm. No good route biking north. Coulter okay going south to connect to trail in Orchard Park.

The proposed road network improvement plan includes both capacity improvement and network optimization projects. Do you support the proposed roadway improvement plans?

- Some of the suggestions make sense others are setting us up to become a city like London where we sprawl forever and have no sense of place.
- Not sure about widening Fairview.
- Capacity improvement may be a clunky solution. Dependence on auto manufacturing in the industrial corner of the city drives a need for driving to work, but auto manufacturers are not altruistic. Optimization is good if slow to be accepted.
- I have concerns about the west end of Talbot (downtown) being a major arterial road. It seems like it should prioritize pedestrians and non-auto traffic. Could Centre St accommodate more traffic?

If you have any other comments you wish to share with project team?

- One fear is that improved public transit clashes with work/life/car culture. While growth is expected, in St. Thomas it seems to be under the assumption of revitalized industry; and that industry is not served by public transit until transit is fully realized and in active use. Interests of industry (reason for growth) conflict with people who would be the growth.
- Regional transit is essential. This is the Railway City and we need a train. Bringing back the L&PS Railway would ease congestion and support the economy.
- Bring back the L&PS Railway passenger service.

Appendix A

Public Consultation Material – Youth Engagement Summary

City of St. Thomas
Transportation Master Plan Refresh
October 2025

Students Build Cities

Over the past few years, our team at Andrew Gunn Consulting and *young & free press* have worked in collaboration with the Thames Valley District School Board to connect students directly to local community-building projects. In St. Thomas specifically, students have participated in the design of Westlake-Evans Park, informed the development of the new Hospice of Elgin, collaborated with professional artists to paint murals, and built planter boxes and welded and installed sculptures as part of the 'Tiny Alley Gallery' downtown.



Mayor Joe Preston with members of our team & local teachers and students following the installation of student murals, sculptures and planter boxes in downtown St. Thomas

What happens in the Students Build Cities program?

Essentially, we identify opportunities for students to contribute directly to local community-building projects. Sometimes this takes the shape of providing ideas for new initiatives or feedback on ongoing developments, while other times we set up ways for students to produce tangible items that can be incorporated into shared spaces in the city.

Who helps to make this happen?

Our contacts at TVDSB connect us with the right teachers and students to make the projects happen. We want to ensure that the students participating are coming from courses where the subject matter dovetails with the purpose of the community initiatives. This sort of experiential learning helps to bring the academic content to life for the students.

We work regularly with the staff at the STEAM Centre, who run workshops for students & assist with the coordination of the projects. Additionally, we have been very fortunate to have the support of local donors who contribute toward the cost of project materials.

Another key element of the *Students Build Cities* program is how we reach out to local individuals, businesses and organizations to generate these opportunities for students. Support from the community has been exceptional in this regard.

Next Level: the 'STEAM Community Studio'

Occasionally we encounter a project that demands more sustained work in order to involve students and produce meaningful outcomes for the community. For exactly these types of situations, we have provided funding for the 'STEAM Community Studio', a program at the STEAM Centre which effectively serves as the 'lab' for *Students Build Cities*.

In the STEAM Community Studio, elementary and secondary school students have the chance to connect with academics and other subject matter experts, local leaders, and post-secondary students to examine challenges facing St. Thomas and then design potential solutions. Through research, design-thinking and prototyping activities, students gain the ability to inform public policy discussions and support the work of community members, municipalities, businesses, as well as charitable and not-for-profit organizations. To review past STEAM Community Studio projects, check out the details at www.steameducation.ca/communitystudio

If there are any questions regarding *Students Build Cities* or the STEAM Community Studio, please feel free to contact us anytime.

Andrew Gunn & Maddie King
Andrew Gunn Consulting / *young & free press*
c. 519.709.5227
e. gunn@andrewgunnconsulting.ca

City of St. Thomas – Transportation Master Plan – Summary of Student Input

Through the 'Students Build Cities' program run by Andrew Gunn Consulting and young & free press *in collaboration with the Thames Valley District School Board & STEAM Centre, 72 local high school students have been consulted on the transportation needs of the community.*

Please find below a quick summary of the process and results. Additionally, there is an in-depth report prepared by Western University students.

Highlights

Students surveyed reported that they mainly travel around the city by walking and driving – younger students driven by family members or friends, of course – and some travel by public transit or cycling. When asked how they hoped to travel locally ten years from now, the same pattern emerged – walking, driving, public transit & cycling – but with higher numbers hoping that investments in transit and cycling could make those modes more useful in the future. This established the thrust of what we heard subsequently, specifically that investing in all these modes of transit would be beneficial. Essentially, keep building 'complete streets'!

In written comments and in the conversations that took place during the sessions with students, we identified several interesting themes:

First, many students emphasized the need to keep testing innovative ways to support traffic flow. For vehicles, this could include the continued investment in roundabouts, or experimenting with other intersection designs that encourage slowing down rather than full stops. The desire for changes that might benefit drivers, including higher speed limits, fewer speed bumps, and wider lanes, were balanced against the needs of other users and the importance of safety.

Second, there were discussions of how other factors stimulate the way that people traverse the city. For example, investments in aesthetic improvements along trails and sidewalks would likely encourage more people to walk and cycle. Buses could be made more attractive and inviting, too. Further, the idea emerged that 'transportation only matters if you have somewhere to go' – this led to a focus on what cultural amenities or new businesses could be added to the community. Some mentioned safety concerns as a reason for not frequenting the downtown.

Third, we noted that many students feel that better information-sharing is required regarding transit, both local and regional options. For the transit system in the city, there is limited awareness of how to use the buses, including where to get tickets, the existence of the Railway City Transit app, and so on. Beyond St. Thomas, the majority of students did not know about the new connections to London or the FlixBus route to Toronto. There is an obvious need to communicate more effectively with the youth demographic. One question: why do local transit options not show up on Google Maps or Apple Maps?

Fourth, students noted some of the investments that could be made to boost cycling and other active transit options. Continuing to expand the network of safe bike lanes and multi-purpose paths is a priority, as well as other elements like offering options for secure bike storage. Interestingly, there were discussions about design alternatives – for example, would bike lanes be better situated next to sidewalks rather than on the roads?

Beyond these four main themes, there were a few other interesting questions: (1) will the City be investing in more EV chargers in the downtown and other strategic locations? (2) what kind of parking strategy exists? Access to parking is important, but could multi-level parking garages free up surface lots for more residential development? (3) Are we making full-use of the Highway 3 by-pass? Should there be an interchange between Wellington Road & First Ave to direct more people into the downtown core?

Crucial to the development of the 'Transportation Master Plan' is having citizens who can balance their own self-interest with empathy for the needs of others. As students responded to questions and talked in groups, this need for balance became increasingly apparent.

Notes on Methodology

Representatives of Andrew Gunn Consulting & the STEAM Centre visited classes at Parkside Collegiate Institute and Central Elgin Collegiate Institute. The opportunity to contribute ideas was provided to TVDSB program heads and teachers, and we went to the schools that expressed interest. At Parkside, we spoke with a grade twelve Kinesiology class, and at Central Elgin, there were Business students in grade nine and ten, Geography students in grade twelve, and then Business – Specialist High Skills Major students in grades eleven and twelve.

The sessions began with questions shared through Mentimeter, an app that generates presentations with the opportunity for real-time feedback. Students were asked general questions about the population of St. Thomas, areas of growth, and transportation patterns. From there, students were asked to fill out worksheets that asked the following:
(1) where do you visit most often? how do you get there?
(2) what challenges do you face getting where you need to go?
(3) what 'third spaces' would you like in St. Thomas?
(4) how would you prefer to get around the city?

To generate this approach, we were assisted by three students in the 'Community Engaged Learning' program at Western University – Sonya Tsou, Ethan McCallum, and Ben Cornell. This trio helped to design the workshops, including summarizing the key features of the Transportation Master Plan in language aimed at a high school audience. Sonya, Ethan and Ben also joined one of the sessions at Central Elgin.

Subsequently, students were given the chance to brainstorm ideas for improving transportation in the city from a variety of perspectives, including pedestrians, drivers, cyclists, transit users, and those with mobility challenges. This led to lots of interesting and practical suggestions, plus some fantastical ideas. For an in-depth summary, we have provided the full 'Student Feedback Report' prepared by the Western students. We can also provide copies of the various worksheets and post-it note boards that emerged from these sessions. We trust that, by reviewing all these materials, City staff will get a sense of the main concerns and hopes of the high school students engaged.

Final Thoughts

We were encouraged to see students gather insight into the significance of a policy document like the Transportation Master Plan. Economic and cultural development are tied in no small measure to the efficiency and variety of transportation options. Additionally, the way that people move around a city has a massive impact on health and fitness, aesthetics, and equality of access. Students are among the population locally that may not have access to a personal vehicle, and considering the needs of user groups other than drivers is critical.

Ultimately, from the written feedback and conversations in-class, we thought that the main message from students was to consider the needs of all users and invest gradually to make every transportation option better. Again, this could be summarized as 'build complete streets', essentially following the trajectory of recent years in the city but trying to improve traffic flow for all. We thought that the following insights were perhaps most important:

1 / Keep experimenting with road improvements to improve circulation of vehicles;
2 / Consider how other improvements to the community can promote use of all modes of transportation – for example, aesthetic enhancements downtown will encourage more people to walk there rather than simply drive in and out;
3 / Better communications are required to boost use of the transit system;
4 / Building out the network of cycling lanes is important, but other factors like bicycle storage and the placement of the bike lanes should be considered, too;
5 / St. Thomas should be willing to experiment with innovative solutions to transportation.

Thank you for the opportunity to assemble this feedback from local students.

Sincerely – Andrew Gunn, Andrew Gunn Consulting Inc. / young & free press
c. 519.709.5227 e. gunn@andrewgunnconsulting.ca

Appendix B

Online Public Survey Results

How do I get involved?

Visit the project website to learn more about the study, complete our online survey and offer comments.

www.stthomas.ca/Transportation_Master_Plan_Refresh_2024

Visit the Project Website

Send the project team an email

StThomasTMP@ptsl.com



City of St. Thomas
Transportation Master Plan Refresh
October 2025

Public Questionnaire

City of St. Thomas
Transportation Master Plan

The City of St. Thomas has retained Paradigm Transportation Solutions Limited to update and refresh the City of St. Thomas Transportation Master Plan.

The Transportation Master Plan will provide important information and recommendations regarding the future of transportation in the City. It will consider City-wide needs and all types of travel (e.g. walking, cycling, vehicular, etc.) to guide future decisions on transportation improvements. The City is conducting this questionnaire to understand people's ideas and priorities about all parts of the St. Thomas community's transportation network – for today and for the future.

Overall results from this questionnaire will be shared publicly, however all individual responses will be kept confidential. The questionnaire should take about 10 to 15 minutes for you to complete.

Please tell us about you and your current travel trends and opinions on transportation:

1. **Do you… (Select all that apply)**
   - ☐ Live in the City of St. Thomas
   - ☐ Work in the City of St. Thomas
   - ☐ Go to school in the City of St. Thomas
   - ☐ Shop or use services in the City of St. Thomas (doctor's office, dry cleaning, food services, etc.)
   - ☐ Spend leisure or recreation time in the City of St. Thomas (includes visiting family or friends or recreational activities)
   - ☐ Other _____

2. **The approximate distance between where you live and where you regularly work/go to school is: (Select one)**
   - ☐ Don't work/go to school
   - ☐ Work/attend school from home
   - ☐ No regular work location
   - ☐ Less than 2 kilometres
   - ☐ Between 2 and 5 kilometres
   - ☐ Between 5 and 10 kilometres
   - ☐ Greater than 10 kilometres
   - ☐ N/A

3. **How do you currently get around within St. Thomas? (Select all that apply)**
   - ☐ Walking or rolling (Rolling refers to the use of a wheelchair or other mobility device)
   - ☐ Cycling
   - ☐ Driving a vehicle
   - ☐ Passenger in a vehicle
   - ☐ Motorcycle
   - ☐ Public transit
   - ☐ On a school bus

4. **What is your most common mode of travel for work or school trips? (Select one)**
   - ☐ Walking or rolling
   - ☐ Cycling
   - ☐ Driving a vehicle
   - ☐ Passenger in a vehicle
   - ☐ Motorcycle
   - ☐ Public transit
   - ☐ On a school bus

5. **What prevents you from walking or rolling more frequently? (Select all that apply)**
   - ☐ Distance between destinations
   - ☐ Time to travel between destinations
   - ☐ Too much to carry to/from destinations
   - ☐ Safety
   - ☐ Seasonal conditions (e.g. hot summers, cold winters)
   - ☐ Variations in weather (e.g. rain)
   - ☐ Physically unable, or difficult to do so (due to sidewalk/trail conditions and/or personal ability)
   - ☐ Lack of comprehensive and linked pedestrian network (sidewalks / trails)
   - ☐ Nothing, I walk or roll as much as I can
   - ☐ Other _____

6. **Please explain your response.**

_____

_____

7. **What prevents you from cycling more? (Select all that apply)**

- ☐ Distance between destinations
- ☐ Time to travel between destinations
- ☐ Too much effort to bike
- ☐ Too much to carry/transport to/from destination
- ☐ Safety
- ☐ Seasonal conditions (e.g. hot summers, cold winters)
- ☐ Variations in weather conditions (e.g. rain)
- ☐ Physically unable or difficult to do so
- ☐ Personal factors
- ☐ Concern about bicycle theft
- ☐ Lack of bicycle parking/lock up locations
- ☐ Lack of a complete cycling network
- ☐ No bicycle
- ☐ Nothing, I bike as much as I can
- ☐ Other _____

8. **Please explain your response.**

_____

_____

9. **What prevents you using public transit more? (Select all that apply)**

- ☐ Service is too infrequent/waits at stops are too long
- ☐ Ride durations are too long
- ☐ Difficulty getting to or from public transit stops
- ☐ Lack of real-time information on schedules
- ☐ Nothing, I take public transit as much as I can
- ☐ Other _____

10. **Please explain your response.**

_____

_____

11. **Please indicate how important each of the following measures are for making all types of travel safer in the City of St. Thomas from your perspective: Circle an option – Extremely Important (EI), Very Important (VI), Somewhat Important (SI), Not So Important (NSI), Not at all Important (NI)**

    a. Improving the condition of roads (e.g. re-paving)
    (EI) (VI) (SI) (NSI) (NI)

    b. Separating pedestrians from vehicular traffic
    (EI) (VI) (SI) (NSI) (NI)

    c. Separating cyclists from vehicular traffic
    (EI) (VI) (SI) (NSI) (NI)

    d. Installing additional pedestrian crossings with flashing lights or traffic signals
    (EI) (VI) (SI) (NSI) (NI)

    e. Lowering the speed limit on City roads
    (EI) (VI) (SI) (NSI) (NI)

    f. Implementing measures to reduce traffic speeds
    (EI) (VI) (SI) (NSI) (NI)

    g. Improving intersections to make them safer
    (EI) (VI) (SI) (NSI) (NI)

12. **Please indicate how important each of the following measures are for making vehicular traffic movement more convenient in the City of St. Thomas from your perspective: Circle an option – Extremely Important (EI), Very Important (VI), Somewhat Important (SI), Not So Important (NSI), Not at all Important (NI)**

    a. Improving the condition of roads
    (EI) (VI) (SI) (NSI) (NI)

    b. Better coordination of traffic signals
    (EI) (VI) (SI) (NSI) (NI)

    c. Widening select roads
    (EI) (VI) (SI) (NSI) (NI)

    d. Adding turn lanes and/or advance phasing (e.g. green arrow) at more intersections
    (EI) (VI) (SI) (NSI) (NI)

    e. Providing roundabouts, where feasible, instead of traffic signals
    (EI) (VI) (SI) (NSI) (NI)

    f. Restricting pedestrian crossings at certain locations
    (EI) (VI) (SI) (NSI) (NI)

g. Building new roads to serve growth areas
(EI) (VI) (SI) (NSI) (NI)

h. Restricting on-street parking and stopping at certain locations
(EI) (VI) (SI) (NSI) (NI)

i. Providing designated routes for trucks
(EI) (VI) (SI) (NSI) (NI)

j. Education and communication
(EI) (VI) (SI) (NSI) (NI)

k. Establishing a clear road hierarchy
(EI) (VI) (SI) (NSI) (NI)

13. **Please indicate how important each of the following measures are for making walking and rolling more convenient in the City of St. Thomas from your perspective: Circle an option – Extremely Important (EI), Very Important (VI), Somewhat Important (SI), Not So Important (NSI), Not at all Important (NI)**

a. Providing sidewalks on both sides of all streets
(EI) (VI) (SI) (NSI) (NI)

b. Providing sidewalks on both sides of major streets only
(EI) (VI) (SI) (NSI) (NI)

c. Upgrading sidewalks with curb ramps to make them accessible to all users
(EI) (VI) (SI) (NSI) (NI)

d. Provide more protected pedestrian crossings with markings, signs or flashing lights
(EI) (VI) (SI) (NSI) (NI)

e. Providing more off road trails
(EI) (VI) (SI) (NSI) (NI)

f. Providing wider sidewalks in the downtown
(EI) (VI) (SI) (NSI) (NI)

g. Educating drivers and pedestrians on the rules of the road
(EI) (VI) (SI) (NSI) (NI)

h. Developing programs to encourage children to walk to school
(EI) (VI) (SI) (NSI) (NI)

14. **Please indicate how important each of the following measures are for making cycling more convenient in the City of St. Thomas from your perspective: Circle an option – Extremely Important (EI), Very Important (VI), Somewhat Important (SI), Not So Important (NSI), Not at all Important (NI)**

a. Provide painted / marked bicycle lanes on major roads
(EI) (VI) (SI) (NSI) (NI)

b. Providing separated bike lanes in the boulevard of major streets
(EI) (VI) (SI) (NSI) (NI)

c. Providing more off road trails for use by bicycles
(EI) (VI) (SI) (NSI) (NI)

d. Providing signs to indicate where bicycles may be sharing the roadway
(EI) (VI) (SI) (NSI) (NI)

e. Providing secure bicycle parking at municipal buildings such as recreation or community centers, libraries, schools
(EI) (VI) (SI) (NSI) (NI)

f. Providing secure bicycle parking at stores, malls, and other private businesses
(EI) (VI) (SI) (NSI) (NI)

g. Educating drivers and cyclists on the rules of the road
(EI) (VI) (SI) (NSI) (NI)

h. Developing education programs to improve cyclist skills / confidence
(EI) (VI) (SI) (NSI) (NI)

i. Lowering the speed limit on roads with bicycle lanes
(EI) (VI) (SI) (NSI) (NI)

j. Providing maps or other information about cycling routes in the City
(EI) (VI) (SI) (NSI) (NI)

15. Are there specific intersections in St. Thomas that you feel could be improved with respect to safety or traffic flow? If so, please tell us which ones. Please consider this from the perspective of all types of travel and all users.

_____

_____

_____

_____

The following questions will help the City develop a transportation vision for the community.

16. What do you like best about moving around St. Thomas? Please tell us what is working well.

_____

_____

_____

_____

17. **What would make moving around within St. Thomas better? Please tell us what we could improve.**

_____

_____

_____

_____

18. **What, if anything, concerns you about moving around within St. Thomas? (Select all that apply)**

- ☐ Current traffic volumes
- ☐ Travel time
- ☐ Current condition of roads
- ☐ Current condition of sidewalks
- ☐ Current condition of bike lanes/paths/trails
- ☐ Driver behaviour
- ☐ Safety for walking
- ☐ Safety for cycling
- ☐ Safety for driving
- ☐ Convenience of public transit
- ☐ Other_____

19. **Please indicate how important each of the following objectives are for improving transportation from your perspective: Circle an option – Extremely Important (EI), Very Important (VI), Somewhat Important (SI), Not So Important (NSI), Not at all Important (NI)**

a. Improving health/quality of life for residents
(EI) (VI) (SI) (NSI) (NI)

b. Connecting communities within and adjacent to the City
(EI) (VI) (SI) (NSI) (NI)

c. Making it easier to get around within St. Thomas
(EI) (VI) (SI) (NSI) (NI)

d. Ensuring that walking and cycling are practical transportation options
(EI) (VI) (SI) (NSI) (NI)

e. Ensuring that there are recreational areas for walking and cycling
(EI) (VI) (SI) (NSI) (NI)

f. Educating community members on safe use of the roads
(EI) (VI) (SI) (NSI) (NI)

g. Providing ridesharing opportunities
(EI) (VI) (SI) (NSI) (NI)

h. Providing improved public transit services
(EI) (VI) (SI) (NSI) (NI)

i. Providing increased tourism opportunities
(EI) (VI) (SI) (NSI) (NI)

20. How do you think public transit could be improved? (Select all that apply)

☐ More routes

☐ Shorter routes

☐ More frequent service on existing routes

☐ Service to other communities not currently linked

☐ Longer hours for weekday service

☐ Longer hours for weekend service

☐ Other _____

21. **Please indicate how you feel about vehicular parking in downtown St. Thomas:**
Circle an option – Extremely Satisfied (ES), Very Satisfied (VS), Somewhat Satisfied (SS), Not So Satisfied (NSS), Not at all Satisfied (NS)

a. Quantity of parking spaces
(ES) (VS) (SS) (NSS) (NS)

b. Proximity of spaces to your destination(s)
(ES) (VS) (SS) (NSS) (NS)

c. Time limits for on-street parking
(ES) (VS) (SS) (NSS) (NS)

d. Cost for parking
(ES) (VS) (SS) (NSS) (NS)

e. Cost for permit Parking
(ES) (VS) (SS) (NSS) (NS)

22. Is there anything else you would like to add regarding parking?

_____

_____

23. Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs?

_____

_____

_____

_____

_____

_____

The following questions will give us some general information about yourself to help better understand your responses to other questions:

24. Where do you live? (Select one)

- ☐ City of St. Thomas
- ☐ Central Elgin
- ☐ Aylmer
- ☐ Malahide
- ☐ Southwold
- ☐ Dutton-Dunwich
- ☐ West Elgin
- ☐ Bayham
- ☐ Other (please specify): _____

Street Name (responses will be confidential): _____

25. Which age group applies to you? (Select one)

- ☐ Under 18
- ☐ 18 – 24
- ☐ 25 – 34
- ☐ 35 – 44
- ☐ 45 – 54
- ☐ 55 – 64
- ☐ 65+
- ☐ Prefer not to say

26. **Would you like to receive email correspondence to hear about updates on the Transportation Master Plan, future surveys, and future public meetings?**
    a. No
    b. Yes. Please provide your e-mail address:

    _____

Thank you for taking the time to respond to this survey. The City of St. Thomas greatly values your input! If you have any questions, please send an email to StThomasTMP@ptsl.com and continue to visit the project webpages for updates!

City of St. Thomas

Transportation Master Plan

Online Survey Summary Report

Prepared by: LURA Consulting and Paradigm Transportation Solutions Limited
October 2025

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Introduction.....1
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Introduction

Project Background

The City of St. Thomas is refreshing its Transportation Master Plan (TMP) to serve as a long-range strategic plan for the City. The TMP refresh will incorporate updated forecasts for population and employment growth to the 2051 horizon and will address existing transportation challenges and future needs to support planned growth, while recommending updated policies to promote an efficient, multi-modal transportation network which fosters vehicular, bicycle, pedestrian, and transit mobility.

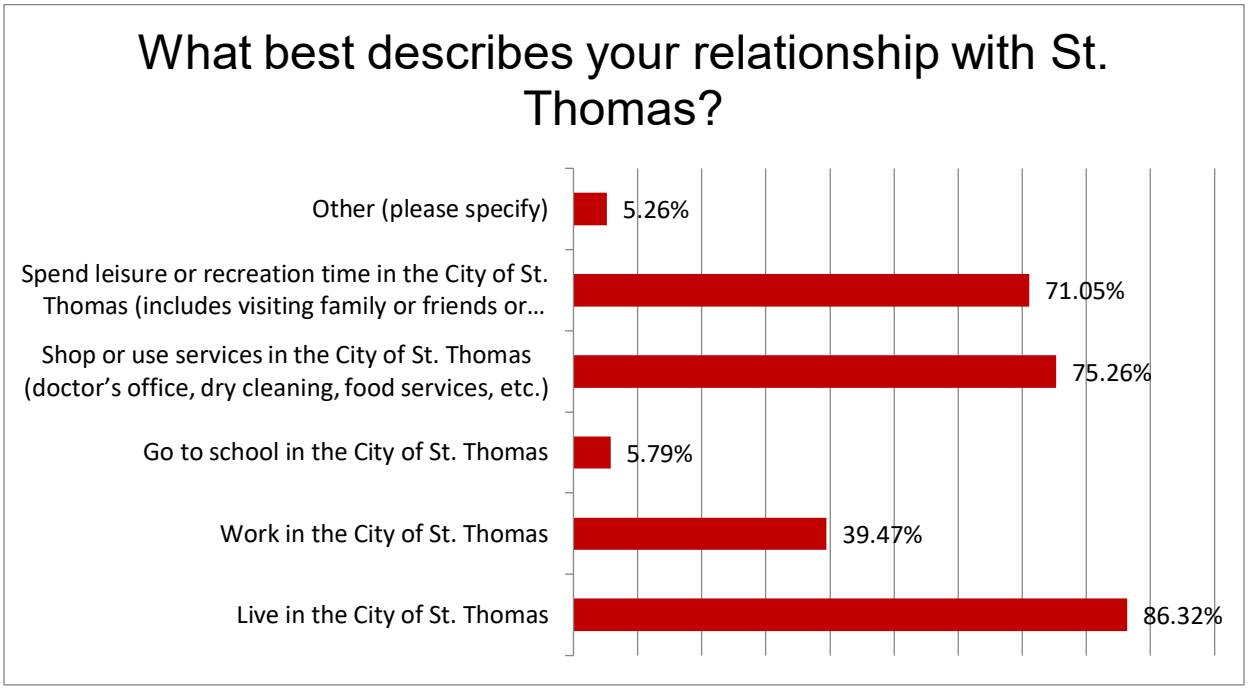
The TMP refresh is being undertaken in accordance with the Municipal Class Environmental Assessment (MCEA) Master Planning process within the Municipal Engineers Association (2000, as amended 2007, 2011, 2015, and 2023). It will develop a framework for future projects to address specific challenges and/or recommendations related to transportation in St. Thomas. Public and stakeholder engagement is a cornerstone of the MCEA process and is integrated into the decision-making processes used in the City of St. Thomas.

During Phase 1 of the study on online public survey was hosted on the City website and was promoted through the City website and social media channels to promote the study and collect information and opinions from residents to help shape the recommendations of the Master Plan Refresh.

What We Heard – Public Opinion Survey

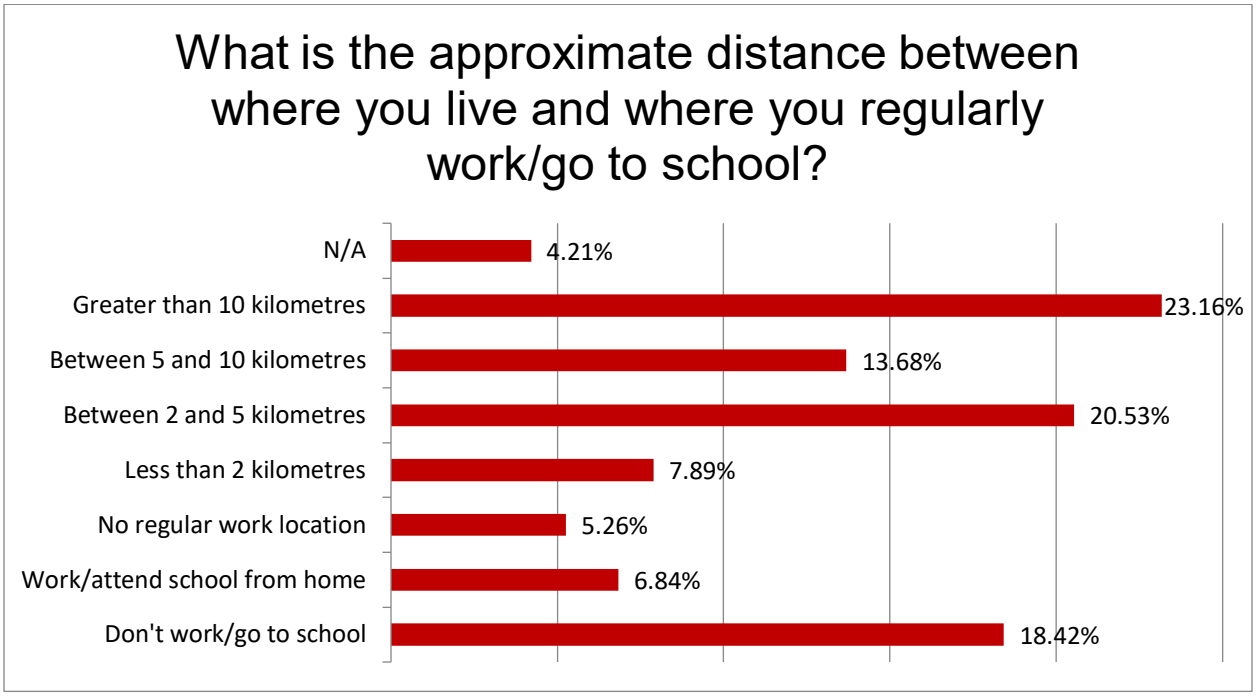
The following section provides a high-level summary of the feedback received from the public questionnaire process. Tables and graphs illustrating the number of respondents to various questions reflect the responses received as part of the public questionnaire.

What best describes your relationship with St. Thomas? [Select all that apply | n=190]



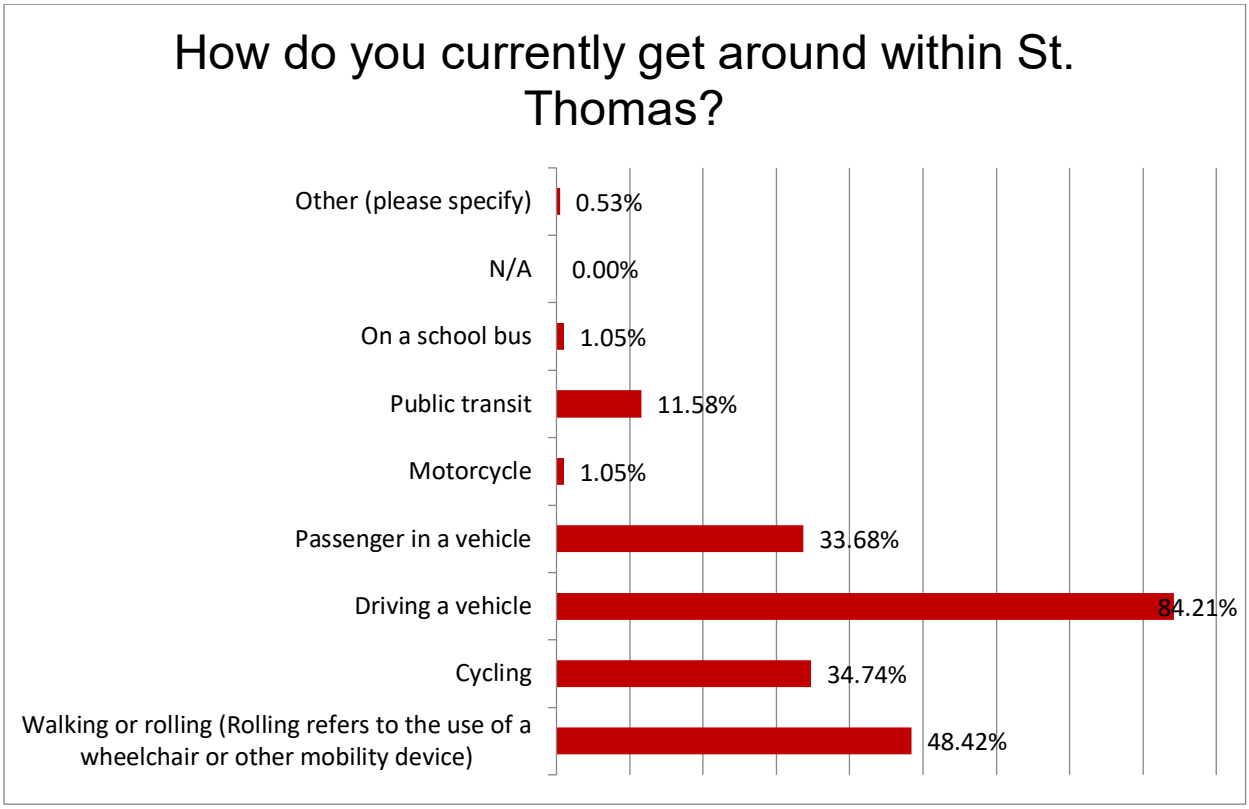
Most respondents live in the City of St. Thomas, while 71-75% either shop and use services in the City or spend leisure and recreation time there. Less than 40% work in St. Thomas. Other ways people described their relationship with St. Thomas include attending church, volunteering, and visiting the hospital.

What is the approximate distance between where you live and where you regularly work/go to school? [n=190]



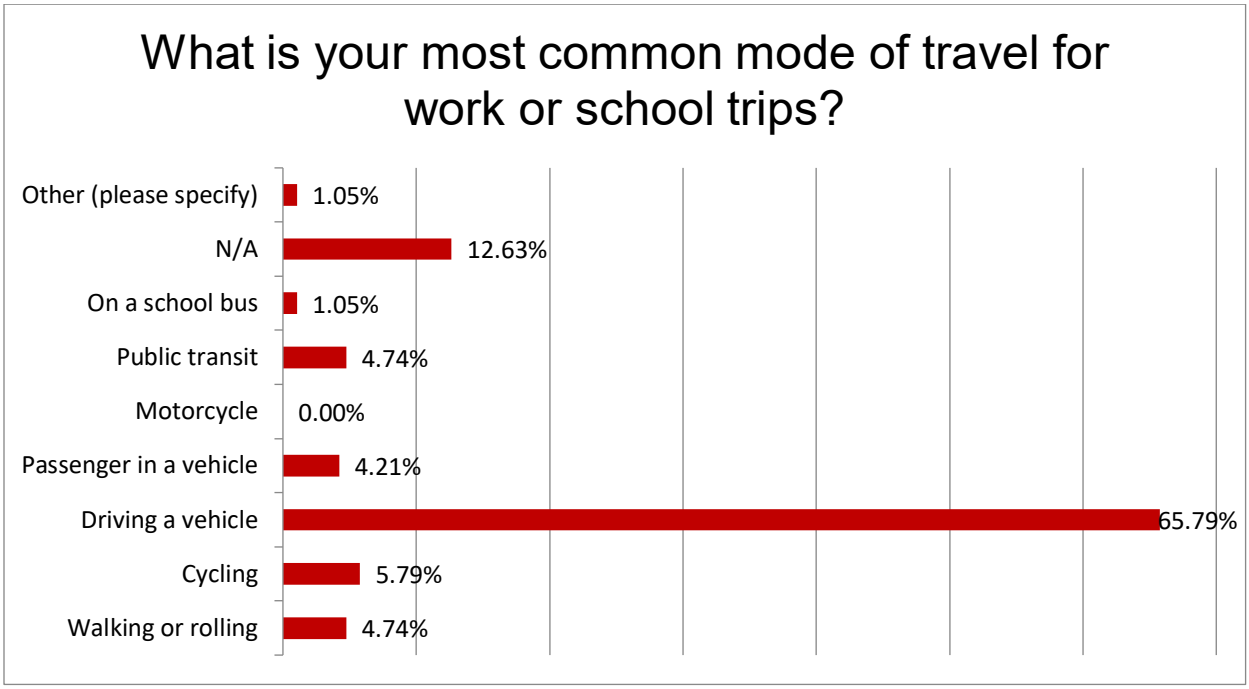
The most common distance respondents travel from where they live to where they regularly work or go to school is greater than 10 kilometres. Next, at about 20%, are those who have to travel between 2 and 5 kilometres. Of respondents who must travel for work or school, only 8% live within 2 kilometres of those locations.

How do you currently get around within St. Thomas? [Select all that apply | n=190]



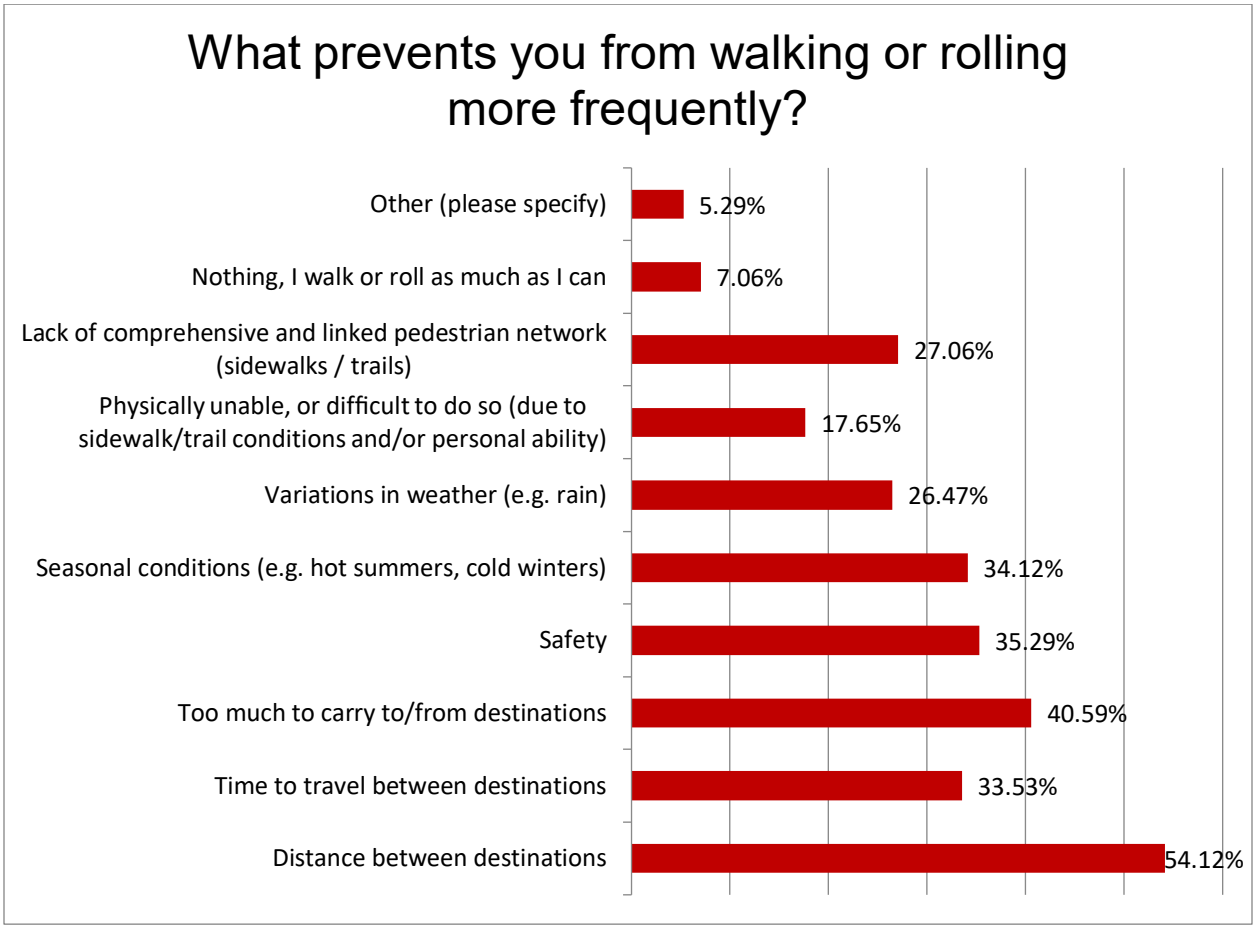
About 84% of respondents identified driving a vehicle as their current form of transportation. Around 48% of respondents included walking and rolling, and 33-34% of respondents identified they are either passengers in a vehicle or cycle to get around within St. Thomas. This suggests that respondents prefer or rely heavily on their personal vehicles to meet their transportation needs.

What is your most common mode of travel for work or school trips? [n=190]



Over 65% of respondents state that driving a vehicle is their most common mode of travel for work or school trips. This shows a heavy reliance on personal vehicles. Around 5% of respondents identified public transit, cycling, walking or rolling, and being passengers in a vehicle.

What prevents you from walking or rolling more frequently? [Select all that apply | n=170]



Most respondents (54%) identified that the distance between destinations prevents them from walking or rolling more frequently, as shown in the graph above. This is reflective of the average distance between where they live and where they work or go to school, which showed over 23% of respondents live greater than 10 kilometres from these destinations. The distance between homes and essential services or amenities and poor connectivity between trail networks was frequently mentioned. Respondents noted that the current layout of the city makes walking and cycling impractical for many daily activities.

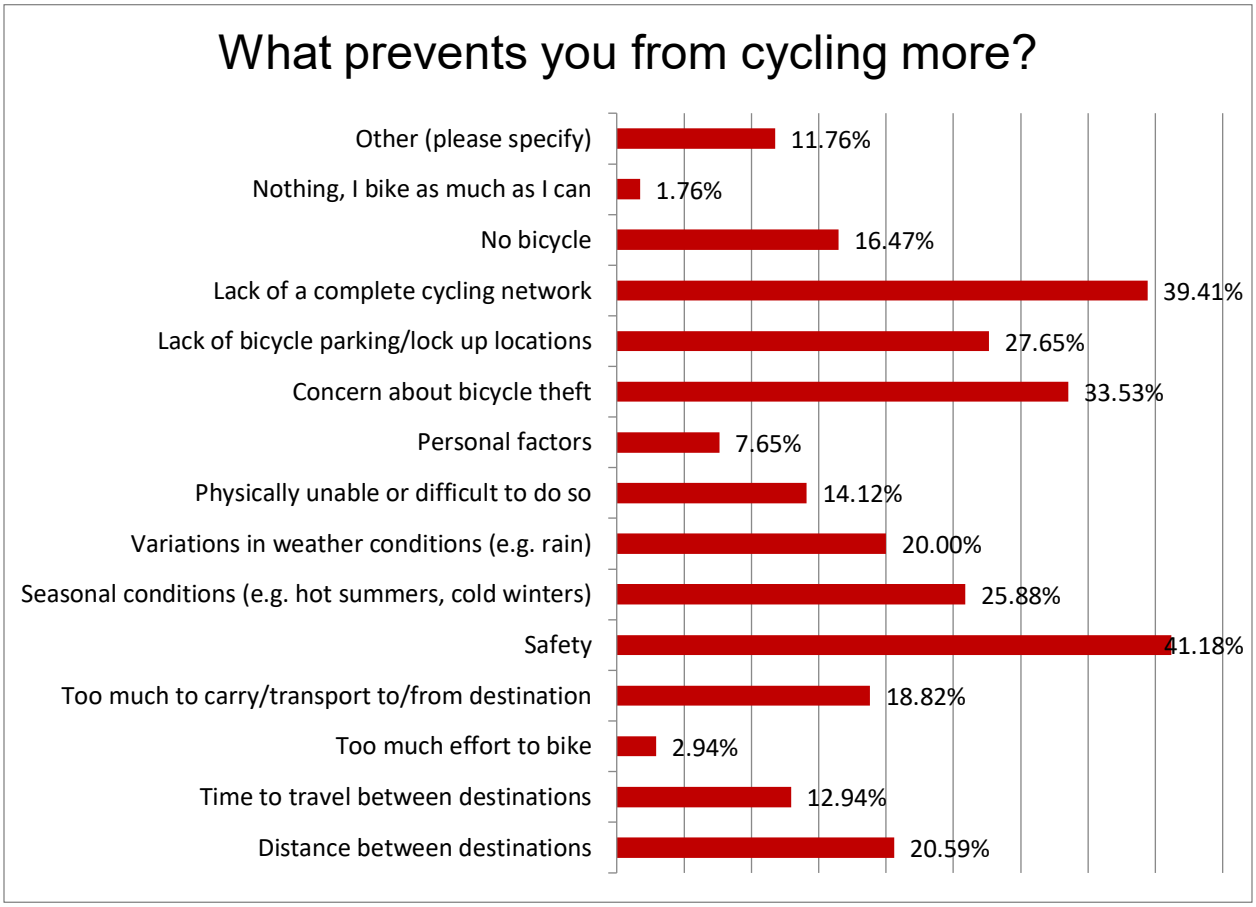
Additionally, carrying groceries or other items and transporting young children were cited as practical barriers to walking and rolling. These daily life challenges make it more convenient for people to use their cars.

Many respondents also expressed concerns about safety, both in terms of traffic and personal security. Driver behaviour was frequently mentioned, including speeding and failure to yield at crosswalks. A lack of proper infrastructure, including sidewalks and safe pedestrian crossings, reflects that sentiment, with some respondents highlighting the need for better connectivity and the improvement of existing infrastructure, such as pedestrian spaces, to make walking more feasible.

Several respondents mentioned health and mobility issues, such as osteoporosis or old injuries, making walking difficult due to physical limitations. These barriers prevent some residents from engaging in more active forms of transportation.

Public transit inadequacy was also mentioned to prevent respondents from walking more often, as many travel distances greater than 5 or 10 kilometres, and buses would provide an opportunity to close that distance between destinations.

What prevents you from cycling more? [Select all that apply | n=170]

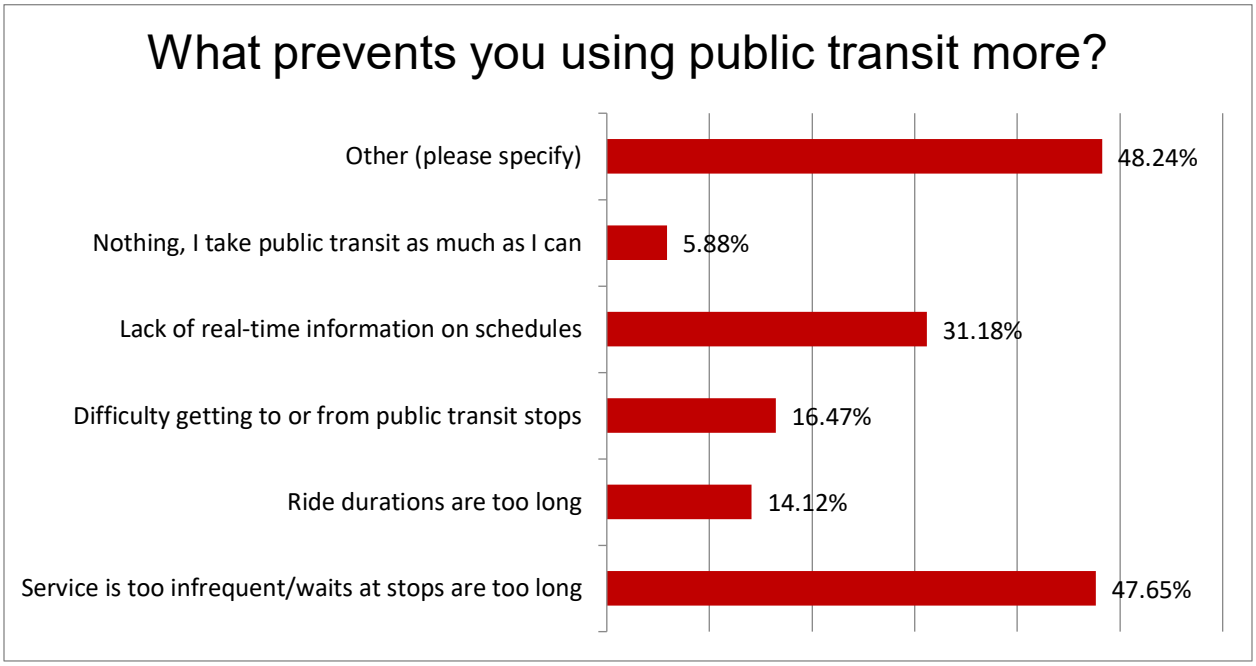


Safety was selected most often to prevent respondents from cycling more. These concerns include aggressive or inattentive drivers, unsafe roads and infrastructure, and personal security issues like theft. Many respondents noted the lack of proper cycling infrastructure or difficult cycling routes, such as protected bike lanes, safe routes, steep hills, and secure bike parking. If their destination does not have secure bike storage, then respondents do not feel comfortable travelling there by cycling. Therefore, infrastructure inadequacies make cycling more dangerous and less appealing.

Almost 40% of respondents identified the lack of suitable routes and convenient and connected routes as limiting factors for cycling more often. Respondents expressed frustration with the city's layout, such as difficulties getting from the south to the city centre, which makes cycling impractical for many daily activities.

Additionally, several respondents mentioned practical issues such as the difficulty of carrying groceries or other items, the need to transport children to and from school or take them on errands, and the inconvenience of arriving at destinations sweaty. Some respondents mentioned personal preferences or circumstances that prevent them from cycling more, such as not owning a bike or simply not enjoying cycling.

What prevents you from using public transit more? [Select all that apply | n=170]

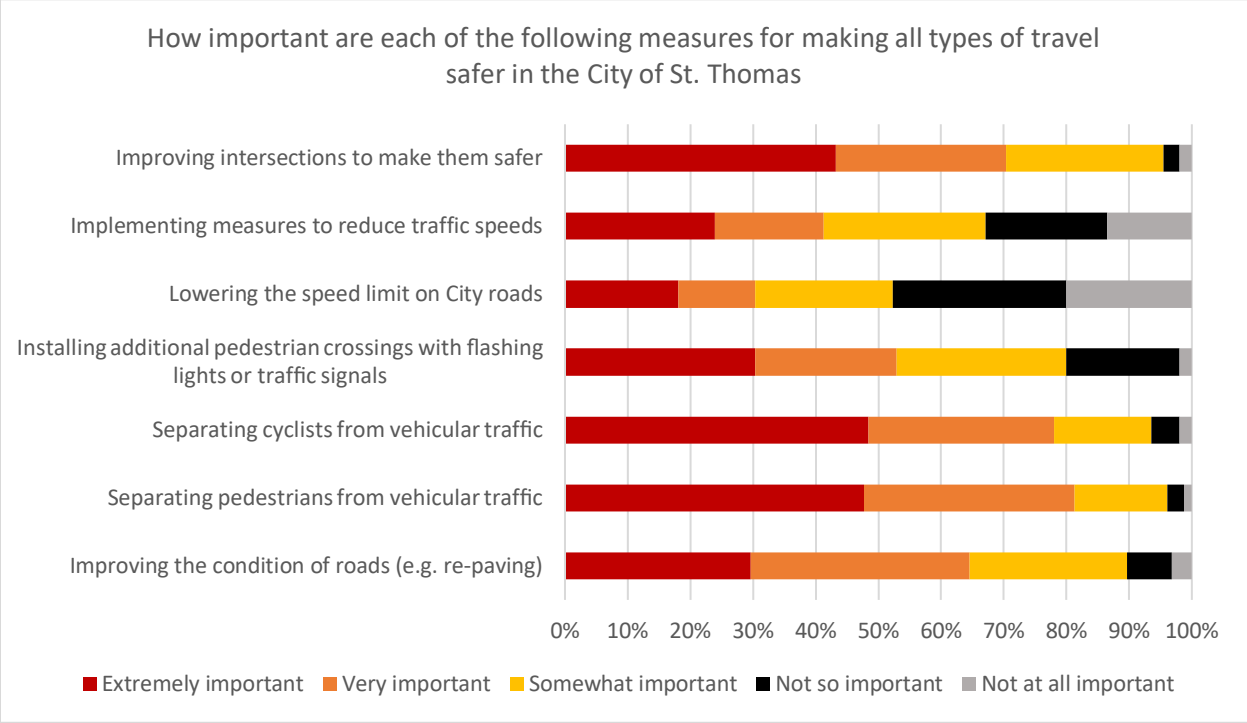


Of selectable answers, respondents identified that service infrequencies and too-long waits at stops were the most prevalent factors preventing them from using public transit more. When asked to explain their responses and specify their concerns, respondents mentioned that they had issues with the reliability, scheduling, and coverage of public transit. Respondents also expressed frustration with limited hours of service and the need for transfers. Furthermore, many respondents prefer the convenience and independence of driving their own vehicles. They find it more flexible and suited to their schedules than public transit.

The cost of public transit and issues with the transit app were noted as barriers. Some respondents find the fare system confusing or the app unreliable.

A significant number of respondents indicated that they do not need to use public transit because they have other modes of transportation available, such as personal vehicles, walking, or cycling. Several respondents expressed a lack of interest in public transit or were unaware of the available services. They either have never tried it or do not see it as a viable option.

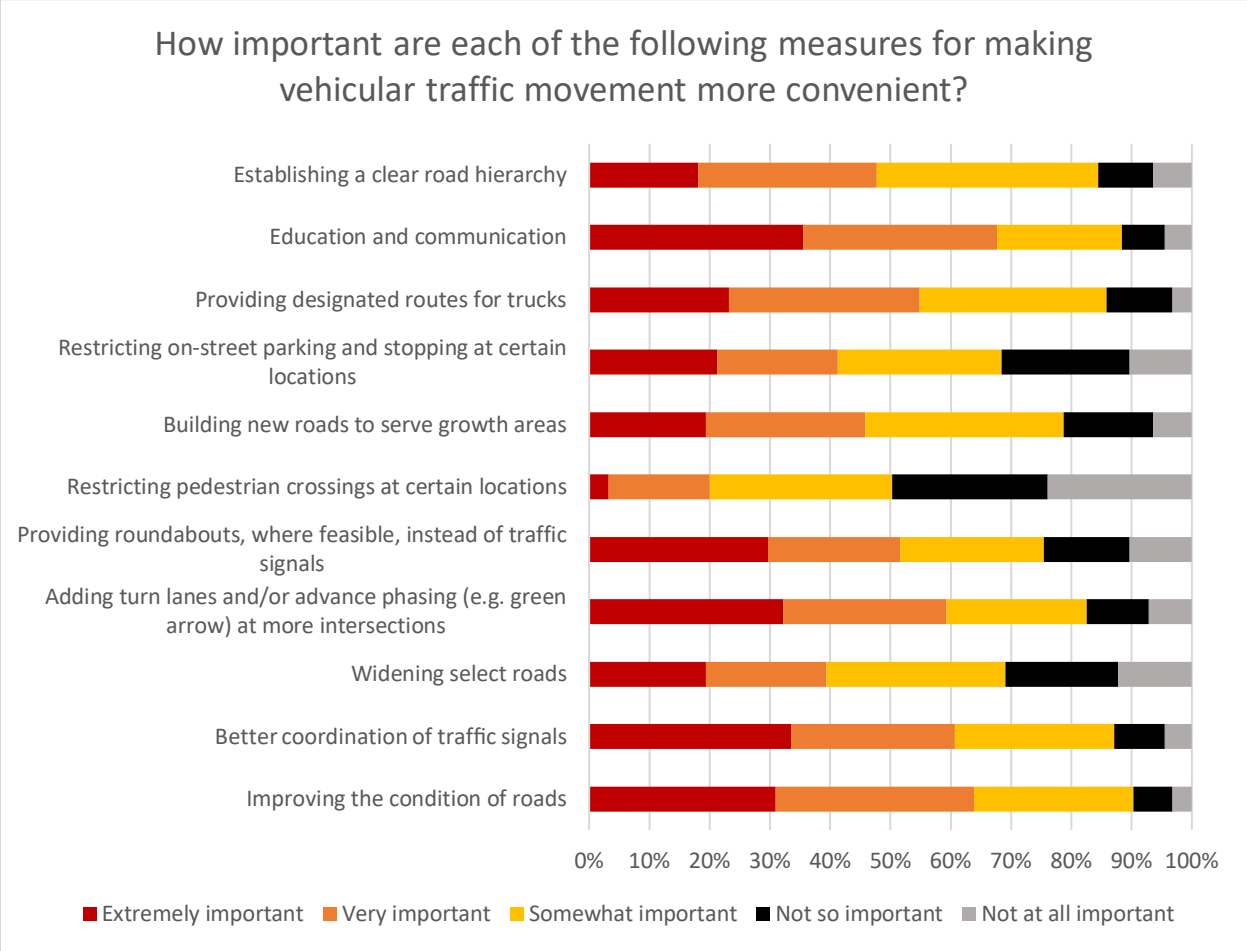
How important are each of the following measures for making all types of travel safer in the City of St. Thomas from your perspective? [n=155]



Separating pedestrians and cyclists from vehicular traffic was the most important measure for making all types of travel safer in the City of St. Thomas. The next most important measure was improving intersections, followed by installing additional pedestrian crossings with flashing lights or traffic signals. These results indicate that all forms of travel can be safer in the City by prioritizing pedestrian and cyclist safety and security. Improving road conditions was also stated to be important to respondents.

The least important measure identified was lowering speed limits on City roads and implementing measures to reduce traffic speeds.

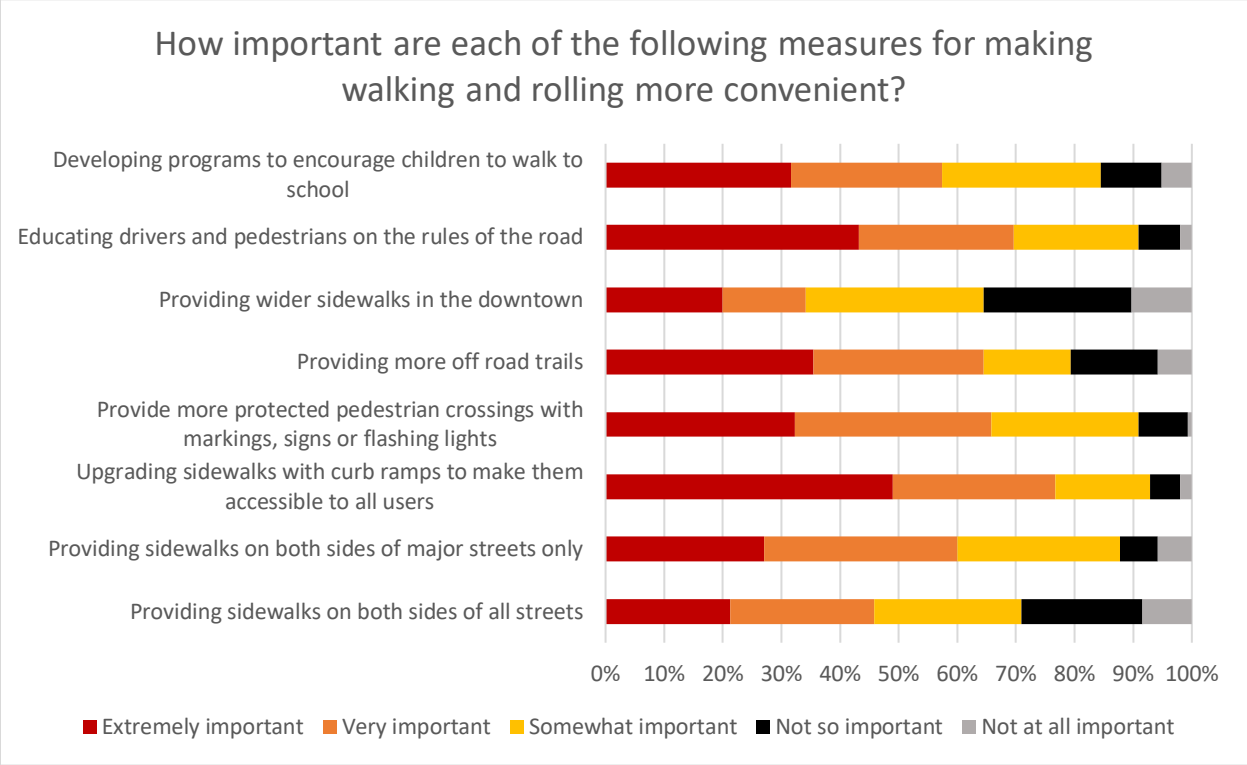
How important are each of the following measures for making vehicular traffic movement more convenient in the City of St. Thomas from your perspective? [n=155]



Education and communication are the most important measures identified to make vehicular traffic movement more convenient in St. Thomas. The next most important measures are improving the conditions of the roads, better coordination of traffic signals, and adding turning lanes or advanced phasing at more intersections. This suggests that respondents would like to see improvements in traffic management and infrastructure.

The least important measure identified was restricting pedestrian crossing at certain locations. This indicates that respondents value a fulsome and walkable pedestrian network.

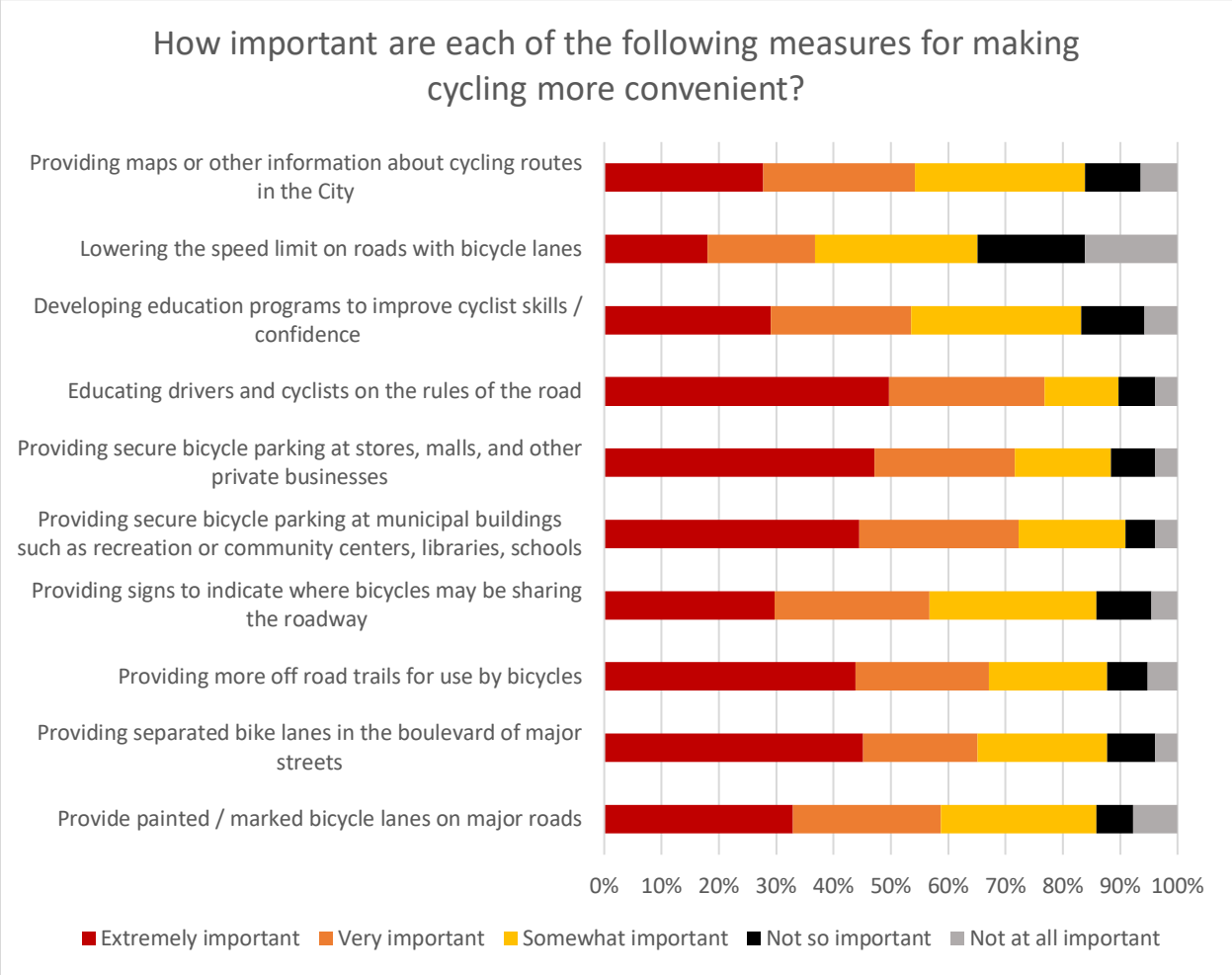
How important are each of the following measures for making walking and rolling more convenient in the City of St. Thomas from your perspective? [n=155]



Upgrading sidewalks with curb ramps to make them accessible was ranked as the most important measure for making walking and rolling more convenient. The next most important measures identified were educating drivers on the rules of the road, providing more protected pedestrian crossings with markings, signs, or flashing lights, and providing sidewalks on both sides of major streets only. This indicates that respondents would like to increase pedestrian awareness and safety while making the network more connected and efficient.

The least important measures identified were providing wider sidewalks downtown and sidewalks on both sides of all streets. This suggests that respondents view the sidewalks as adequate downtown but do not require extensive sidewalk networks on exterior streets where they may use alternative forms of transportation such as their personal vehicle.

How important are each of the following measures for making cycling more convenient in the City of St. Thomas from your perspective? [n=155]



Educating drivers and cyclists on the rules of the road was the most important measure identified for making cycling more convenient. This measure received the most "extremely important" selections and highlights the need for increased awareness and knowledge of how to proceed and navigate when operating a vehicle or bicycle. This will ensure safety for all road users.

The next most important measures include providing secure bicycle parking at stores, malls, and municipal buildings such as libraries and community centres. Increasing bicycle security would make cycling more appealing to respondents. Following these measures, bike lane improvements were also identified as important, with respondents identifying the need for more separated bike lanes in the boulevard of major streets and more off-road trails for bicycle use.

Lowering the speed limit on roads with bike lanes was the least important measure identified for making cycling more convenient. This suggests that respondents feel they should not have to sacrifice their personal vehicle efficiencies to make cycling a viable travel option.

Are there specific intersections in St. Thomas that you feel could be improved with respect to safety or traffic flow?

Respondents identified several specific intersections and streets in St. Thomas, highlighted below, as needing improvement in safety or traffic flow.

Intersections Along Elm Street

Respondents noted visibility issues at Elm Street and Manor Road when making a left from Manor to Elm. They find it dangerous because of the wall on the property to the east. At Fairview Avenue, there were suggestions to introduce an advanced turn signal when turning east onto Elm. At First Avenue, respondents suggest turning it into a roundabout to make crossing safer for pedestrians as they feel the timing is limited and rushed. At Sunset Drive, respondents identified issues with this intersection feeling disjointed and awkward, leading to them feeling unsafe as pedestrians and drivers.

Intersections Along Fairview Avenue

At Fairview Avenue and Talbot Street, respondents expressed concerns about bike lanes through the intersection and suggested clearer road markings and signage. Additionally, respondents noted that dual turning lanes and an advanced green would make navigating that intersection smoother and more convenient. Other intersections along Fairview were identified as common places where people speed, with many respondents calling for speed control measures to increase driver, pedestrian, and cyclist safety.

Intersections Along Talbot Street

Respondents at Talbot and First Avenue highlighted that this intersection feels large and can be improved with better traffic management and turning lanes. Some respondents suggest adding radar detection to increase safety as well. Respondents also called for better traffic management and increased pedestrian infrastructure at other intersections, like Burwell and Balaclava.

Intersections Along Southdale Line

Respondents identified the Southdale Line and Centennial Road intersection as needing better street lighting and speed control. Several respondents noted traffic bottleneck issues at Sunset Drive, especially during school hours. There was also a call to consider a roundabout at Styles Drive to reduce speeding and increase visibility in the intersection.

Other Intersection Identified

Some respondents mentioned that an advanced green light at intersections along Burwell Road would improve traffic flow. There were also suggestions to introduce turning lanes at more First Avenue intersections.

What do you like best about moving around St. Thomas?

Many respondents appreciate the low traffic volume and efficient traffic flow in St. Thomas. They find it easy to get around the city quickly and prefer the absence of excessive stop lights and one-way streets, stating they can usually get to where they need to go in 10 to 15 minutes. This is a

testament to the compact size of St. Thomas and the proximity of essential services and amenities. They find it easy to access everything they need within a short distance.

Respondents also appreciate the implementation of roundabouts, which they believe improve traffic flow and reduce the need for stop lights. However, better education on how to use them properly is also needed. Highlighted were the multiple routes and pathways to navigate through the city. This variety allows them to avoid traffic and reach their destinations efficiently. The availability and maintenance of walking and biking trails were valued as well. These trails provide a safe and enjoyable way to move around the city without relying on vehicles. The improvements in infrastructure, including road maintenance, the addition of bike lanes, and the construction of roundabouts, have been positively received.

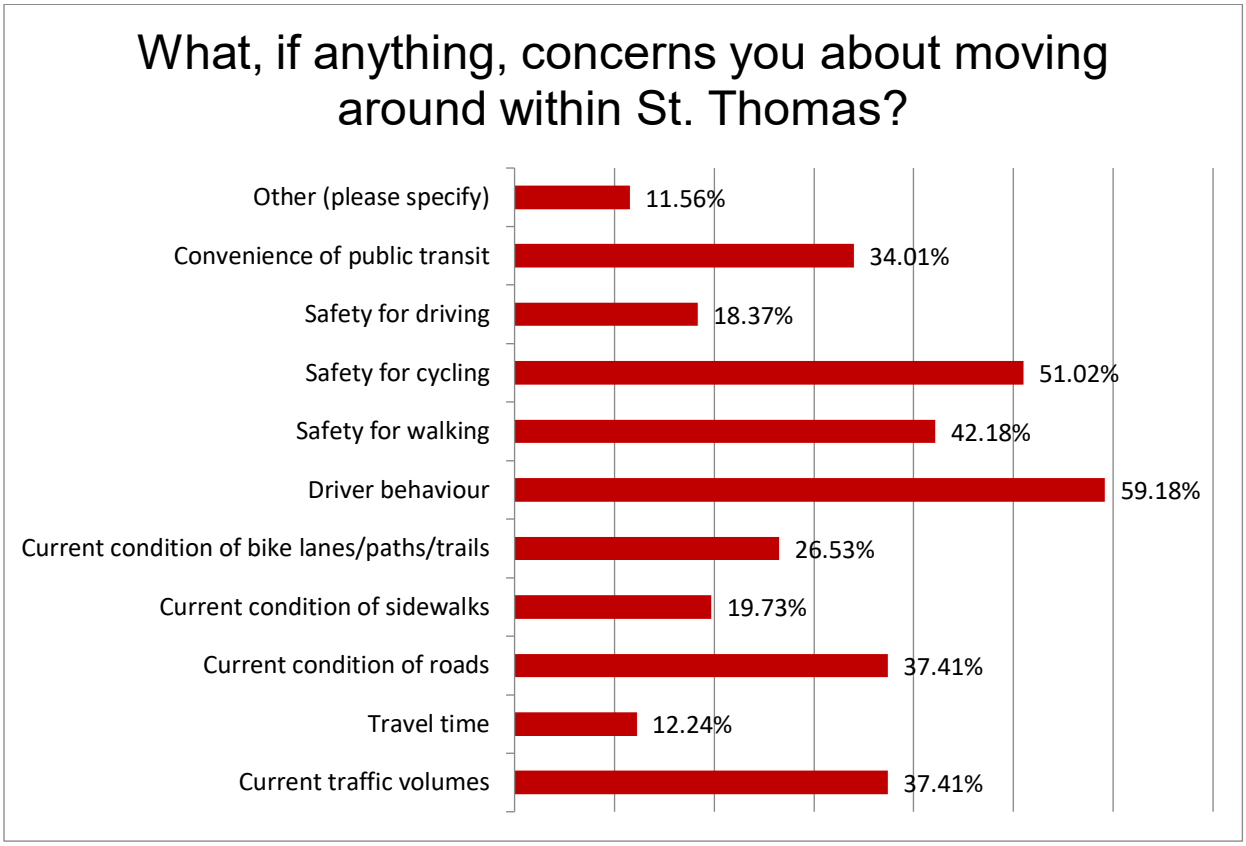
What would make moving around within St. Thomas better?

Several improvements were identified to improve mobility in St. Thomas. Many respondents highlighted the need for better traffic flow and road conditions. This includes more synchronized traffic lights, wider roads, and improved road maintenance, especially on major streets. Further infrastructure improvements should account for the increasing population, as respondents emphasized the need for infrastructure that can handle increased traffic and provide convenient access to services.

Improving safety for all road users is a priority for many respondents. This includes better lighting at pedestrian crossings, speed control measures, and enhanced driver education. There is a strong desire for more and better-protected bike lanes and pedestrian paths, as respondents want connected, safe, and well-maintained networks for biking and walking. Additionally, there is a call for more roundabouts and other traffic calming measures to manage speed and improve safety at intersections.

Respondents also expressed the need for more frequent and reliable public transit services. Suggestions include expanding bus routes, increasing evening and weekend service hours, and improving the transit app.

What, if anything, concerns you about moving around within St. Thomas? [Select all that apply | n=147]

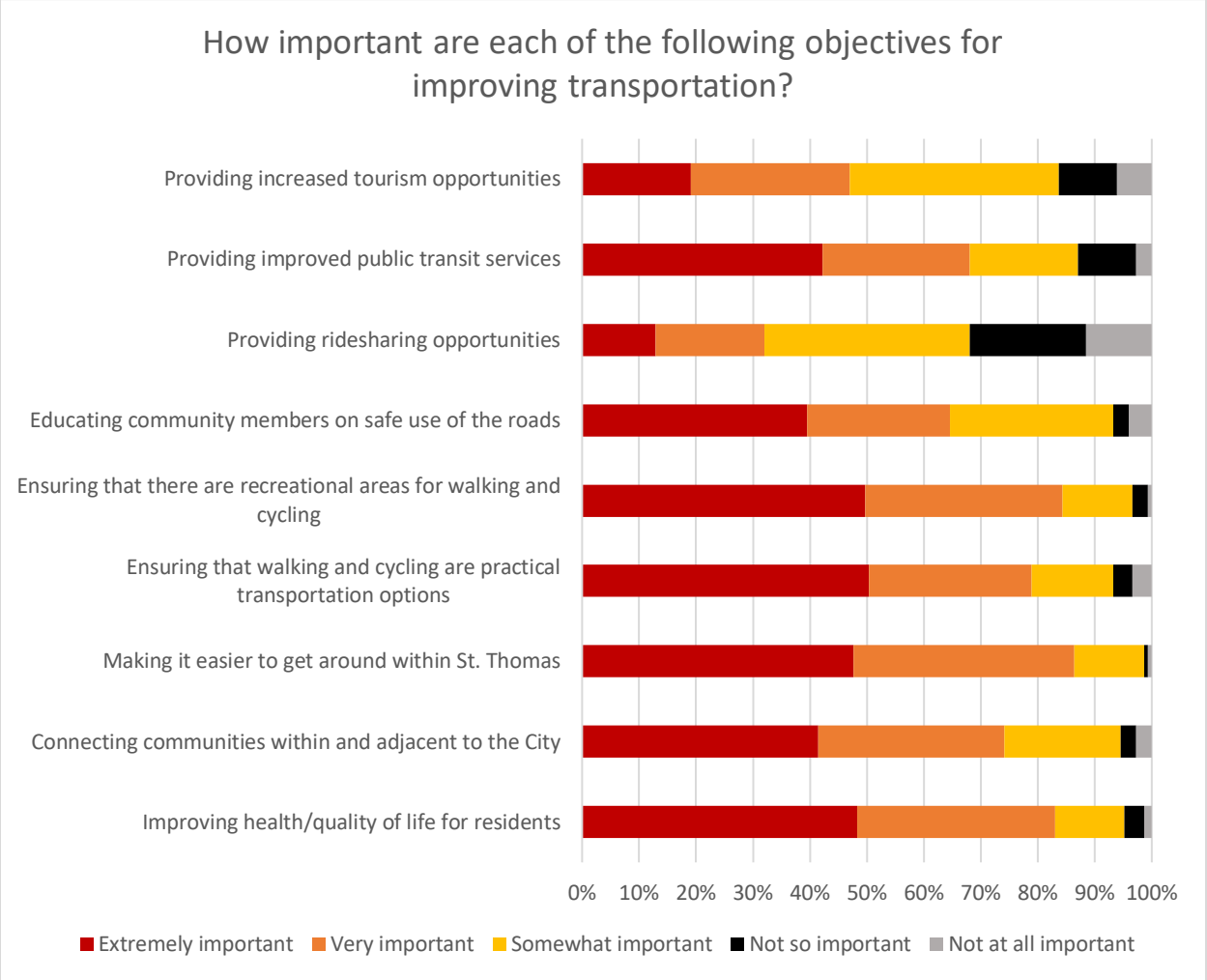


Driver behaviour was selected most often as the concern respondents most often have about traveling within St. Thomas, with almost 60% of respondents selecting this option. Other specified responses highlight how they feel that many drivers are impatient and aggressive and show a lack of awareness of simple road signs and markings, such as at a two-way stop.

Safety for cycling and walking were the next most selected concerns by respondents moving around within St. Thomas. Following these, current road conditions and traffic volumes were also concerns. This indicates that there are improvements to be made to traffic management and infrastructure. Additionally, the convenience of public transit was also noted to be inadequate.

Travel time was the least selected concern by respondents. This suggests that respondents feel like they can travel from their home to their desired destination within an appropriate timeframe.

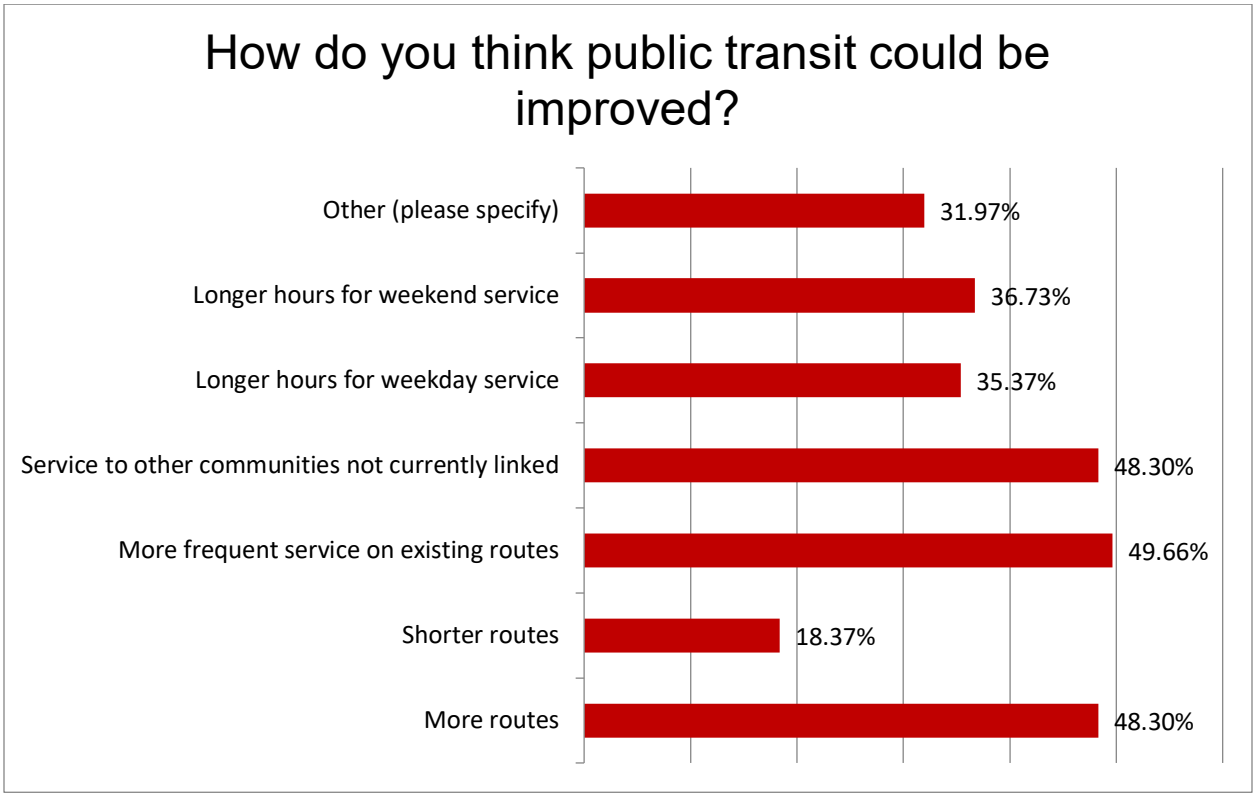
How important are each of the following objectives for improving transportation? [n=147]



Respondents identified making it easier to get around St. Thomas as the most important objective for improving transportation. The next most important objectives were ensuring recreational areas for walking and cycling, improving residents' health and quality of life, and ensuring that walking and cycling are practical transportation options. This suggests that respondents would like to prioritize and improve the convenience of active transportation options in the City.

The least selected objective to improve transportation was providing ridesharing opportunities. This indicates that respondents would not be receptive to or do not feel a need to introduce this option to St. Thomas.

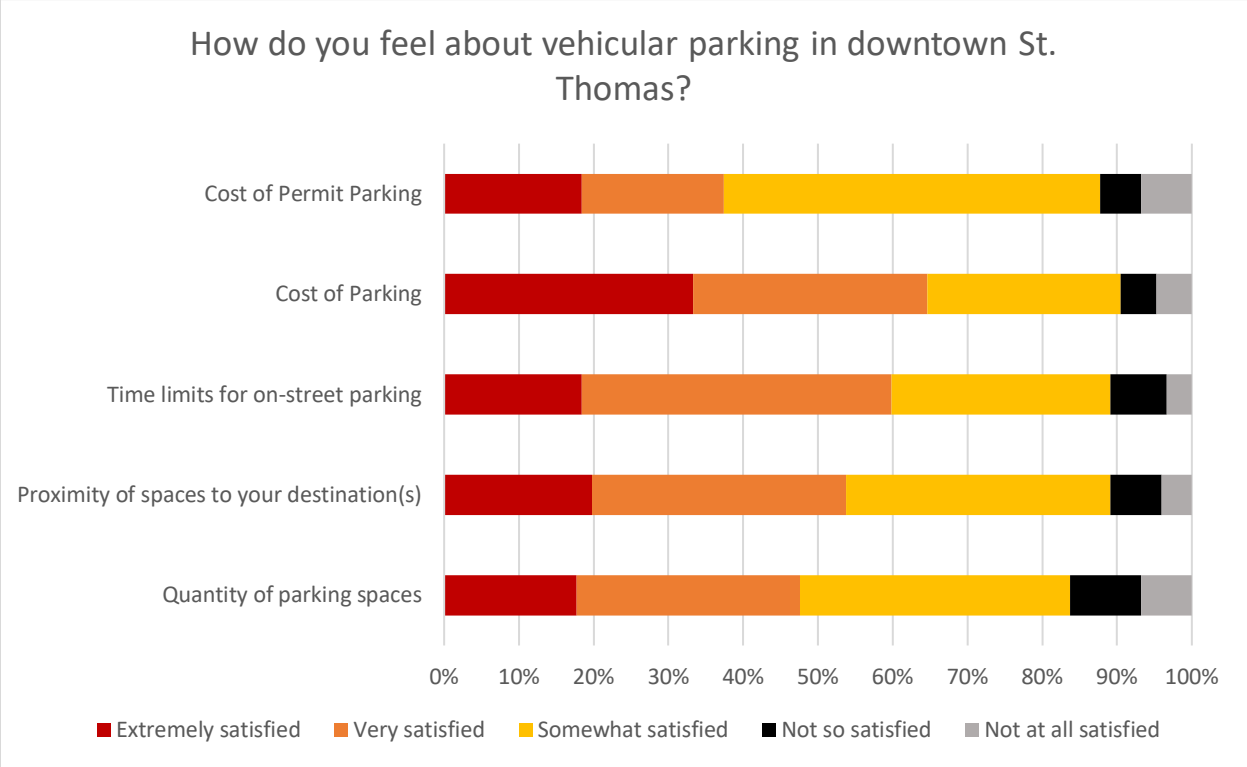
How do you think public transit could be improved? [Select all that apply | n=147]



Just under 50% of respondents selected measures that would improve public transit, such as more frequent service on existing routes, service to other communities not currently linked, and more routes available. Suggestions include adding routes to connect St. Thomas with London and Port Stanley and having a dedicated east-west route within the city. Some respondents identified a need for transit to have more frequent bus services, especially during peak hours, and ensure that buses run on schedule. This can also support shift workers working early and late hours on weekdays and weekends or those who would like to take public transit to school.

Other responses to improve public transit include ensuring that all vehicles are accessible to everyone, including those with mobility challenges, and that staff are trained to assist them. Additionally, some called to improve the infrastructure at bus stops, including adding shelters, ensuring stops are closer to residences and workplaces, and providing better buses with features like tap payment. There was also mention of a transit app with more user-friendly and live information availability so the public is informed and that transit is accessible.

How do you feel about vehicular parking in downtown St. Thomas? [n=147]



Respondents were most satisfied with the cost of parking in downtown St. Thomas. However, there were concerns about parking availability. Small business owners and respondents accessing stores in the downtown find the cost of permit parking and the time limits prohibitive, and there is a need for more parking lots to accommodate the growing number of visitors and residents.

Additionally, there was a call for better planning and design in new neighbourhoods to ensure adequate parking. Respondents highlight issues such as insufficient parking spaces, illegal parking, and the need for better bylaw enforcement. Several respondents pointed out other design and accessibility issues related to parking, such as the need for clearer signage, better accessibility for people with disabilities, and addressing the aesthetics and functionality of parking areas. A number of them expressed a preference for reducing the overall amount of parking in favour of promoting alternative modes of transportation and using land for more productive purposes, such as green spaces or bike lanes.

Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs?

Many respondents expressed concerns about the current state and future needs of infrastructure in St. Thomas. There were several mentions of the need for a southern bypass route and the importance of planning for future growth as the city expands. With the increase in housing and development resulting in an influx of people, it was mentioned that it is taking longer to get around the city than it used to, and the current roadways have not kept up with this growth. Safety was a recurring theme, with multiple respondents calling for improved speed control, especially on

streets like Southgate Parkway and Orchard Park. There were suggestions to install red light cameras to deter red-light runners and enforce traffic laws more strictly to improve public safety. The increase in traffic and aggressive driving behaviours have made driving and walking more stressful, particularly for the elderly and those with mobility challenges.

Respondents highlighted the need for better pedestrian and cycling infrastructure. There were calls for more protected bike lanes, improved pedestrian crosswalks, and better connectivity of trails, particularly from downtown to the east end of the city and a suggestion to take on initiatives like rail-to-trail. Enhancements to make sidewalks and crossings more accessible were mentioned as well.

Improving public transportation was another significant concern. Many respondents emphasized the need for more comprehensive and frequent bus services, including early morning and late-night routes to accommodate shift workers. There were suggestions for better transit connections to London and Port Stanley and for making public transit more accessible and user-friendly. An improved transit app was also mentioned as a necessary upgrade.

Parking issues were discussed, with suggestions for better planning in new neighbourhoods to avoid illegal parking and ensure adequate parking spaces. Some respondents called for removing parking minimums to encourage higher-density residential buildings and reduce car dependency. Others mentioned the need for a permit system for residents without driveways to allow for longer parking durations.

Public Survey Questionnaire Free Form Responses

Introduction

The City of St. Thomas held an online questionnaire available on the project webpage from April 18 to July 15, 2024. This questionnaire allowed the general public to share their feedback on their travel preferences, patterns, concerns, and suggested improvements. In total, the survey received 190 responses. In addition to providing answers to structured questions, participants were also invited to share their thoughts on these topics or to add context to explain their responses. Below is a fulsome record of all responses received in unedited form.

What We Heard

When best describes your relationship with St. Thomas?

- live on border of st thomas and central elgin
- My mailing address is St Thomas but i live at Sunset and Fruitridge in Central Elgin
- Sports
- live in Lynnhurst
- I also work in London 40% of the work week
- Cycling on trails
- Hospital visits
- Volunteering
- Avoiding downtown
- Sunday church service

How do you currently get around St. Thomas?

- Walking

What is your most common mode of travel for work or school trips?

- Remote worker
- 50-50 driving and walking

What prevents you from walking or rolling more frequently?

- bringing a toddler along with me in a car seat
- The controlled crosswalks
- I walk when I want to
- Lack of safe storage for bike
- Lights
- cycling on Wellington Ave has safety concerns
- Parking by-laws
- Lack of usable and safe pedestrian spaces.
- Live outside the city
- lived just outside of city boundaries
- Safer cycling and pedestrian walkways along the downtown from east to west.

- Sometimes the distance is too great, and other times it's not possible to walk there because of a lack of sidewalk infrastructure
- I live on the south end. Going downtown requires a vehicle or I can ride my bike in good weather. I have safety and theft concerns about biking downtown.
- To unsafe Ruts in roads.
- Travelling by foot or bicycle anywhere near the core area compromises safety due to lack of bike lanes, motorist awareness and personal safety violations from the criminal/substance abuser elements that are so prevalent. Being heckled, physical posturing and threatened are experiences both my daughter and I have experienced in the core which now prevents us from shopping that area. Theft of bicycles is also a predominant concern.
- Often it is time and carrying things when I have a toddler in tow. Safety due to homeless people acting unpredicably or aggresively prevents me from using trails for walking, pushing a stroller or biking.
- the fact that some ppl seem to not understand how the crosswalks with the signs that say must stop for pedestrains work. The flashing lights help but some ppl seem to not care and keep driving anyways. This can become very dangerous.
- Disconnect between multi use networks in the south east and rest of the city. Time to walk/cycle to amenities.
- Roundabouts are difficult for people with disabilities, cognitive, blind, Etc.
- Trails are great in orchard park south, so we walk daily.
- The grocery store is not within walking distance
- I have an old injury that limits mobility
- Generally have to cross the entire city to get to my destination with large items and/multiple bags to carry. Multiple stops at stores also when I do go shopping. Work is in London.
- I am unable to walk long distances
- Family of 3 with physical disabilities.
- While the Lake Margaret Area is really excellent to walk or bike around, it is also a bit too far away from getting groceries. I would love to use the trail system to go downtown to the library or restaurants, but I don't trust that my locked bike would not get stolen while I am enjoying myself.
- The distance from home to points of interest (groceries, shopping, parks, etc.) is a bit too far to accomplish efficiently on foot.
- Recent health issues have reduced my ability to enjoy our local bike and walking trails. I would consider the transit system for work, but takes much longer.
- Shopping involves carrying purchases and I live far from the stores I frequent.
- I reside in Union, work in St. Thomas. When I come to the city, I walk my dog at park, on pathways or south city streets, some with sidewalks, some without.
- If my destination is too far or the weather is not good, I try to use public transport. Unfortunately, our public transit system is not great so I am forced to cab on occasion.
- I have osteoporosis, osteoarthritis, and degenerative disc disease, all which makes standing and walking very painful.
- The construction work on talbot street is beautiful and it is clear the city is trying to clean up downtown. I have walked to work many times - however lately there have been concerns

around safety more than before. I have to walk by the Inn and/or the Grace cafe around the same time everyone is discharged/leaving. I have had no issues with anyone bothering me but I have witlessness fights and destruction of property and that makes me nervous.

- I walk as much as possible but shopping appointments and other requirements don't work with walking. I'm also a single mom so walking with 2 kids and all of our stuff for certain situations is impossible
- The large commercial plaza at Talbot and First barely has pedestrian infrastructure to walk between most stores, and all roads an intersections in the city are designed for motor vehicles first without pedestrians as an afterthought.
- the frequency of bus etc and lack of time in business section makes me use a car.
- Live in Port Stanley, work in St Thomas
- I live in Miller's Pond. There is absolutely no shopping or retail offerings within a kilometre of my house. If I'm very ambitious, I can walk to shoppers drug Mart and back, but that takes an hour and a half.
- I just did
- I don't feel safe riding my bike around most of St. Thomas. There isn't safe infrastructure that is linked in a comprehensive way to get from A-B for things other than a leisurely ride. I live and work downtown - a 20min walk from home - but there isn't safe storage for my bike once I get to work. Leaving the city, I wish there were safer options for riding to London.
- There has been a good start to some safe paths etc, but still some big gaps including school routes, north to south on the east side.
- "I can't change the place where I work to make the walk shorter. Shopping is too far from my home to walk and come back with groceries. The older I get the more I realize how valuable my time is over everything else and unless I'm getting multiple benefits from changing my mode of travel I was always take the most convenient option as time isn't just money, it's a very precious resource which I wish I could buy.
- Lack of amenities in Lynhurt
- From my home I am fortunate to be able to walk to the Elgin centre but rarely walk or run to access any businesses further away than that (about 1km)
- Live in the north end of st thomas burwell & cottonwood
- I live in the east side of st Thomas. There is no trail network to connect st Thomas from east to west. I would bike to the smart centres but there is no safe bike trail to do so.
- I've just turned 85. Physically beginning to change.
- Condition of sidewalks or lack of sidewalk
- My son is in a manual wheelchair, since the walking trail turns into a weed infested poop covered fiasco, it is hard to get him around as downtown west d is a scary place for him and also conditions of sidewalks, crossings, etc not easy to tolerate for him
- No secure area for bike at swc
- Some routes don't have sidewalks and can only be reached by walking along roads which is not safe. The lighting on the sidewalk is not enough during the night
- We walk to our only shopping location on West side of city,,,, Foodland
- Live outside of st.Thomas

- Improved visibility of pedestrians to motorists would help, i.e. not allowing motorists to park too close to intersections which can reduce visibility of pedestrians waiting to cross the road
- Retired, new to area, trying to discover as much as we can..
- As per answers.
- When shopping drive to stores then put item in earthen drive to next store
- live just on the outskirts of St Thomas and distance is an issue as well as traffic
- Traveling from London, pack of option aside from motor vehicle. Additionally, work done in St. Thomas is primarily automobile-based.
- I usually only drive to get to work or to go grocery shopping
- Speed of traffic exceeds legal limits
- When we visit we walk around town
- When in St. Thomas, if I walked to and from work it would take up an extra 90 minutes which I need to attend to my daily living activities. I need to go home at lunch to care for pets - walking is out of the questions and so is riding public transportation. Two days a week I drive to and from London.
- I drive school bus.
- We regularly walk from Denis Road north to Ron McNeil. Is there a sidewalk being included in the plans? How about a cycling path?
- don't feel safe with cars and massive crossings.
- often taking item with me that would be difficult to carry
- We're a one vehicle family, so person not using vehicle hoofs it around town. Used to cycle everywhere, but concern about bicycle theft means no more cycling. As for walking, only problems are vehicles running red lights (almost hit twice in past six months when I had the green pedestrian light to proceed), vehicles running stop signs, and vehicles failing to stop at pedestrian crossings with flashing lights (seen it many times while waiting to cross after pressing button activating flashing lights). Related to that are vehicles speeding. There seems to be an epidemic of speeding in St. Thomas. Definitely need more traffic calming measures in addition to roundabouts such as red light cameras, automated speed enforcement in community safety zones (for example, on Fairview Ave.), etc.
- when biking from Dalewood Meadows- I have to bike on Burwell, Edward to Centennial, or Highbury to join the trail at Elm St
- We live 10km outside St Thomas, but visit regularly for doctors, shopping, banking etc. We consolidate journeys as much as possible and cycle when possible.
- I work shift work, I work at Masco, on South Edgeware, South Edgeware has a bike lane until Burwell, and sidewalks. But after that it's walk/ride in the gravel and the road is very narrow. The street from Burwell to Highbury is very dimly lit in my opinion. There is 4 employers there now, and eventually the VW plant. I would love to bike my 3km to work safely. I will only bike to work on day shift, outta safety concerns. As a main entrance to the city, it is embarrassing that South Edgeware has been left to deteriorate so much, the pavement is falling apart for 10 years, sounds like now the city may go 3 lanes, I hope that includes bike lanes, sidewalks, and improved lighting

- Most times I drive is to go to the supermarket and I need the flexibility to carry the groceries for my family
- Lack of bike lanes and safe cycling on streets with aggressive drivers.
- Within the city, walking isn't too bad unless I have lots to carry. For cycling, there is an issue. The bike lanes are disconnected and motorists are disrespectful.
- I need to have my car at work for off site meetings. It would not be acceptable to take 45 minutes to walk to a meeting one way. During personal time it is usually to destinations on the opposite side of the City or errands so to many things to carry
- I do not feel safe walking in my neighbourhood alone in the dark. I only use my car to go for groceries in town.
- Shopping needs to be closer to home.
- Not enough parking between points
- I walk when I can. The purpose of the trip and the weather determine whether I walk or drive. Distance obviously is a factor as well.
- easier to drive
- Groceries and other items not close enough
- Because of the very poor transit system, I have to use a mobility scooter where trails, bike lanes, & usable sidewalks are either few or non-existent. See above - self-explanatory
- I'd walk in my city more, but I hate seeing garbage on our streets. Plus weather conditions also hinder my walking. Plus, while I can walk to the grocery store, because of my family size, I'd have too many bags to walk with. Finally, the vehicle has a by-law that prohibits parking on the street in excess of 5 hours, so because I don't have a driveway, it is better to drive to avoid being ticketed.
- I live in the south section of the City, it would take 30 minutes to walk to get groceries.
- hard to walk with 10 bags of groceries
- when I lived in a bigger city I would take transit into downtown then walk or roll which cut down on time/distance but isn't a good option here
- I moved to my current neighbourhood partially due to the proximity to stores. After walking to the stores (FreshCo, Food Basics, Superstore, and others in the vicinity) a few times, I just didn't feel safe to walk or bike there anymore. The road layout is hostile to pedestrians and bikers as you first have to travel on or cross an arterial and then navigate a parking lot/road network that is too narrow and too close to fast moving vehicles. And all of this isn't even mentioning the extreme amount of pedestrian deaths per capita in this city.
- The city's infrastructure is so based around cars, it would take over an hour to walk anywhere with some roads not even having side walks.
- St. Thomas' active transportation network is hampered by low intensity land uses and an overemphasis on car-centric infrastructure. If St. Thomas had higher intensity uses within its core and had less sprawling land use patterns, I would walk and cycle a lot more. The city should introduce more mixed-use zoning policy and encourage higher density development and redevelopment to ensure that essential uses are within a reasonable walking distance.
- I cycle, faster, just as cheap, easier to transport groceries.
- Cannot walk long distances due to an old injury.

- When I first moved here two years ago, I walked to go shopping but it quickly became too dangerous as there aren't enough sidewalks and too many unsafe drivers. My spouse tried to bike our son to school, but also felt too unsafe, as there are not enough bike lanes and too many unsafe drivers. My family walks to parks and the library sometimes, but it genuinely feels unsafe to do so, especially near talbot, so we end of driving more then we want to.
- Distance, living is the SE section of the City it would take too long to walk to almost anything.
- Edward Street is very busy with cars and transport trucks. There is a bike lane. It needs to continue until centennial road.
- Many roads dead end or are blocked off, which cause walking distances to be the same as car journeys, which is unsustainable. Having more walking paths through these blocked areas would help.
- Weather is a factor but also is accessibility of paths. Also, our grocery stores all exist in one part of town. Building services in the south end near the path system would be helpful.
- Most of the route the walk has no sidewalks and is poorly lit.
- Can't get what I need
- I live in Chatham and drive to visit friends
- safety is the biggest issue with getting around st thomas, I cycle 100% of the time to work, shopping, and outings. there is already corridors left from old railway links that could easily be utilized for paths to safely link destinations, they dont even need to be paved (although it is a bonus) just a light layer of gravel would do so much.
- No bike lane on First or Talbot
- Walking is more difficult to get around to do errands or to take a child to activities
- Personal ability.
- Distance between my work place and residence
- Too far to walk
- There are so shops within walking distance of where I live, and only 1 sidewalk out of my subdivision (Miller's Pond), which leads to another subdivision.
- More useful cycling infrastructure would be great. The city has focused on recreational paths in the past. However developing a proper network that can take you more direct routes into the core would be beneficial. Additionally, safe, secure area for bicycles would be great.
- There are inadequate cycling lanes within the city. In fact, none if the current cycling lanes serve any useful purpose in the way of commuting. As for walking, try crossing at First and Talbot. The walk signal switches to the hand before an average person gets halfway across, and the slip lanes are a game of chicken.
- Unless you live near talbot street, you can't really walk to the service we require.
- I try to stay on the trails which are sadly lacking north of Talbot st and east of the rail trail
- I am young and relatively healthy, yet, there are still many barriers to walking more. The distance between destinations (currently scaled for cars, not people), and a lack of a comprehensive pedestrian network are some of the bigger hurdles.

- It takes me 40 minutes to walk home from work. I stand for my entire shift. I am 61 years old.
- requires more than 30 minutes walking, seasonal and in climate weather due to health reason.
- Bus routes do not go where I need to go in a timely matter. It should not take more than 15 minutes to get anywhere in town[8]
- I walk for exercise. Drive for errands and outings
- the distance is too far to walk
- Sidewalks are uneven.
- While there is some good infrastructure in town specifically for cycling, where there isn't it's incredibly challenging/un safe. How would one safely cycle from the north east of town to south east? Burwell is not a big problem but once it becomes Fairview it would be very unsafe/uncomfortable. Equally down First Ave....
- Anything north of elm is uncomfortable and narrow sidewalks. Lots of disconnects between trail networks.
- I live and work on the opposite side of town. However, I will sometimes Bike or E-Scooter when the weather is nice
- I walk as much as I can. Expansion of the trail/path network in existing neighborhoods/built area would make it easier.

What prevents you from cycling more?

- The controled crosswalks
- Partner does not have bike
- Appearance
- I bike when "I" want
- Why should people be forced to cycle? Also my husband reported a cycling hindrance ie trip wire a few years back after he was flung over his handlebars and no one seemed to care
- 2 knee replacement
- Drivers inattentive to cyclists often
- No feasible
- navigating steep inclines and ravine slopes,no dedicated bike lanes
- Congestion from baby strollers, people not paying attention to surroundings (ear buds, social media on phones)
- traffic on busy roads
- Not applicable
- Parking by-laws
- I don't really like biking
- Hostility from car drivers
- Main traffic bike routes lacking
- My two young children are bike savy, but not able to take on distances more than approx. 15 minutes.
- Live outside city
- St.thomas drivers generally unsafe

- No good route from the south end to the smart centre area.
- New streets downtown are to narrow.
- I believe that if I was to park my bike downtown, where I work, that my bike would be stolen. I do not believe it is safe for my bike to be parked anywhere other in my house. The unhoused population in St. Thomas is so high and Petty crime is rampant with a little response from police.
- I live on the south end. Going downtown requires a vehicle or I can ride my bike in good weather. I have safety and theft concerns about biking downtown.
- Not enough room to many holes and cracks in roads
- I have asthma which is aggravated by exercise and weather conditons. Often I have groceries so there is too much to carry on a bike. I don't have a bike but I worry about theft as I see this a lot in the social media feeds.
- the fact that some ppl seem to not understand how the crosswalks with the signs that say must stop for pedestrains work. The flashing lights help but some ppl seem to not care and keep driving anyways. This can become very dangerous.
- Safety first. Drivers in St. Thomas will run you over on any major roadway. Talbot St is now a death trap.
- Disabled
- Driving my children to all their activities
- No bike=no cycling
- No bike
- I have an old injury that limits mobility
- Generally hard to carry a shopping cart equivalent of groceries and a couple 2x4’s on my bicycle. Multiple projects in progress so I do the hardware and grocery run in one trip
- I would not be able to ride a bike
- Brain tumour
- I want to bike more but the lack of cohesive bike lanes makes that challenging.
- I need plenty of rest areas when I bike, bike theft is a real concern for trying to bike to work.
- N/A
- I do not want to show up to work sweaty.
- Distance and time it takes to travel to work from Union is greater challenge coming from union - traffic, speed and safety are concerns.
- I bike quite a lot but I can't go shopping with 2 kids and bike with all that stuff
- There is hardly any protected biking infrastructure in the entire city, and everything (including commercial plazas) is designed entirely around motor vehicles.
- Same as above
- I was an avid cyclist when I lived in Calgary. They have a phenomenal cycling network of over 700 km. Since moving here, I have procrastinated buying a bike as I’m unclear how useful a bike would be in this community.
- I did
- I have a really expensive bike that I don't want to get stolen, so I never ride it to work because there aren't safe storage options. I have taken it to get groceries or to my friends house though.

- There has been a good start to some safe paths etc, but still some big gaps including school routes, north to south on the east side.
- When a vehicle strike a pedestrian and injures or kills them, the repercussions to the driver are minimal at most. The truth is the same for a cyclist, who is injured or killed. Most drivers don't see vulnerable road users as equals or even people… people of their status would have a car. There needs to be an entire judicial system and privilege mindset overhaul in Ontario.
- The homeless issue downtown has become a great concern
- It is unfortunately just a little bit too far and possibly dangerous to commute along country roads on a bike for me (15km). I am able to access many stores/doctors office, etc without driving which I am grateful for.
- Unsafe to leave bike out. 99.9% of the time bikes are stolen
- I cycle with my children and we are limited in where we can go. I like to avoid major roads whenever possible.
- Age. Would be concerned if I was able to bicycle re the noticeable increased speed of driving vehicles in the last two years.
- Senior unable to bicycle. Use mobility scooter or auto.
- Not enough sidewalks it's unsafe to ride along the road since there is so much traffic
- Live outside of st.Thomas
- Protected bike lanes don't lead to many destinations or businesses, with little bike parking at either end
- Not enough protected bike lanes. Painted bike lanes are not sufficient to feel safe while cycling. Lack of bike lockers makes it difficult to feel comfortable biking to a destination.
- To old
- As per answers.
- Even with the bike lanes, vehicles still do not give you the proper clearance.
- extreme slopes,no dedicated bike lanes
- Driving allows me to organize my time re: going to and from work with trips for groceries, appointments, etc.
- In other
- Time is some what a issue. 12 minutes in car to 30 minutes on bike. Also I work for 6:30 am, and is dark 8 mos of year.
- Will there be a cycling path along Highbury between Ron McNeil and South Edgeware? We like to travel this stretch by bicycle. Denis Road also needs a sidewalk/bike path. We like to bike to the Walmart/Canadian Tire/Superstore area - however the bike lanes need to be improved along Fairview (north to Ron McNeil) and First Ave (between Talbot and South Edgeware). Particular attention for safety are the bridges… to bike safely across. Additionally, the railway tracks need work. They are very unsafe for bicycles. The material between the tracks are loose and lift as vehicles cross them.
- sharing the road with cars with no bicycle lane on most roads seems unsafe.
- Used to bike everywhere in St. Thomas but no more as I walk everywhere now. Reasons being the amount of bike theft in St. Thomas and the speeding by vehicles making me feel unsafe riding on the road.

- Have to bike on busy roads to get to trails on south end
- We cycle regularly and are quite comfortable with traffic. Travelling into St Thomas on Fairview or Sunset is reasonable, but once one is in town, they are not contiguous. If for instance one wished to visit the Superstore, there is no reasonable route
- See answer from question 7, same issues
- I need to be more confident riding a bicycle. I learnt to ride as an adult
- Drivers don’t respect cyclists and in a rush to get to the red light.
- Within the City, the cycling infrastructure and bike parking protection needs improvement. There is also no safe way to ride a bike to London.
- I don't like biking
- I cycle over 15000 km per year, mostly outside of the city--I leave the city as directly as possible to cycle. There is not enough cycling infrastructure in the city itself, and motorists are demonic when it comes to cyclists. I have had more close calls in the four years I have lived in St. Thomas than I had in 30 years living in one of this country's largest metropolitan areas.
- Too far to work. I work in London.
- too old to bike
- Sometimes I'd bike, but visibility is poor. I'm also afraid that where I bike to might not have places for me to lock my bike. Plus, I have to go in my backyard shed to get my bike and bike trailer if I take my child. Putting on helmet and safety clothing. Sometimes have to put air in the tires. Sometimes easier to walk than go through the process of getting ready to bike, And again, there's a parking by-law which means that even if I can bike, it is better to drive to avoid being ticketed, especially since I don't have a driveway.
- I bike for leisure, not to go to work or get items.
- too lazy
- opt out
- I used to bike my kid to Pierre Elliot Trudeau. With the narrow road and the vast amount of cars, it doesn't even seem very safe while driving a car. However, when me on my bike and my child in the trailer were almost taken out by a school bus that did not indicate when turning left, I stopped biking them to school. Biking to stores was also a safety concern, see 6. I still bike for recreation but do feel the need to stick to empty side roads. The bike trails are a nice idea but a vast portion of cars doesn't seem to know what to do with them and either pulls into them or stops right on them.
- Although St. Thomas has a few protected bike lanes, the network lacks consistent coverage. Although there are some decent separated networks like Lake Margaret for example, these isolated nodes are not well connected to the entire network, and function more as locales of leisure rather than a viable transportation alternative.
- Too many stores and businesses have inadequate or no secure bicycle parking. The trails often end dumping into narrow traffic lanes. Poor stop light switching, will not recognize a cyclist annoying both the cyclist and any vehicles behind.
- I don't have a bike.
- Time, safety, lack of bike lanes, not a continuous network.
- Very busy commute

- The lack of protected bike lanes, plus agressive drivers and entitled pedestrians leaves NO space for cyclists either on the roads or sidewalks.
- I would love to bike to pick up my food or access amenities. They are all too far and on Talbot. The south end of St Thomas NEEDS SERVICES. Including the cycle infrastructure.
- there is a lack of protected bicycle lanes within the city, as well as a lack of locations to lock a bicycle up at, given some businesses dont allow you to bring a bicycle just inside the doors (given there is any room to do so)
- Lack of main traffic route safe bike lane or lack of bike lanes on main traffic route
- The cycling paths aren't as convenient to do errands as the paths take you around the outskirts of the city but going to the Walmart/superstore area is difficult to get to easily on a bike. Same with password park from the south end as Fairview is not safe enough for me to feel comfortable biking on especially with my child to get to soccer.
- I don't bike in the winter or rain. During fairer weather, I bike often to do errands or attend the dentist, etc. I like to use the trail system if it can get me to the right area, don't like to bike on busy streets. Although it's always locked up, I worry about theft when I need to leave the bike unattended in some arreas.
- There are too many "island" of cycling infrastructure currently. And I have yet to encounter an area where I can make a safe left turn without interacting with cars and trucks. Outside Shaw Valley is particularly bad. Once you leave the L&PS Trail at the schools, it feels dangerous. Especially when large construction trucks are driving through.
- Distance between my residence and work place
- No bike lanes on major roads, and dangerous narrow.bridges!
- A few nearby parks/greenspaces, but too far to bike to and from with my kids. No other "destinations".
- Better infrastructure for cycling that is useful to actually go places and do business as opposed to just exercising. Safe parking is always a concern with property crime being high in this community.
- Self explanatory
- No space for cycling on the roadways. Distance to location is too great.
- Inclement weather is a problem and lack of usable transit
- I am young and relatively healthy, yet, there are still many barriers to biking more. The distance between destinations (currently scaled for cars, not people), and the lack of a complete bicycle network, including but not limited to protected on street bicycle lanes, and safe and secure parking are some of the bigger hurdles.
- Bad knees. I should be able to take transit not be forced to ride a bike.
- Many areas of the city has little or no designated bike racks available
- Senior. Unable to get on a bicycle anymore
- I don’t ride a bike.
- Many roads in St Thomas are too busy to cycle on
- Rather walk
- Mostly a repeat of above. Additionally, for youth to ride to school, bike theft is a rampant issue and there is NOT secure bike parking at our schools…
- There is not enough visible bike racks. Some intersections and bike lanes are suspect.

- I bike as often as I can. The trail network is predominantly built up in new subdivision areas. Expansion to allow travel throughout the entire city would make it more usable.

What prevents you from using public transit more?

- I have no interest in public transit
- Not required
- I don't need to, I have a car.
- i dont use public transit. I dont require it.
- I don’t take public transit
- Car
- Need to pick up and drop off child at daycare
- Only one transfer location
- We drive if need to go anywhere
- Prefer to drive on my own schedule
- I find driving more convenient. Maybe once we are down to one car, I might consider taking public transit. For me, as a retired person, it is actually quite good.
- Have car
- See below
- I use a vehicle or walk
- Not required, cost and understanding of new system is confusing
- Construction and changes to buss schedules
- Lack of after business hours ability
- Have a vehicle
- Never public transport
- Not reliable, scheduled rides get cancelled.
- Cost
- Own my own vehicle
- The app is horrible and not reliable
- Still can drive. May have to consider moving to be near public transit if unable to drive in the future.
- Difficulty in getting on and off - Very bad back and arthritis.
- Hy should we be forced to use public transit? Also para TRAnsit scheduling was nightmare in the past
- No transit to swc
- Buses dont go to london
- Live Outside of st.Thomas
- N/A
- No service to the area we live in.
- Distance from home to nearest stop.
- Not feasible
- No service outside of city
- Lack of connectivity to London and Port Stanley

- Never used
- Not in my subdivision
- would rather drive myself
- no idea what might be available/No public transport in our community on outskirts of St Thomas
- No public transportation where I go.
- booking a ride on Para Transit, but there a big difference In time of arrival.
- Walking, biking and vehicular travel meets our families needs.
- expensive
- I walk everywhere when vehicle not available. No reason to take public transit.
- I have a car
- We have no public transit where we live.
- No interest in riding the bus
- Independence has its convenience.
- Convenience
- I walk when I can, use my car for groceries, and otherwise pedal.
- I have never attempted it
- i drive myself
- never needed to use it
- No need as I have a car or I can walk.
- Parallel system takes a back seat to on-demand services so often your left without a ride especially when going home
- Own vehicle and parking bylaws
- Buses are old, outdated and service takes too long. Larger cities can have more buses and faster service but that is difficult in a small city. I would add that the City needs to purchase "real" transit buses that have a longer life-cycle and heavier chassis/body.
- no use to me
- no information on schedule and subsequent stops at the stop
- Confusing / outdated fare system.
- Need to transfer, may as well walk.
- Not sure where it goes
- Buses frequently dont show up, arent running, or services arent communicated well/at all.
- Start time is after I need to be at work. Also no bus stop nearby.
- The time it's available. 545 is not justified when businesses are open until 9 and 10 pm.
- Never used service before but might when we retire
- Bus rides like a lumber truck nothing more than a bone shaker. Not a pleasant ride
- Don't don't understand the new system.
- Service stops too early
- Driving my own vehicle, with my kids, is more convenient and feels safer.
- Live outside city
- I use other modes like cycling
- Not applicable

- Parallel transit is not reliable
- No shelters
- This transit system is a joke. I live 7 minutes from work and have to leave 90 minutes before my shift starts. Have to walk or take a taxi home. I don't make as much in one hour as I pay for a taxi.
- Not understanding the App, always need assistance from strangers
- I drive
- Not required right now
- I live out of town
- I have a car
- I would rather bike. Biking is also cheaper from a municpal cost per user standpoint.
- Wait time, crowded, unsafe for infection control purposes
- Poor system to navigate.
- The busses run to late. Go back to every half hour. I'm in the city and no bus for 5 blocks
- Scheduling is not consistent or was not at the time last used.
- as above
- Stop location is not close or convenient and route planning takes too long
- Drive car
- Daycare is too far from my workplace
- See above response
- Self explanatory
- n/a
- No known public transit in my neighbourhood. Although I have not looked closely it isn't obvious
- I would rather drive
- Use car
- I haven't investigated the public transit option very much but have noticed it's vastly improved over the years so would like to.
- My family has struggled with the timing of the bus and understanding the scheduling and on demand services.
- In some cases I can walk faster than take the bus.
- I can drive or walk within the city - not required to take public transportation. My clients however find the cost and confusion of system to be barriers to their daily living activities and employment.
- 4 out of 5 routes now only run hourly which is not user friendly. The regular routes now end too early; people who work till 5:00 can barely make the last bus so no time to shop after work. The on demand system is unreliable, frequently there are no buses available. Also, it is too tech-dependent which is not great for seniors or people who can't afford good cell phones. Almost half the stops have been deleted so it is a long walk to many stops. There is a large patch of the city where there are no routes at all, you have to walk several blocks. The pre-2021 system was far superior in many ways, and I used it far more frequently than I do now. I have been an advocate for public transit my whole life but I am frustrated and annoyed by our system, and am considering getting my driver's licence.

- Regular transit is disgusting in St Thomas. There's over 43k living here, and there's NO bus service past 5:15 pm. Buses run every 40 min on Saturdays, and every hour on Sundays, this is unacceptable!!! And you canceled much needed routes, the 5 route for tons of us. We can't go out for dinner, to shows, shopping etc after 5 pm, it's outrageous!!! This is a ghost town after 5, this is 2024 not 1889. I moved to St Thomas to be with my kids and grandbabies. It used to be a great city, now we're stuck at home most of the time, because there's no transportation. At the very least, the 3 Talbot bus should be running all the time as it's the main drag here.. and weekend times MUST run more then every 40 to 60 minutes. We know the government gave St Thomas tons of money to better the transit system, and yet nothing's changed. And the buses are terrible too.
- I refer many clients to our bus system and find that since the changes it has been difficult to understand. I find the map confusing at times to read - however every time I have called transit for support and help they have been amazing.
- The bus system is only works when you have no time limit and your lucky to actually catch your connection bus lately because of one Talbot. Not only is it impossible to plan a trip when there is no way to check if there is 2 Talbot's running. You can not go Parkside / Northside at school pick up time because the bus is at capacity. After 5 pm when most family's do recreational things there is no bus available at all. There is so much of the city that isn't accessible by bus, and the on demand stops are very hard to book. There is so many routes that over lap and take up so much extra time. There's to long of a wait on weekends and thought the week for many busses. I truly think if the system was updated more people would utilize it.
- The nearest bus stop to my house that goes to the large commercial plaza at First and Talbot has a wait time of up to 40 minutes to catch one of two buses. So if I time my departure incorrectly, or the bus is early, I would be standing outside waiting for the same total time it takes to just walk from my house to the plaza. Even having to do the step of planning this instead of just going to the bus stop to and hopping on the next bus largely defeats what should be a more convenient and cheaper transportation option.
- current runs do not take me all the way to work, so very inconsistant
- Have a vehicle
- I think the Rail city transit app is amazing. Very similar to Uber. I find most people don’t know about it and perhaps aren’t sure how to use it. I brag about it every time I have the chance.
- I did
- I have never attempted to take public transit because it is so unreliable and gets cancelled.
- I live on an On Demand route and it’s awful. Inconsistent and unreliable
- I’m a single car owner who already has a sunk cost in my vehicle which is expensive to keep up. The city has not committed the vast amount of dollars required to create and sustain a very reliable efficient. Quick transit service. The city needs to score, and re-orient every purchase that is directed to auto ownership and match dollar for dollar transit funding. Free transit does not work.
- Convenience of owing own vehicle
- Public transit needs to be expanded to cover more areas. Also I have heard too many saying on demand is not reliable.

- I don't use public transit because I have a car and I usually group my trips with multiple stops, groceries, etc
- The transit app is 100 ways of horrible. He is hardly correct and I have to call to make sure the bus is coming or for them to send one even when I booked one days in advance but system glitched and didn’t relay the info
- I used to use public transit but now that I have a vehicle it is quicker to drive.
- Age.
- No transit to south west center
- Some transit stops are not close to home
- Live 14 kms away
- N/A
- No service to our area.
- As per answers.
- Self explanatory
- Have never used public transit
- I don't want to have to schedule my time according to a bus schedule.
- no public transport available to downtown
- Driving gives me the most flexibility re: working full time and caring for my home and other responsibilities.
- Buses are outdated
- I start work just outside city.
- The Ride is booked for 12:50PM. But the Bus arrives about !2:32, then leaves at 12:51PM
- Walking, biking and vehicular travel meets our families needs.
- few routes and options
- I walk everywhere (used to bike) for exercise when vehicle not available. I've tried public transit in the past a few times but I can walk faster to where I'm going.
- I have never taken the bus. I've heard that the wait times are long.
- I have a vehicle and it is much more convenient to drive on my own schedule than plan my day around transit
- I would use the public transit if I needed.
- i drive myself
- I own a car
- i drive my own vehicle
- The older areas of town are not well served by transit
- Impossible to understand schedule. My schedule doesn't include lengthy wait times.
- In London, transit comes every 15 minutes. Here in St. Thomas, I have to download an app or call the bus to arrange for them to pick me up. That's definitely a turn off. I also hear that the bus takes 30 minutes. I could walk that time to my destination.
- It's nice to finally see connections to London, work needs to be done connecting other locations like Port Stanley.
- opt out
- Information on bus schedules and lines is hard to access, it would be good to see that kind of information right at the bus stop as you go for a walk. An express bus or train connection

to London (Victoria Hospital, Fanshawe, downtown) that takes about as long as a car ride would be appreciated.

- The transit network is certainly the weakest link within St. Thomas' transportation matrix. The busses are very infrequent, have limited coverage, and are not particularly user friendly. Many of my friends - a majority of whom cannot drive and would greatly benefit from using transit - joke about St. Thomas' transit system, and would never even consider using it. The website is poor, difficult to navigate, and up-to-date information on the system is very erroneous to locate. It sometimes feels like the city is actively discouraging transit ridership because of the systems abject lack of quality.
- Have to walk to a stop, transfer and walk after.
- stops are not frequent or close enough to be useful. Rides take too long and buses are not functional for young families i.e. parent must fold up stroller and hold baby at the same time
- Quicker to drive than take a city bus.
- I'm not sure where to find out the transit info. Not sure of the name.
- If I go to Walmart and come home it cost 550 as no transfer can't be given, makes me not want to ride
- The buses are treated as a day trip service, not a practical method of daily transportation. Theyre fine if you have all the time in the world and the patience to handle delays/buses just not showing up at all. Plus drivers tend to be unfriendly and judgmental to new/infrequent passengers.
- Since the schedule changed it just has not been as convenient.
- After hours bus is never available on a whim. You need to previous book it to ensure your time slot is available.
- at bus stops I find there is a lack of easily understood schedule for the bus route or scheduled stop times, a link to a webpage with labeled stop locations, routes, and holidays would help.
- Bus rides like a lumber truck
- Not as interested in public transit as the times are frequent enough and the town is small enough to get around on a bike if there were more paths to make it easier and safer
- Most stops (excluding Route 3) only have buses at them once an hour. It is often faster to bike (if able) than take public transit. Buses only work so well because they can get stuck in traffic with cars.
- I need consistency. Stops is too far from where I live.
- There is currently no bus service between St Thomas and London or ST Thomas to YXU1 amazon fulfilment Centre . There are many people from ST Thomas who are working at new Amazon center so it will be a great help if some sort of public transportation can be made available. Since, more number of people will be coming to St Thomas to work at Amazon .
- Whoever heard of a bus system sitting down at 5pm?!
- Convenience is a top priority in my life - I have little time to wait for transit, and have my own vehicle.
- School kids and on demand take precedence over parallel bookings. To expect passengers to stand around for 1/2 hour for booked bus is too difficult for para passengers

- I would find myself using transit more if it was more frequent. I personally have no issue accessing transit stops but I have seen some bad winter maintenance that would make them difficult to access.
- Transit is a joke here.
- Loss total interest using the bus system since call demand in place, too many hassles using the App late for 2 appointments and had to reschedule appointments.
- I drive
- It shouldn't take more than 15 to get anywhere in st.thomas
- Will be happy to take transit when the time is right.
- I live out of town -1 km out
- The bus stop is to far from my home
- I live in an On Demand area and it is too unpredictable/inconsistent. My child was late for school just today because the bus was late.
- The new bus to London needs service all day and not just the mornings. Most trips within st. Thomas are faster biking.
- I would rather bike than take public transit. It is better for physical health, and likely cheaper/better for the municipality.

Are there specific intersections in City of St. Thomas that you feel could be improved with respect to safety or traffic flow?

- Manor Road and Elm street, making a left from manor to elm is dangerous due to the wall on the private property to the east.
- First and Fairview needs to be addressed. It is a heavy artery in the city, with a blind spot at the top coming northbound on Fairview. I believe it needs improvement and attention.
- Fairview and Talbot could be improved. Plus, marked bike lanes or bike paths going north of Talbot. Could also use bike lane access to the Walmart/Superstore mall. This would make biking to shop there much more desirable.
- Manor Rd. at Elm Street. When at the stop sign, the retaining wall of the home on the northeast corner is very difficult to see past, requiring drivers to inch their way into the intersection quite a way to see. Also, although it is a single lane, drivers often create their own turning lane for turning right into Elm from Manor, making it impossible for left hand turning drivers to see past them.
- Speed control in Orchard Park specifically on Southgate Parkway. It is a major hazard.
- Fairview and Elm
- Talbot & First. First & Wellington. Elgin & Talbot (lanes need to be widened on the east side). Styles & Southdale; please consider for a roundabout to help reduce speeding. Exiting Styles onto westbound Southdale requires moving your vehicle well beyond the stop sign as sightline is impeded by roadside growth and considerably worse when overgrown. Visual assessment is that many motorists are travelling 15-30kms over the posted 60km/hr limit. Even a four way stop. A pedestrian crossing would also be ideal here however, it should be noted that the flashing lights on there are hard to see in certain conditions where the sun is facing them. I've seen numerous near misses on Sunset, now replaced by a light) Elm, Talbot and First Ave at these types of crossings. A sidewalk on Southdale between

Benjamin Parkway & Bill Martyn Parkway is long overdue from the developer as many children walk to St. Joe's from the Millers Pond subdivision. Lighting is required as well in the same area for pedestrians as well as motorists given the number of deer, coyotes, raccoons and foxes in the area. Illuminating the side of the roadway would help to eliminate accidental encounters with wildlife as the view would be broadened providing more reaction time. I would suggest approaching the developer for these enhancements. Sunset & Stanley is another problem with limited visibility when exiting Stanley.

- Talbot and First? where the corner is that leads you to Walmart and Talbot shopping district
- The speed lowers after the roundabout on Fairview right by Faith Church. Many ppl are speeding and not paying attention to the crosswalk flashing lights. It is dangerous and maybe there needs to be one of those speed monitoring boxes there that shows how fast you are going? something to help slow ppl down would be great. Also where the new park is on Empire, ppl are speeding there quite bad. All the construction vehicles makes it hard to see around while trying to cross the street to the pathway.
- Fairview & Elm. Talbot & Fairview
- When entering St.Thomas on Talbot before Stanley St. a speed bump would slow traffic entering town. A speed bump when entering town on Fairview Ave between Southdale line and South Gate. Or at least a flashing light at the round about Fairview and South Gate(high pedestrian usage).
- Elm st and Fairview intersection should have an advanced turn to turn east onto elm coming off of Fairview.
- Fairview and elm, needs an advanced green for turning left. Fairview and talbot needs right turning lane.
- Southdale and Centennial. Need street lights at this corner.
- Wellington road going into London and sunset road/ colonel Talbot.
- Southdale and Sunset during school hours. Long line of traffics from the east heading to Sunset creates a bottleneck for traffic coming from the west turning north.
- Burwell and south edgeware,should be advanced green,along with Edward and first Ave.
- Intersection of peach tree and raven. Very unsafe at start and end of school day. Needs traffic lights to regulate pedestrians as they do not allow cars to turn at regular intervals so traffic gets held up and blocks the school parking lot and driveways. Roundabouts are not the safest option for pedestrians so I don't feel this should be the answer. I think the safest is a traffic light. Also a pedestrian crossing signal at the trail crossing on Pear tree is needed. Or speed bumps to slow drivers down when approaching the crosswalk.
- Talbot & First. Wellington & First. Elm & First.
- There should be speed bumps on both sides of the pedestrian trail crossings on Empire Parkway and Peartree. Cars often fly through there without being aware of the walking path.
- Talbot St and First Ave (very busy intersection with moderately good flow). First Ave and Edward (very busy intersection with poor quality roads and lack of advanced turning signals).
- Centre between Southwick and William - parked cars make it very challenging and risky to see oncoming traffic when attempting to cross in a vehicle. Speed of traffic along William St., and Wilson Ave has increased significantly, I'm not opposed to a speed bump being thrown down along there. Many children and parents reside in area and are at safety risk.

Traffic back up on Sunset, Elm and Parkside drive due to both schools having increased numbers, increased traffic travelling in and out of Port Stanely and surrounding areas is creating daily morning commutes to become problematic. Ongoing growth will exasperate this. Safety of cyclists, runners, walkers, elders, children and youth are major concerns related to each of these points.

- You putting a roundabout in a residential corner is a travesty!! A COLOSSAL WASTE OF TAXPAYERS MONEY!!! All that was needed was either traffic lights, or a 4 way stop. This would be 100% better and would KEEP OUR CHILDREN SAFE. Instead you've put all our lives at risk!!! We the citizens who live in the area are appalled at what you've done. You totally ignored us and our petition and complaints
- Center street - the use of the 4 way stops has drastically improved however the intersection at Stanley and center could use some assistance. The number of vehicles I have seen run the stop signs or think it is a 4 way and advance into oncoming traffic is ridiculous. There are lots of children and seniors in that area and I would hate to see anything happen to anyone.
- Elm and first there is right hand off ramps but the advanced doesn't allow pedestrians to cross there is very limited seconds to get my kids across to school
- Fairview & Talbot provides the city with a unique opportunity to develop a pedestrian friendly intersection that will hopefully cater to new retail as the overpass is removed. This is always felt like a marquee intersection to me and today it looks just a bit sad.
- Edward and First, Talbot and Burwell, Elm and First, Chestnut and Fairview, South Edgeware and First, South Edgeware and Burwell, Malakoff and Alma
- Dalewood & Ron McNeil (round about please!)
- Any intersection which has a share through left lane or a secondary signal head at the minimum 2.75m height. Any intersection which have electrical plants older then 30 years old as there are many. These intersections can be much safer for everyone including the equipment as adequate grounding will be then provided.
- First Ave at Talbot and at Redan and the insection at Talbot and the road that leads to the Walmart area. Those intersections prevent me from walking to and from Walmart area. Also where the city bus hub is a flashing crosswalk and sidewalks on the west side of that road would be beneficial to the walking public.
- "Wellington and Centennial. Fairview/Burwell and Talbot
- Round abouts should be put @ Ron mcneil & burwell, Greenway & burwell, Dennis & burwell
- Centennial and Wellington St. , Burwell and Talbot St.
- First & Talbot - unnecessarily large, especially unsafe for pedestrians and cyclists. Axford & Lake Margaret Trail - make it a roundabout. Fairview & Elm - recently redone, still extremely overbuilt and dangerous for anyone outside of a car.First & Elm - unsafe for anyone outside of a car, make it a roundabout. Fairview & Talbot - unsafe for anyone outside of a car. Really most major intersections in this city are unsafe for pedestrians and cyclists.
- Eliminate overpass at Talbot and Fairview to flatten approach for North bound traffic on Fairview and install roundabout at same intersection. Widen Fairview from Talbot to South Edgeware. Widen bridge on Burwell over 3 Bypass. This would facilitate traffic flow through city and make pedestrian and cycle movement ove bridge safer.

- St.Anne's and Queen where there are group homes and wheelchair users removed the sidewalks on the south side of st.annes and this was a ridiculous decision as no wheelchair users are at risk as they have to cross the street 3x just to go around the block. Zero consideration for 30+ year residents and taxpayers who are wheelchair users and have mobility issues. Also people still run the st,Anne's Queen stop many times daily and no one has ver cared but residents. Small children are abundant at this location. A flashing stop is imperative before a child or mobility challenged individual gets hurt or killed. City only cares about useless roundabouts that most don't use correctly
- First Ave and Elm. Wilson and Elm
- Made a sidewalk and cross walk on Wellington Road (coming from London, in front of Lynhurst) because many people try to cross the road in the morning and it's very dangerous since there is a lot of traffic and not any crosswalk.
- painted bicycle lanes are not all ages and all abilities infrastructure and should not be part of your solution to providing a complete active transportation network.
- Fairview and Talbot. Once bridge lifespan has been reached, reducing the intersection to original grade of talbot street to increase visibility at intersection and safety for pedestrians
- Intersections on Center Street are difficult to manipulate due to parking on both sides of the road.
- Painted bike panes may as well remain unpainted as motorists pay little mind to them. The best bike lanes are proper protected & separate ones, or paved trails
- Holland Street onto Elm…need clearer views for drivers ie blocked view of traffic from the east. 2. Elm Street at sunset..operational traffic lights facing west when no traffic comes from the west. (Not a safety issue but economy).
- the intersection at hwy 3 and wellington road needs an advanced green light when heading east or west,
- N/a
- Left hand turn from Fairview onto Talbot
- Centennial road has a huge problem with speeding.The new subdivisions are developing and the speed limit needs to drop to 60 kilo all the way to John Wise rd. The large trucks speeding both directions is ridiculous for a developing residential area.
- Park Ave and Wellington Street. When school gets out that corner is very busy with traffic, kids on bikes and kids walking. I believe a stop light should be installed there.
- Fairview@Elm
- Within St. Thomas, and the anticipated population growth we need to work with commercial partners to build a more SouthEast corridor for goods (i.e. Groceries). Individuals travelling to Superstore/Walmart from all directions causes more traffic to one area; mostly one lane roads do NOT help this problem either. Families will not utilize cycling while getting groceries , its not realistic.
- The railway tracks and bridges feel unsafe if they have loose/lifting material between tracks or no bike path (on bridges). The Highbury improvement area (Ron McNeil to South Edgeware) doesn't seem to have a bike path (and that is a section I use). Burwell Road has increased vehicle traffic and could use lights at Burwell and Greenway. (The bike/walking paths are great on this stretch!) A challenge for motorcycle users are the lights that are

triggered to change with weight sensors. My son has been stuck at a light that would change for him - since is weight did not trigger the lights to change. He had to wait for a vehicle to come beside him to force that lights to change.

- So many to name. As a pedestrian, I've seen vehicles not stopping (either one direction or both directions) where there are the crossings with flashing lights. Don't know how you fix that? Cameras?? Traffic Management Unit can't watch every crossing 24/7/365...Also, red light running by vehicles at many intersections. And usually those vehicles are speeding. Red light cameras would work (used by London, Ontario).
- I feel a roundabout at Ron McNeil and Dalewood would prevent a lot of accidents. People try to cross quickly and this is often disasterous.
- Elm Street at Pinafore park needs a pedestrian cross! Elm Street is so busy sometimes that it takes forever to safely cross the street. A full set of lights may even be a good idea with the traffic on a day with an event.
- All of Talbot could be vastly improved. It chops and changes from one to two lanes in each direction, it is quite unpleasant for cyclists and pedestrians. Ideally pedestrian traffic would have the highest priority, followed by cyclists, followed by motor vehicles, by making wider sidewalks, bike lanes and one vehicle lane in each direction.
- Burwell and Edward, during 3-5 the amount of traffic overwhelms the road, its take 4-5 lights to get thru the light after we get out of work at 3:30, from Masco, also Burwell and Edgeware at peak times, trying to turn left off Edgeware and go south on Burwell is a nightmare
- The intersection where Highway 3 changes to Talbot street. It is not friendly for pedestrians but ok for vehicular traffic. Sinclair avenue needs sidewalk.
- Connect the bike paths. Get city officials to ride their bike in the city for a week. Put more police officers on bikes. Provide cycling education in the schools in May/June.
- Fairview and Talbot - the north bound left turn advance is very short and this often backs up. South bound left turn should have an advanced as it is hard to see cars coming over the bridge when making a left. Elm and First should have better timing of signals
- Mabel St and Ross St. There should not be parking on Mabel St. so close to Ross, it makes turning onto Mabel from Ross exceptionally dangerous as there is often a car oncoming in the middle of the road as its driver is trying to get around parked cars that are as close as five metres to the stop sign. There simply should not be road parking on Mabel between Wawa and Ross.
- First and talbot needs northbound left turning lane
- Talbot and Fairview.
- Talbot and Fairview advanced green light allows 2 and only 2 cars to turn before lights change green. It is only advanced at 3pm when factory let's out. It should be advanced green ALL the time
- With the anticipated growth because of the VW development a longer extended green left turn heading north on Fairview at Talbot would be an improvement. Alternatively, a system similar to Wellington at Commissioners (at Victoria Hospital) could be implemented
- Fairview and Talbot Street
- Talbot and First, Talbot and Burwell, first and Redan, First and Edward, Malakoff and Balaclava, centre and Elgin, centre and princess

- "First/Edward - Add turning lanes & upgrade signal. Fairview/Talbot - Add dual turning lanes for NB Fairview to WB Talbot and reconstruct intersection. Elm/Fairview - Add turning lanes on Elm Street & upgrade signal. First/Elm - upgrade old signal to radar detection. First/Redan - current signal is not operating properly, upgrade to radar detection to improve operation.
- Burwell/fairview and Talbot
- Malakoff/Balaclava: Coming from Alma, you have to pull almost into the road to see cars coming from the left. Reduced visibility is a great concept for increased safety but there is just one bush too many. Churchill Cresc/Chestnut + Churchill Cresc/Brant: At drop off and pickup time, these intersections are extremely busy and need a rethink, maybe a roundabout, maybe pedestrian stop lights? Along Centre Street: Speed bumps on the northern side to prevent cars from pulling into the bike path.
- Sunset and Elm is an intersection that could use a look. It feels disjointed and awkward, as the length between the stop and the light south and northbound makes it a bit dangerous.
- Edward and Burwell, Talbot and Balaclava, First and Redan
- Elm/Fairview - old traffic signal, broken loop detection, needs radar detection and add turning lanes for Elm Street.First/Edward - old traffic signal, broken loop detection, needs radar detection and turning lanes for First Ave. Fairview/Talbot - add dual left turn from NB Fairview to WB Talbot during upcoming reconstruction or add more advanced green time and add radar detection. S. Edgeware/First and S. Edgeware/Burwell - old signal, add radar detection, broken loop detection.
- The Talbot, queens, St. George left lights, lights. Been almost hit at that intersection so many times, with a walk signal!!!!!! Moved from Barrie after 14 years never had to put my hands out or cower thinking I was going to get hit, first month here in 17 times and it’s the cars on Talbot turning right onto St. George that are the worst
- The bike lanes not continuig throught the intersection of chestnut and fairveiw leads to cyclists having difficulty getting through the intersection, especially younger/less confident cyclists which are more likely to be using that path as itleads to optimist park. It is dangerous for cyclists to need to go on the sidewalk/use the cross walk, when they should be able to just remain in a designated bike lane through the intersection. Also the pedestrian islands at talbot and first are not very large for cyclists with buggies for children/groceries, or larger mobility aides. The lack of a sidewalk leading to the new buisness at talbot and first (connecting the starbucks plaza with the sunset grill/petsmart plaza) is also problematic, and the existing sidewalk on the opposite side is uneven, very narrow, and very close to busy, fast moving traffic. There is also often over grown plants/plant debris which makes that sidewalk feel narrower/closer to the passing cars, the plant debris can also be unpassable with mobility aides in the fall (walnuts everywhere). The same problem with feeling ""too close"" to traffic exists on the same sidewalk following first between bible mission trhift store and dollarama. It feels very vulnerable as a pedestrian, like cars are inches from hitting us.
- Na
- First Ave and Edward St. That intersection is hard for cars and trucks trying to turn. Making a right and turn off of Edward St on to First Ave 90% of the time truck have to roll over the cover to make the turn almost taking out the light pole. Turn left off of First Ave they need to

install a turning lane and an arrow a left turn light to help with make a left turn off of First Ave on to Edward St. South Edgerware Rd and Burwell Rd that intersection need to wider. Make a left hand turn from South Edgerware on to Burwell Rd can be hard for trucks because people don't like to stop behind the stop line at the south corner of Burwell Rd.

- Some P.S.A.'s regarding common traffic infractions observed within st thomas, and proper driving etiquette
- Corner of First and Edward and advance green for be hines turning left both north and south
- First and Talbot, Talbot and Burwell, Wellington and Fairview, Fairview and elm
- I'd like to do away with curb ramps. Make sidewalk crossings level so cars have to slow down at crossings and intersections.
- Fairview/Talbot
- First & Edward - First desperately needs turning lanes for both north & southbound traffic
- Southdale at Styles Drive.
- The city needs to get away from prioritizing automobile traffic and focus on making the City more pedestrian and bike friendly. Road widenings, adding turning lanes, synchronizing signals all in the name of improving traffic will not improve anything, it will only enable more traffic and make the city less walkable. Focus on road diets, narrowing of lanes and creating a road environment where motorists will go slow because they FEEL they have to not because of an arbitrary number on a sign. It has been shown in study after study that lowering the speed limit only gets you maybe a 1 to 2 kmh reduction in 85th percentile speed. Geometric changes are by far the most effective.
- Reduce street speeds to 30kmh. Injuries are reduced greatly below 30kmh. Increasing cycling infrastructure and safe bike parking. Make active transportion a higher priority than vehicles.
- First & Talbot, First & Wellington
- Fairview/Burwell and Talbot. Wellington and First
- First and Redan. Nightmare for pedestrians, cyclists etc
- First/Edward, First/Talbot, First/Wellington, First/Elm, Centre/Elgin, Centre/White, Centre/Princess, Centre/Moore, Centre/Ross, every intersection from Talbot/First to Talbot/Stanley, Elm/Wilson, Elm/Entrance to Pinafore, Elm/Fairview, Fairview/Wellington
- There needs to be a lighted crosswalk on Fairview at Steele St. I live on Steele St. & have watched people almost get hit on a daily basis while sitting on my porch!!! It is necessary
- Talbot and fairview needs turn lanes.Encourage use of crosswalks for pedestrians rather than darting into traffic.
- Dalewood/Ron McNeil, along Ron McNeil lower the speed limit from Dalewood to Highbury like you've done to accommodate the VW construction.
- Talbot at first is a rough one, the intersection within the smart centres that is a 4 way stop should be a roundabout. Fairview should also have roundabouts at elm, chestnut, Wellington, and talbot
- Traffic signals should be converted to round abouts as quickly as the budget will allow. Safer for all modes of transportation (vehicle, biking, walking)

What do you like best about moving around St. Thomas?

- The are "few" one-way streets.
- Low traffic volumes for now, increased volume in the near future will frustrate drivers.
- I like the fact that there are not in excessive amount of stop lights. Please do not consider putting in more. I like the usage of roundabouts instead of stop lights. As well, I like that. Usually I can get around town in 10 or 15 minutes.
- Generally, it's getting busier downtown but is still easy enough to get around.
- I like all the new roundabouts, but I think drivers in general are uninformed about how to use them properly.
- All the trails between streets
- Not too large, doesn't take too long to get anywhere by car but a noticeable difference in the last ten years as the city grows.
- Main locations are on straight away roads Talbot or Wellington
- The amount of paths that is accessible. I can go from my part of town, all the way to downtown. This is fantastic
- Trails in the southeast. Roundabout at Elm&Centennial
- The traffic flow is really good
- There are lots of great walking and cycling trails
- Everything is so close
- Traffic circles
- Things are relatively close
- Multiple main routes to cross the city north to south and east to west. It's actually good right now.
- The drivers that don't take the laws of the road seriously
- Less than 10mins to most places
- Everything is close in St. Thomas. The walking/biking paths that have been established in the last years are really helping to move around the city better.
- Bike trails/pedestrian paths
- Small city relatively
- I love how many trails and sidewalks there are. I also think that traffic flow is largely successful and feels smooth.
- I know the back streets to avoid Talbot traffic. I enjoy the roundabouts, just need to educate more people on how to use properly
- adding roundabouts and trails.
- Elm street moves well - I find with the schools off that area and the reduce speed through the hospital it provides and great way to move across town.
- Accessibility on foot
- As a motor vehicle driver I have absolute preference in every single road and infrastructure design choice, which makes driving around town in a car a breeze.
- small town, easy copared to urban centres
- Nice size city. You can get to most places in 5 to 10 minutes.
- There are SOME bike paths and bike lanes

- Some good progress on path network
- Easy access to roads going through the city in all directions. Lots of choice of walking paths.
- There a surprising amount of pedestrian Cutthrough‘s in the older parts of the city, which really increased connectivity. The highway three bypass has been an invaluable an investment and the MTOs commitment to further improvements is wonderful.
- I can get to important areas with public transit.
- Love the new roundabouts around town. Bypass is great. Nice to be able to get anywhere in less than 10 minutes. Some nice trails (whistle stop/Lake Margaret, etc)
- I like the new roundabouts. There are lots of potential ways to get most places. There is lots of parking.
- Improvements are commencing.
- Multi-use paths are great for recreational uses. Roundabouts keep traffic flowing and feel safer to cross as a pedestrian.
- Most traffic flow is good at present. Time of day buildup of traffic ot Talbot and Fairview.
- Why bother? The current mayor doesn’t understand, care or listen. Ie/ took years to get wheelchair parking at the library and it still is the farthest from the ramp here able bodied individuals get preferential treatment and clearly there is not human right adherence for those who are mobility challenged as they are still last class citizens.
- South side of city's bike paths
- The roads are well built
- nice trails that go throughout the city and are well maintained. you're doing better than other cities of your size in this respect.
- Some of the great trail networks we have in the city. More off road trails and less Bike lanes!!
- Traffic volume is tolerable thus it's still relatively easy to get around the city.
- N-a
- There are options to get quickly from one side of the city to the other,
- Size of the ciyy
- Paved trail, protected bike lane, roundabout
- I like the bike trail by the railway museum, and I like the protected bike lane on centre street
- Roundabouts. Generally the pathways that are here are excellent.
- less homeless people on the streets downtown
- Road network has few gaps, easy to get from point a to point b
- Love the traffic circles.
- The parks are kept beautifully clean and safe
- With Elm and Wellington Streets available, people can avoid the traffic on talbot street.
- options to avoid travel on Talbot St travelling east to westmaking Talbot
- Even at busy times I can get most places in 10-15 minutes
- Cycle trails
- Within St. Thomas, and the anticipated population growth we need to work with commercial partners to build a more SouthEast corridor for goods (i.e. Groceries). Individuals travelling to Superstore/Walmart from all directions causes more traffic to one

area; mostly one lane roads do NOT help this problem either. Families will not utilize cycling while getting groceries , its not realistic.

- I like the freedom to walk or bike. I'll only do so if I feel it is safe.
- low population and less cars. now that the population and cars, buildings are increasing, i'll move to another city.
- the multi use paths are great
- I walk everywhere I go in St. Thomas when the family vehicle is not available. Trips to pharmacy, shopping malls, bank, etc. When I can walk to a destination without worrying about vehicles speeding, running red lights, and failing to stop at pedestrian crossings, then I could state that things are working well.
- i like it best when streets are open and easy to access
- St Thomas does not have any significant problems to vehicle travel from my perspective.
- Traffic flows fairly well on major roads
- The walking paths are great, I live near Dalewood and Waterworks, wish there was sidewalks on all our streets in our neighborhood, not safe walking the dog at night. I live on Woodworth, south on Edgeware, poorly lit, and no sidewalks. Almost been hit, almost had my dog hit as people cut the corners, and it’s hard to see anyone on that street. Curbs and sidewalks would be much appreciated
- It is easy to do; there is not a lot of traffic in comparison to larger cities
- It’s faster than getting around London
- I appreciate the bike lane on Centre St, and the bike lanes on Elm. The paved trail along the RR from Parkside into downtown is excellent.
- The quality of the walking trails. More concrete wide trails please
- New street are wide with sidewalks.
- double lanes on major roads
- The addition of roundabouts improves flow.
- The trail system
- It's not too congestedv
- Roads seem to be getting better
- I like the trails, especially the Pinafore trails and the bike lanes on Centre Street. I also like the trails to the CASO railway station. Also, the flashing crosswalks installed on Talbot St.
- I do like all of the new "off road" trails added to the City including orchard park trail and the trail from Parkside to downtown. Need to add a link to go north from downtown.
- City appears to be really on top of getting roads reworked where required. Lots of bike paths all over town too.
- we have a lot of shopping options and although St T is growing it still feels convenient to access everything, ex: with better shopping options at the mall local neighbourhoods don't always have to go to the supercenter,etc
- The roundabouts at the outskirts of town.
- Neighbourhoods and low density enclaves are relatively well connected through paths and trails, with lots of great separated areas for cyclists as well. The new roundabouts have been great additions as well.
- Portions of the south end trails are excellent.

- There are some nice parks and walking areas (like elevated park), but there should be more and they shouldn't be most accessible to those who drive, which kind of defeats the purpose
- Scenes
- The newer bike lanes are (pardon the language) ""a cyclists wet dream"". Roundabouts force cars to leave space for cyclists, and to slow down to a reasonable speed so cyclists dont need to feel tailgated as they navigate the ""intersection"". Flashing pedestrian crossings work very well and feel much safer than crossings without flashing lights.
- Walking paths. By far.
- Not
- Not as easy
- roundabouts have been an improvement on traffic congestion
- The existing bike and hiking/ walking trails are lovely
- All the bike paths in the south end
- Bike/walking trails allow me to get to the downtown without riding along any roadways.
- Roundabouts work well. Off road trails and separate bike lanes
- Roundabouts and the newly reconstructed residential roads that people have to go slow on because of parking on both sides. Having lower speeds makes people feel safe which brings them outside and can enable a sense of community.
- Little traffic, even at rush hour.
- The city is not too far gone yet to be great. This is in relation to how we get around.
- Nothing to say
- Nothing
- It all works pretty well when the exposure to automobiles is low, however, it's all pretty bad when the exposure to automobiles is high. Riding a bike down Talbot is an absolute treat on a Sunday morning, but is nothing short of a life threatening hazard during peak hours.
- Hate it. There is nothing good about trying to live and work here when you don't drive.
- Side walks are in good repair and clear, and trail connections
- It is much slower to get around than 10 years ago. More 4 ways and light now.
- Filling the potholes
- Walking is easiest mode of transportation
- I enjoy the bike trails around lake margaret, pinafore park, harvest run subdivision
- Some good efforts made! We are doing good things already just need to Keep going!
- Small roads make driving not feel competitive
- The expansion of the trail network and the replacement of traffic lights with roundabouts have both made driving/biking/walking around the city much more enjoyable

What would make moving around within St. Thomas better?

- Can't think of anything
- Safety, roads must be planned to be as distraction free as possible. The city must look at all roads, sidewalks, temporary displays, flowers, banners etc from a human and operational perspective. Humans will fail and the city must minimize risk in the roadways

so that the failures when they happen are done safely as possible. Placing distractions on sidewalks may look beautiful, but cause line of sight issues as an example.

- Please consider the time timing of stop lights. As well as to encourage cycling downtown. We must look at the crime downtown and provide safer opportunities for people to be able to lock up their bikes. I live on a bike path and I should be able to bike to my job downtown, but I know my bike won't be there when I get back at the end of the day. Even with the best and most secure lock. The crime downtown is simply too high and it is a factor how people are choosing to use our downtown.
- As stated earlier, bike paths or lanes on Fairview north of Talbot to access Password Park. Also , bike path access to the Walmart/Superstore mall.
- More frequent bus runs, hourly is useless! Expanded bus routes, in a city the size of St. Thomas the current coverage is pathetic. Many people have to walk long distances to even catch a bus because of the nature of the routes. A proper bus terminal building where all buses converge every 1/2 hour so transfers can be made easily, efficiently, and sheltered from the weather. The current situation can lead to waiting outside in the cold or rain for far too long. I would love to take public transit more often to save money on vehicle costs but the current system is so inconvenient and difficult to plan anything around that I don't think it is possible.
- Increased, visible driver education for using roundabouts.
- More lights at walkways
- More roundabouts. Particularly where new subdivision roads meet major roadways.
- Too many side streets have parking on both sides of the street available. It is concerning that several are then reduced to single lanes - increases head on collision possibilites. In the winter snowbanks piled too closely and too high to corners makes turning dangerous because you have to pull out so far to create a line of vision. The corner of Elmina and Hemlock with parking on Hemlock creates the same line of vision issues when coming off Elmina.
- Better traffic flow. The amount of new residents and housing is causing a lot of traffic jams it seems. The shopping centre is a crazy situation at multiple intersections.
- Pedestrian crossover lighting at Pear Tree trail. Pedestrian lighting at Empire trail crossover
- Removal of painted zebra crossings (curtesy crossing), that are NOT crosswalks, at small roundabouts throughout Orchard Park. Traffic lights need to be better coordinated for rush hour (morning and afternoon). Bike lanes are useless when they extended for 2-3 blocks and stop. New roadways installed that are narrower and without bike lanes. Being able to lock up bike and not have it stolen
- A left turning light talbot and Fairview
- More advanced turns at major intersections as well as syncronization of lights
- Slow down drivers in residential areas.
- More frequent bus routes And transportation to/from London regularly
- Traffic from St Thomas to London. Possible to have an hourly transit system to connect the city transit systems? With future growth will Wellington or Highbury go to four lanes? Hourly bus from Password Park up Highbury to Commissioners? Or the Subway area at 181 Talbot St up Wellington to White Oaks Mall? Just an idea...? Other than high speed train from

Centre St & Moore St to Hamilton Rd & Horton St bus stop in London. Or stop at Pond Mills Rd & Bradley Ave bus stop?

- More advanced green lights
- Widening roads as population grows
- Enforcing traffic laws. Stop signs are treated like a suggestion, people are running red lights, drivers don't stop to let people cross the WHOLE street before turning. And don't get me started on the roundabouts. I love them, they keep traffic moving, but if I see another person stopping in the middle of the roundabout to wave another driver in, I am going to scream!
- Designated turning lanes
- More safe bike lanes and travel options since they allow for individual movement that's faster than walking. The city is gradually expanding them and I fully approve.
- additional roundabouts in strategically placed locations may be beneficial. Safety/Emergency need posts along walking, ride paths that can be accessed if required. "Slow down" alerts/signs. strategically placed speed bumps. Road improvements - Ross Street south, Parking lot drive/walk/pathway that runs through from Hincks St. to Elgin (behind SBEC, ESE and former Times Journal building),
- More trails and roundabouts. Education about who can use a sidewalk; enforcement of biking rules (adults not riding bikes on sidewalks or swerving between sidewalks and roads).
- The two way streets on Scott/Kains area - parking needs to be moved. The street still basically functions as a one way because the residents park in the direction of the original one way forcing the new traffic to yield to oncoming traffic because of the parked cars - its not wide enough for two way traffic and I feel defeats the purpose of making it a two way.
- Public transportation
- Protected biking infrastructure, broadly putting pedestrians and cyclists ahead of motor vehicles in terms of road and infrastructure design, improving the frequency of public transit, and being okay with removing motor vehicle specific infrastructure for the benefit of pedestrians and cyclists.
- sync light system
- Condition of some of the arterial roots or collector roots is disgraceful. I particularly cringe at the condition of Southdale. Such a major road servicing a lot of new communities and it’s falling to pieces.
- CONNECT the on-street bike lanes and protect/separate them, have a network to get across the city as well as to major shopping areas. Improve public transportation services - not on-call but regular hours and to more locations.
- More path/bike lane network particularly to get to schools (Dalewood to Joes or CECI has NOT A SAFE option)
- Control Speeding on main streets, passing in areas not safe to pass or restricted, cutting off other drivers at intersections. There seems to be an increase in dangerous driving or careless driving habits in the past couple of years. Also, Lower speeds on residential side streets to 40kph

- Investment in the traffic signal infrastructure coordination of Corridor. More city staffers to actually run road safety, and signals and transit.
- Public transit areas need to be expanded and should at least be operational until 11pm
- Better East/West walk bike trail East of first Ave would help people access downtown
- A better transit app.
- More connected bike/walk trails. More roundabouts at difficult intersections. More left turning signals.
- Speed cameras are being installed in cities as well as adjacent semi-rural areas to control the high speed driving (much beyond the posted limits) that has been occurring and increasingly so since COVID. (Example-semi-rural area: Oro-Medonte).
- More multi-use paths everywhere. No more bike lanes, if there's room for a bike lane, there's room for a multi-use path instead. An actually useful transit system that doesn't just dump you in the Walmart parking lot. Infrastructure built to calm traffic, when roads are built like highways, people drive like it's a highway. More roundabouts everywhere.
- New developments that are car free.
- Improve length of time on advance green lights, Improve intersections as previously indicated.
- Stop interlock parking on Talbot. It is hard to use with a lowered mobility van .the old cement curbs and parking provided more spaces and easier access
- Connecting the bike paths to all parks in the north
- Sidewalks and more crosswalks
- a COMPLETE active transportation network that is well maintained. Public transit that is convenient to use.
- More off road trail networks and less bike lanes
- Larger street name signs. The small signs are difficult to see and distract from a safe drive.
- Bus routes from st Thomas to london
- Burrell could use sidewalks south of Edward st, wider bridge access for pedestrians and cyclists
- Lights are linked
- Increase length & number of protected bike lanes
- More protected bike lanes and bike trails. Additional EV charging
- Pathways are excellent generally, but the mapping such as the large map in pinafore park, I find difficult to get my own location from looking at the map. Maybe there should be a little marker or star on the map to say "you are here ".
- less homeless people downtown
- N/a
- Drop the speed limits in New residential areas, there is a major safety issue for residents that are trying to live there.
- Repaving of some of the busier streets would be nice and better timing of the lights on Talbot street.
- bike lanes on Talbot St

- Please put up LARGE signs at the pedestrian crossings so cyclists and pedestrians actually push the buttons to activate the flashing lights. OR put up gates that only raise when the user has pushed the button.
- Remove round abouts and use traffic lights. Lights are safer, everyone understands lights, not the same for round about circles
- Within St. Thomas, and the anticipated population growth we need to work with commercial partners to build a more SouthEast corridor for goods (i.e. Groceries). Individuals travelling to Superstore/Walmart from all directions causes more traffic to one area; mostly one lane roads do NOT help this problem either. Families will not utilize cycling while getting groceries , its not realistic.
- better Para Transit. Have the City run it.
- Any road improvement needs to consider walkers and bikers. The Highbury improvement work needs bike/walking paths. Denis road needs bike/walking paths. The railway tracks across Burwell Rd and First Ave (near Canadian Tire) are hard to cross with bikes. The material between the tracks lifts as vehicles cross over them. Bridges need walking/bike paths. The bridge over Burwell near South Edgeware is very tight for bikes/walkers to cross safely.
- more padestrian/bicycle only paths to get around saint thomas faster.
- education about drivers respecting others on roads and paths
- Traffic calming measures in addition to roundabouts. Pilot projects with red light cameras, automated speed enforcement, speed humps (that allow emergency vehicles to pass through them) would be welcome. Too much speeding by vehicles in St. Thomas. This is from the perspective of a pedestrian and vehicle user.
- nothing specific- increased volumes with questionable driving skills are becoming an issue
- Personally I would like to be able to use a bicycle for more in town purposes. For this to be practical the cycle network needs to be comprehensive, cohesive, coherent and consistent. All road users need to be able to understand that bike lanes will be of the same format, throughout the city. Many roads, and drivers, need traffic calming measures, to ensure greater safety for all users.
- Another major north-south road between Fairview and Sunset
- Smart lights for one, wider main arteries. Like Burwell, Edgeware, sunset, all should be 4 lanes. Complete cycling lanes, they seem to start and end with no thought, just to say the is some. Ensure there are cycling lanes to the industrial areas, where people want to bike to work. Obeying the laws, not riding on sidewalks to be safer.
- Driver safety education
- Better timed signals, and longer advanced at certain intersections
- Proper consideration for all modes of transportations.
- There must be a reduction in speed limits on residential streets. Put speed bumps if you need to enforce this. Having residential streets at 50 km/h means drivers are well above 50. Put up photo radar to enforce this! The streets are dangerous because of speeding. I hear a neighbour leave for work every morning and hammer the throttle on his large Dodge RAM for several hundred metres until standing on the brakes for a stop sign. I see motorists whiz by on any city street. Do something about people who are so impatient and think that the city

streets are race tracks. Make more bike lanes, enforce them, and put bollards every few metres for the lanes on roads like Elm St. because many motorists still pass too close and even put a wheel over the line as a way of letting cyclists know they do not want to share the road. NEVER, EVER, post a sign that says ""Share the road ends"" it empowers motorists to encroach on cyclists. Cyclists ARE entitled to use the roads here.

- Better bus service to new subdivisions. Continuous sidewalks / trails on Southdale. More / better way-finding signage.
- Need walkable neighbourhoods with shopping close by. Millers pond subdivision is cut off and not walkable to local shopping.
- stoplight timing and duration and better functioning of lights
- Coordinated traffic signals. Having countdowns on all pedestrian crosswalks, at traffic signals, would be helpful. This would allow vehicles to enter intersections safely and not be caught unexpectedly by a change to yellow.
- More trails and bike lanes, better pedestrian access at traffic lights, better access to walk light buttons
- Better bus routes
- Drop-off and pick-up zones adjacent to banks, doctor offices, high traffic businesses.
- Implement a dog owner's license fee and use the funds charged from dog owners to have staff regular clean the dog poop in the grass spaces of our recreation areas and along the trails. And the garbage there too. This would make my walks in the city more pleasant. Also, too many roads that need to be patched or fixed around the city. Instead of roundabouts, let's repave the roads.
- Improve traffic signals. Many are too old and have not been upgraded to newer technology. Recently some have been upgraded but there are many others that still operate on a timer and are very old.
- Add more bike paths to the north east of town.
- improve road conditions, improve public transit, improve bike-friendliness
- A pedestrianized downtown as a destination. With most parking being behind the stores that face Talbot, the downtown is perfectly set up for a pedestrian area. Allowing cafes to spill out into the street, setting up scattered play equipment, allowing weekly pop up stores as an extension from the farmers market during the summer months, would turn the downtown into a destination that could likely attract tourism as well.
- There needs to be better pedestrian and cycling infrastructure, improved transit coverage and funding, and de-prioritizing car infrastructure investments. I don't ever intend to own a car, so as a young person, staying within St. Thomas and surrounding municipalities is simply not an option for me. I know many of my friends feel the same way, and are all planning on leaving the region in part because of this. If St. Thomas is really committed to being a more equitable, sustainable, and economically sound city, it needs to support more car-free or car-lite ways of living. This is especially true for younger people, who are the future of this city.
- Access to the station trail.
- Create lots of pedestrian only spaces, would love to some of talbot were to become pedestrian the traffic be redirected around it.

- Put grocery stores in new neighborhoods. Start building out of the core.
- Not being afraid to walk. Down down during the day, after school
- More bike lanes, ideally PROTECTED bike lanes (meaning physical barriers between cars and cyclists, not just paint). PSAs about sharing the road and the responsibilities of drivers to help make a safe journey for everyone. Ideally something that helps address the underlying prejudice that cyclists are simply in the way or an inconvenience to drivers, being seen as an inconvenience isnt gonna enable cyclists with another method of transportation, so drivers need to learn to respect cycling as an equally valid form of transportation, entitled to road space.
- More walking paths. And more services on the south end to access.
- The city doing a traffic study at all the main intersections that trucks use. Then improve them.
- Better bus route
- increase the number of traffic light cycles at key intersections
- Safer bike lanes on main traffic to encourage more to use bikes to get to shopping areas therefore reducing our carbon foot print
- Cycling paths to make doing errands and getting to activities easier
- It would be improved if we could get more trail access to the north end of the city from the south.
- More trails and separate bike lanes.
- Turning lanes at.major intersections (First & Edward, Fairview & Talbot)
- Consider locating the transit station downtown. Right now it is in a pedestrian wasteland of pavement and parked cars. Add trees and and benches to bus stops. Painted bike lanes are rarely used; the average cyclist does not feel safe on these, do not continue to invest in these. MUP network through ravines would be amazing or along other rail corridors. Invest in larger nicer busses and increase transit frequency especially along Talbot Street. Consider adding transit routes to the new vw factory especially from high density locations.
- More sidewalks, lower speed limits in subdivisions.
- Safe infrastructure.
- We just went over that invthe questionaire.
- Better traffic flow. having services nearby More public trails.
- More bike lanes including extending bike lanes thru intersections
- Less exposure to automobiles. Less exposure to large automobiles. Less exposure to fast automobiles. Less exposure to loud automobiles.
- Transit that is properly run, more frequently and longer hours. Bus shelters.
- I'm not expecting door service but your transit routes should be reviewed
- Synchronize lights don't just put them on timers. I can go length of Wellington without stopping one day and the next I have to stop for every red light.
- My street Steele St needs some major care. The street has major problems along the north edge on the west block
- better access for cyclists
- More wide spread infrastructure just not in centre of town. East side needs some love!

- Expansion of the trail network and roundabouts to existing/older neighborhoods and business areas. If anything, the older neighborhoods could benefit from multiuse paths more than any other neighborhoods. Gravel paths similar to how Lake Margaret was formerly laid out can be a good low cost option to quickly expand the network.

What, if anything, concerns you about moving around within St. Thomas?

- Because of traffic volumes, ppl have become quite aggressive behind the wheel.
- I live on pear tree and drivers speed down the street. It isn't safe for my children
- People still drive like they live in the GTA. They haven't realized that it doesn't take 45 minutes to get from point A to point B and you have to run red lights and ignore safety rules to get there faster.
- The number of people who do not know how to use a 2 way stop
- There's not enough emphasis placed on 30 to 50 years ahead when St. Thomas may be 80 to 100,000 population. Where is the dedicated north/south controlled access road layout? Saint Thomas had a plan for north-south freeway in 1960 which was not put into practice. All north-south movement in the city of St. Thomas is under strain and non-grade rail separations north south roads are going to hamper travel time further as the battery factory develops.
- Lack of sidewalks where there were always sidewalks, people disregarding stops, excessive speeding
- less homeless people
- Increasing volume
- Some residential areas like on Sunset are 60 kilo bot Harvest Run off centennial is 89 kilo, with cars doing well over
- There are bike paths in my area that are never used but makes vehicle traffic lanes narrower and more dangerous.
- Familes will not increase cycling for groceries. Cycling is most for recreation/health within our community.
- Drivers here are the most impatient, impolite, unaware lot I have ever witnessed in my 40 years of driving. I make driving safely a priority and always have. Please have the STPS do something about speeders and tailgaters!
- It would be helpful for walkers to have the pedestrian crosswalk lights change to green at the same time as the vehicle green light. Having to press the walk button to activate the crossing doesn't make sense. This coordinated responses occurs for some lights in the city, but not all. Also, it is extremely difficult to safely reach and then activate the cross walk at the traffic lights at Manor Road and Talbot Street. It is a very poor design for this button on the North side of Talbot.
- Bring back the re-paving of arterial roads in the annual capital budget.
- Nothing really concrens me about getting around St Thomas.
- Again, as a city you will never build your way out of traffic volume by widening and larger intersections. Take that money and invest in transit and separated cycling facilities. The most per capita cycling city in the world had a colder climate than Toronto. It is about culture and facilities.

- Construction work without planning how it will affect traffic flow.

How do you think public transit could be improved?

- You will obviously need to increase transportation to London and Pt. stanley - Pt. Stanley traffic is ridiculous, London will help labour pool
- Designated times at stops.
- I don’t use public transportation
- I don't use public transit so have no knowledge or experience to share comments.
- I dont use this service so im not sure.
- There needs to be one east-west route that connects the ends of the city that all other routes dump onto. That way north or south loops can constantly run, with a quick transfer to an east or west bus and then back to a north or south bus. Transfers are a little bit of a pain but overall it is a faster commute
- Na
- No comment
- Don’t know the solution
- Do not use
- Not sure. I don't use it.
- more information around on demand service - I like this idea but struggle with knowing how to use it
- School time bus run, less over laps of current routes and more frequent routes
- Better leverage RCT app.
- not on-demand
- Better options for transit to achool
- 30 minute nonpeak service. 15 and 10minute peak service. It’s the only way you’re going to attract people to take it. Or road pricing for vehicle owners. In fact, St. Thomas vehicle permits for every vehicle owner in St. Thomas, and there’s your funding for transit.
- I don’t use public transportation
- Not sure
- Improved app
- Greater equal consideration for those with mobility challenges and considering them in ALL planning . And considering them EQUALS not an inconvenience
- Bus routed to london from st thomas
- Don’t use so don’t know
- I don't have a need for public transit. Ensure all vehicles are accessible by all members of the public and that staff are properly trained to assist members as needed.
- cheaper cost
- Don't use public transit, so can't really comment.
- I cannot comment on the public transit system, but it should be so efficient, so clean and so cheap that most people would rather take transit than bother with a car.
- Never use it, I’m not sure, my daughter uses it, and has had issues with the behavior of riders at time. She has felt uneasy about riding public transit because of this.
- "Real" busses. I have seen larger "real" busses in smaller cities than this.

- not familar with public transit so can't comment
- Instead of having to download and app or call ahead, have the bust stop at stops every 15 minutes, so that I can even make unplanned transportation using the public transit.
- 90 min transfers
- Start by having the current routes actually run when they are supposed to.
- I don’t use it
- Better bus suspension in springs
- I don't normally use this service
- Move to a fully on demand service
- If you look at how much the city has subsidized Parking via. minimum parking requirements in the last 10 years it will be 100 times what we subsidize transit at. Why are we making our citizens pay for all this parking when it is only enabling car culture.
- More information exposed to people not looking for it. I don't need it, so I don't know much about it.
- No opinion
- More bus stops closer to citizens residences and work locations
- More linear routes
- Bus shelters, stops closer together, better buses, tap payment, 2 hour transfers, buses connecting properly to transfer, a panel of riders for input instead of people who don't have any idea of what it's like to take transit.
- Must be available for shift workers who Stat at 7am and finish at 12 pm.
- No knowledge of existing
- GO Train from port Stanley to st. Thomas to London
- create additional multi-use paths instead of public transit.

Is there anything else you would like to add regarding parking?

- Don't do what Pt. Stanley did, many will not visit downtown…and it needs some serious revitalization. Entrance to the city looks great, then it goes down hill.
- Permit parking in St. Thomas is very expensive. As a small business owner and entrepreneur, the cost of parking is very prohibitive for me running my downtown business.
- Not enough parking down town. Streets are to narrow now
- Please ensure proper planning in new neighbourhoods. Weir Crescent is a nightmare. The sidewalk should have been on the other side. The side by side homes have only one parking space plus a garage due to this a oversight and people park illegally on lawns, at the end of driveways and there is no bylaw officer available after 5pm to address this issue and calling the police (as suggested on the website) seems irresponsible given the lack of urgency. In three bedroom homes, it should be considered that three or more adults could be drivers of separate vehicles. Please plan accordingly paying special attention to housing density as illegal parking creates a hazard in the winter months and certain roads don’t get cleared properly. This parking bylaws aren’t attended to in the outer subdivisions it would seem.
- We need more lots especially in the downtown areas. Parking on Chester is nice along the side but why permit on street parking there too? It's dangerous and people only have to walk a few extra steps to get to their home/apartment.

- Parking on west end Talbot is horrific for trucks or larger vehicles
- Down town needs parking lots, maybe ask businesses in the downtown how much time their customers need to shop/eat for timing. 2 hrs might not work for some businesses.
- I wish the time limit was 3 hours instead of 2 hours for downtown parking
- Consider requiring builders to create enough parking for each home built, many families park vehicles on the road
- Have the bylaw officer ticket the constant residents that park in the no parking zone side of the street.....Carolina Cres for example. Every weekend their company truck is parked in front of #72 which is very close to the corner.
- None
- When the west end of Talbot waa redone, it made parkinga lot more difficult. Visibility was also reduced. It is a lot more difficult to cross Talbot at an intersection. You need to pull out just to see if cars are coming. It looks pretty but it is not practical.
- Parking is generally not an issue in our city at its current population.
- There is a need for clearer guidelines on where motorized four-wheel scooters can be driven (e.g sidewalks, not roadways) and sidewalks need to be wider/well-repaired to accommodate them.
- keep overnight parking during the warmer months - I understand in the winter its for snow removal but keep it during the warmer seasons
- I'd prefer to have less parking overall. Commercial plazas should have more stores, transit hubs, green spaces, and pedestrian/cyclist infrastructure to encourage all of those options over motor vehicle usage. The city should remove minimum parking laws to encourage higher-density residential buildings along transit lines.
- no
- I have never had an issue finding parking in this city. So called ""parking moats"" (building with parking/driveway on all sides) should be avoided at all costs.
- Parking for mobility challenged is not easy, interlock making it hard to negate spaces for lowered vehicles that carry wheelchair users,also parking farther at library for handicap than regularly abled
- No
- increase the cost.
- Permit parking in lots does not appear to be encouraged as evidence of amount of street parking . Bylaws need to be enforced.
- None
- More restrictions on parking too close to stop signs in more residential areas, improves visibility & safety as there are many intersections made less safe as drivers frequently have to move into the wrong lane in order to stop & turn
- Why pay for parking the cost to pay vs cost to enforce is not worth the effort
- N/a
- Have lived in many other cities across Canada, and now like to ‘brag’ to everyone we know about how there are no parking meters here. This is really special, and one of the things we love about our new home
- Parking areas should be signed better and more disabled parking.

- no
- No
- I've had no issues with downtown parking.
- No.
- Get rid of the no parking time period during winter, during a snowfall I get it, but for the amount of snow we get, the ban is silly. Our street rarely will get plowed by the time the snow melts, yet we can't park on the road. Not once has it snowed overnight and our road has been plowed before I go to work, I could see major roads, but most residential roads, no. If anything, announce a parking ban, based on the predicted weather.
- Residents of homes that have no driveway should be afforded the opportunity to pay a fee and receive a special sticker for their vehicles. There are a few homes with residents in this situation and they are in the minority. Nevertheless their situation is just as critical.
- Reduce it on city streets all year, not just for the winter.
- On-street and overnight parking needed in new subdivisions.
- No
- have no idea of cost of a permit
- 5 hour bylaw on on-street parking with me not having a driveway makes it so that I live a less healthy life as I don't have the luxury of walking or cycling because I'm afraid a neighbour who wants parking for visitors will call the city and I'll get ticketed for parking in front of my own house. So everyday, I have to drive the vehicle somewhere. Which means, that I don't get to walk/cycle because that may cost me $50. I also work remotely at home and so it is pretty inconvenient that I have to take a break during work hours to move my vehicle.
- No, sufficient parking and lots available downtown.
- opt out
- Parking at businesses is largely overbuilt. This encourages reckless driving, i.e. diagonally driving through parking spots having led to numerous near misses. On the other hand, the lack of parking at schools leads to highly congested situations with many moving pieces and very little time to react.
- St. Thomas really should be looking to developing affordable housing on vacant lots, and finding better uses for downtown lots. Parking is an incredibly unproductive land use, and is the death of a profitable downtown. Parking induces driving, which then induces more parking, which is a wicked cycle for cities to be in. Increasing prices to accurately reflect the market value of the utilization of spaces would be a great way for the city to gain some new fiscal wiggle room, which could then be reinvested into new active transportation projects, creating a positive feedback loop.
- Rarely use it
- Annoying how cars can park in front of my building all day even tho limit 2 hours
- No
- No
- no.
- We do not use parking permits
- Nope

- I feel that there is too much street parking downtown. Could've been made into a bike lane instead.
- Yes. Providing free parking and parking minimums in downtowns is a policy that has gutted cities across North America. You need to incentivize people living in the downtown not parking. The people living there will support the shops and restaurants.
- Extend the winter time ban on parking until the streets have been cleared of sand and ice melters
- Abolish minimum off street parking requirements immediately
- Pear Tree has vehicles parked on both sides. My husband almost hit a child running out onto the street. It's very dangerous. We have been told by city staff, they allow it to slow traffic. I suggest speed bumps, so no one gets hit because there is nowhere to go.
- Question e, there should be an option not applicable for those who do not purchase parking permits therefore, I selected somewhat satisfied
- Put dividing lines in parking lanes. Often see 2 cars using 4 spots because drivers leave too much room between parked cars. The bumpouts on Talbot make access to first or last spot in lane awkward to get into. Lines dividing spots would help.
- There needs to be lines for parking spaces. People do not park properly
- No
- Parking between sidewalks and the building is ugly.
- Downtown has ample parking for now. As the downtown continues to get redeveloped and grow, additional parking will be needed.

Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs?

- No
- A recreational pathway from Fairview to downtown along the old rail line should be prioritized.
- Speed control on Southgate Parkway/all of orchard park!
- A southern bypass round should be considered.
- With the boom in housing and major influx of people, it is now taking a lot longer to get around St. Thomas. Roadways have not kept up to the city growth.
- maybe think about red light cameras. Red light runners is getting bad in this town.
- All curtesy crossings need to be removed, for liability
- You should have another option to answer questions in this survey - doesn’t apply to me or N/A. For example I know nothing about permit costs for parking.
- Future transport needs to connect Port Stanley, St Thomas, & London for multiple benefits socially and economically.
- Thank you very much for soliciting our input on this master plan. Can't wait to see what's to come!
- The elders in my personal life are becoming increasingly fearful of driving and walking due to the increased population, traffic and speed. They are worried about their own safety and the safety of their great grandchildren. My mother has reduced her outings to meeting only her basic needs, and otherwise avoids driving. She used to be a strong driver and she is

under 75 yrs of age., residing in a formerly quiet, low traffic West/court house area. New builds on surrounding property is going to increase traffic there, and anxiety is building in anticipation of this.

- We purchase a lot of bus passes for clients and the biggest feedback they provide is that the services dont meet their needs for employment - specifically manufacturing early mornings and late nights in that industrial section specifically. With the addition of amazon transportation out to them, Northstar and Ontario Plants would greatly benefit our clients but also the business as well
- The more accessible the more use. I used to use public transportation daily last year then the whole system got impossible to use
- Build the infrastructure today that allows future residents (and even some current residents) to not be forced in to buying a motor vehicle. Also start building good pedestrian and cycling infrastructure not just for adults to use, but also for children to safely travel to and from their friends' houses and even to school.
- We need to focus on place-making and active transportation instead of cars.
- Please improve the transit app.
- As residents age and are unable to drive their own vehicles, more transportation should be provided for them to get around the community. It often occurs when transportation does not meet the needs of inhabitants, they become more sedentary/reclusive within their living quarters. This is shameful.
- Consider mobility challenged and differently abled in the planning, talk to them. Get their input, don't just removed neighbourhood sidewalks to widen streets like st.anne's and not consider wheelchair bound residnets who have resided in neighbourhoods for long term and group home users due to convenience of speeding through traffic . Unacceptable
- No
- Traffic and cycling education and users of scooters/e bikes. License plates should be mandatory for any user of public roads.
- None
- More protected bike lanes that lead to interesting areas (i.e. the elevated park, paved trails, downtown)
- N/a
- None
- I know people who live near a roundabout that have noticed an increase in traffic on their street due to people avoiding the roundabouts. This is a safety concern.
- make it a bike safe city
- No
- Thanks for making a public survey available. Ensure that it is well advertised for residents to find and comment on. (I happened upon it.)
- Just that I feel there is too much speeding by vehicles and something needs to be done about it to improve public safety. More robust traffic calming measures are needed.
- I believe we need to work towards a far more comprehensive public transportation system. Not just in St Thomas, but throughout the province, we need to be efficiently connected with quality, clean and well priced transit. We cannot continue to build more and more

roads to squeeze more and more cars into ever more crowded cities. Lets look around the planet (Japan for transit, Scandinavia for cycling for example) and pick the very best systems to emulate.

- Yes. Currently streets around locke's school have a parking ban, so now, all the cars come and park on streets outside the ban, like mine, Woodworth. We have no curbs, no sidewalks, cars are parked both sides of the road, parents and kids walk on the road, it's so dangerous, not to mention the drivers park with two wheels on my grass, creating mud, I have no grass anymore along the street, yet the city seems not to care. Please give us sidewalks, give us curbs. As a tax paying citizen in your city, it should be the least we can expect. A safe street for kids to walk to school.
- More trail connections through the downtown to the east end of the City is going to be imperative in getting people moving and out of the downtown to the new industrial lands
- Seriously, do something about speeders and tailgaters. This area is more frightening to drive in than the large metropolitan areas in Canada. I have driven in Montreal, Toronto, Calgary, for example, and I feel that St. Thomas drivers are far more impatient and dangerous than big city drivers. Do what it takes, but make the roads safer from the speeding, impatient drivers here. Also, educate drivers about the laws that govern the use of bicycles--cyclists are people, they are allowed by law to use the roads.
- Train shunting cars and stopping traffic on centennial around supper time is ridiculous
- Roads to London need to be widened. Highbury Ave is dangerous.
- add Four way stop at the corner of Kains and Flora st, heavy traffic in this area close to a school and when vehicles are parked in the driveways on kains street at the intersection you cannot see cross traffic from Kains st without pulling farther into the intersection.
- traffic conjestion around the former Timkin and St Thomas golf course properties (ie Can Tire, Walmart, Burger King, strip mall N side of Talbot, new apt buildings, etc. Parking lots are bady laid out and traffic problems will only increase as the area continues to develop
- Implement a permit system that allows residents who live on a street with no driveway to obtain permits for longer parking durations especially if they can demonstrate that they work remotely. Up to 8 hours or so. Something they can display on the vehicle or something.
- Great to see work on Highbury and the connection to Highway 3 and Centennial. Need to address re-paving of existing road like First Ave, Fairview Ave, Wellington Street, Talbot Street (CASO to Balaclava), S. Edgeware, Sunset and Southdale Line (Centennial to Styles Dr).
- opt out
- If St. Thomas wants to be a more vibrant and sustainable community 30 or 40 years down the line, the city needs to radically change their transportation and land use policies ASAP.
- Road maintenance would be helpful, ride daily to work along Edward St., despite multiple users the bike lane (which doubles as a sidewalk is rarely cleaned or plowed.
- It would be nice if walk signals/buttons are installed in such a way that cyclists can easily activate them from the road. There are many intersections where cyclists need to dismount to go find the button to be able to cross busy intersections, which in very inconvenient. The crossings where buttons are easily accesible to cyclists feel much more inclusive/dignified.
- No

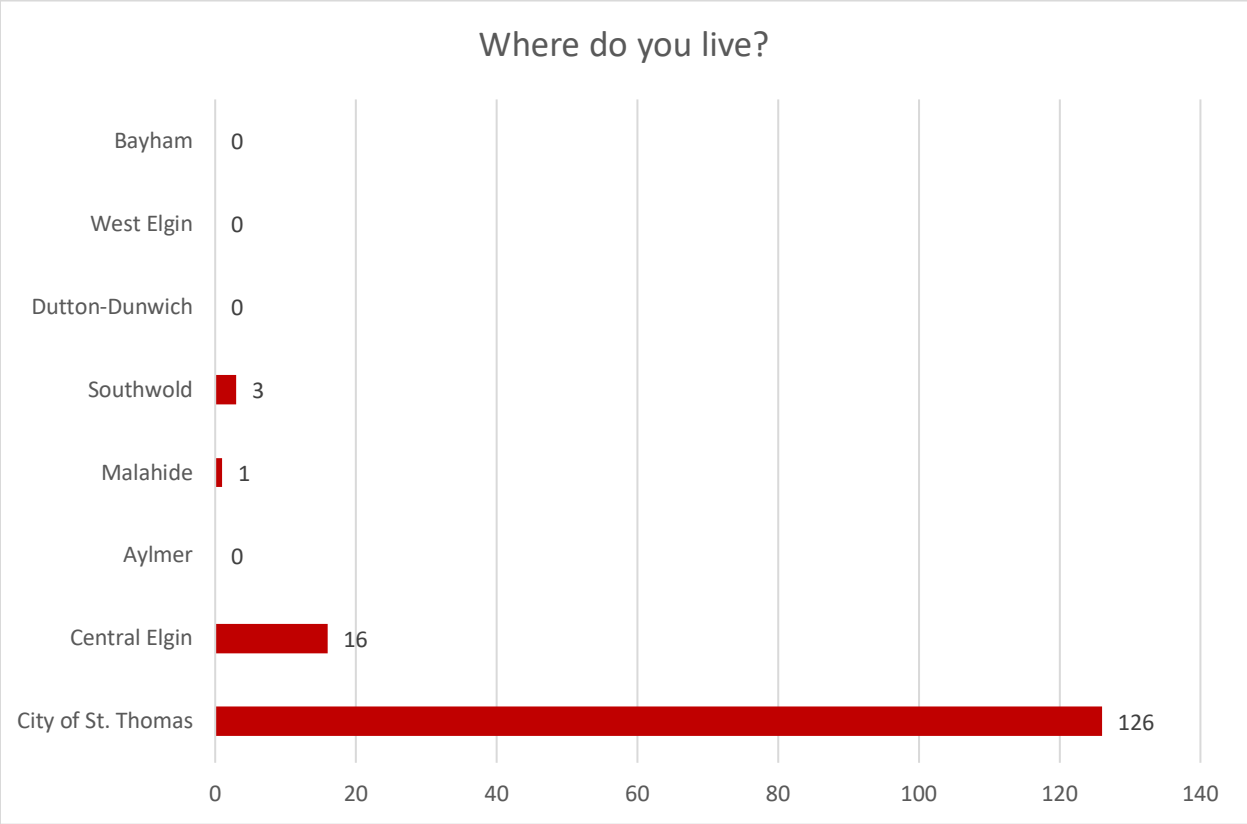
- no.
- No
- Remove all parking minimums. Allow / ensure all new commercial is coupled with res above. The commercial developement at first and Talbot is an atrocious waste of space with its single story buildings surrounded by parking. Having res and commercial would have been so much better but would not fit due to current parking policies which only act to generate more traffic.
- More public transportation options
- More availability, more buses, more reliability for para passengers
- Have it prioritize people walking/rolling, using bicycles or taking public transportation.
- I truly wish I hadn't moved here because the transit is so bad. St. Thomas, you are not an inclusive city.
- Now that Scott and Curtis are 2 way and conserably slower, east west routes are Talbot(very slow) Wellington and elm. Not great if you live north of Talbot.
- No
- No

Survey Respondent Demographic Information

Who We Heard From

The following demographic information is provided by respondents who answered these optional remaining questions after they completed the questionnaire.

Where do you live? [n=146]



What is your street name?

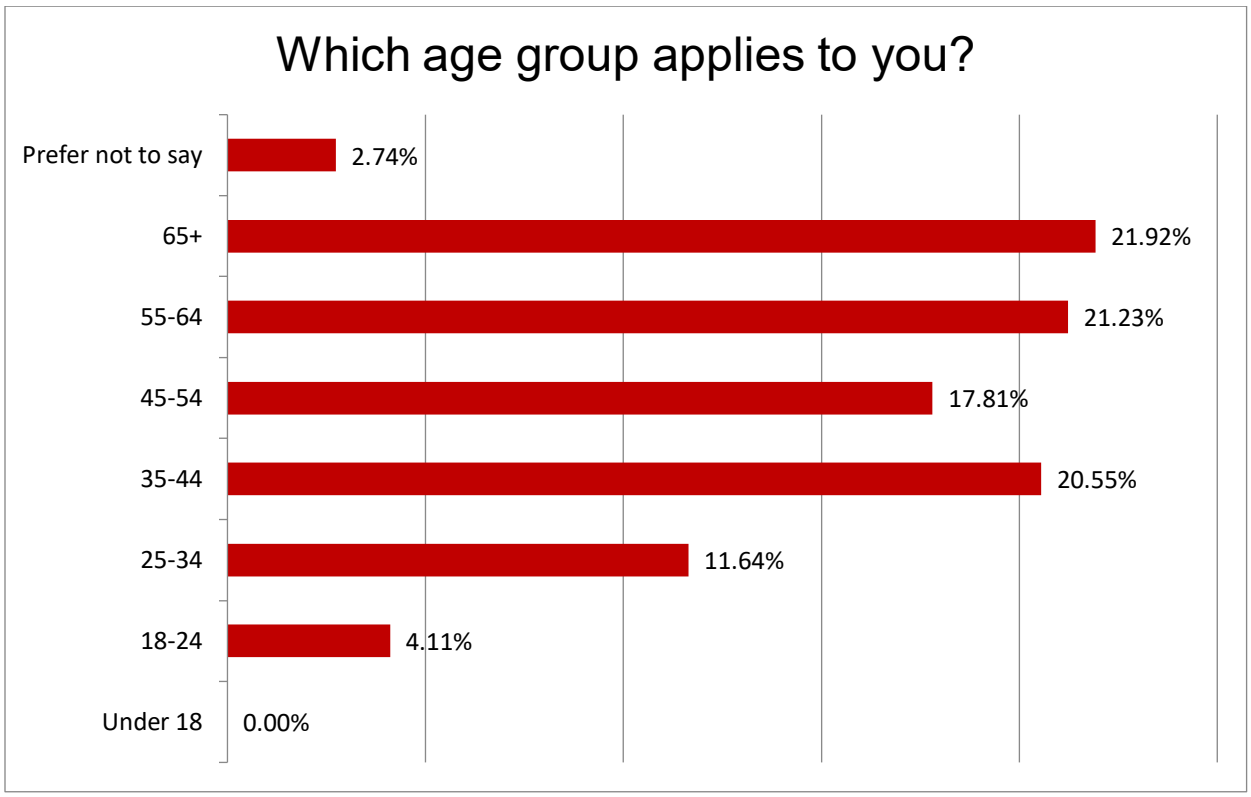
- Tower Road
- Peach Tree Boulevard
- Russet Lane
- Peach Tree Blvd
- South Edgeware
- Peach Tree Blvd.
- Southgate Parkway
- Harlequin Crt
- Weir Crescent
- Yarwood Street
- Peach Tree Blvd
- Palm
- In Orchard Park area

- Cortland
- Hagerman
- Pear tree
- Carolina cres
- Lake Margaret
- White Tail Path
- Handford pl
- Pear tree
- Blue Heron Place
- Russet Lane
- Glenview Court
- Elm St.
- Roberts Line
- Pullen Ave.
- Stanley
- Simcoe
- Mandeville Road
- princess
- Birchall Lane
- Malakoff St.
- West Lake
- Fourth Ave
- Mandeville
- Shaw Blvd
- Beverley St
- Wellington Street
- Bennett
- Wellington Street
- Hummingbird Lane
- Philip St.
- Queen south end between st.anne's and Wellington for 33+ years
- Vanier Place
- Jacklin Court
- Locust
- Metcalf
- Brookside Dr
- Springwater rd
- Gladstone Ave
- Gladstone Ave.
- Lake Margaret area
- 6th line
- Fairview rd

- James St
- Harvest Coutlrt
- Empire Parkway
- Park Ave
- Crescent Ave
- Metcalfe Street
- Luton
- Shaw Valley
- Talbot
- Hawthorn Court
- Brookside Dr.
- barnes st
- Hagerman
- Fairview Avenue. In the Community Safety Zone between Chestnut and Elm.
- Circlewood Dr
- Fairview Road
- Southgate
- Talbot Line
- Woodworth, North
- Beechwood Circle
- John Street
- Manor Rd
- Juno drive
- Chestnut
- Auburn
- Foxtail Lane
- Barwick st
- Cottonwood
- Vanbuskirk Dr.
- Alexandria Ave
- Lexington Court
- Elm
- Hughes st
- Carrie
- Faith
- John Street
- Russet Lane
- Circlewood Drive
- Coulter Ave
- Woodworth Ave
- Cranberry Court
- Beamish Street

- Erie
- woodworth ave
- Alma
- Talbot
- Chestnut
- South end of St Thomas
- Burwell Rd
- Wellington St.
- Carrie
- South Edgeware
- Peach Tree Blvd
- Fairview Avenue
- Warren
- Melrose
- Peach Tree Blvd
- Curtis
- Symphony Court
- McGregor
- Foxtail Lane
- Melrose court
- Forest Avenue
- Charter Creek Court
- Hughes
- Talbot St.
- Acorn Trail
- Miller St
- EAST ST
- Steele St
- Moore
- Talbot Line
- Owaissa st
- Locust
- Greenway
- Tanager Place
- Rosebery Place

What age group applies to you? [n=146]

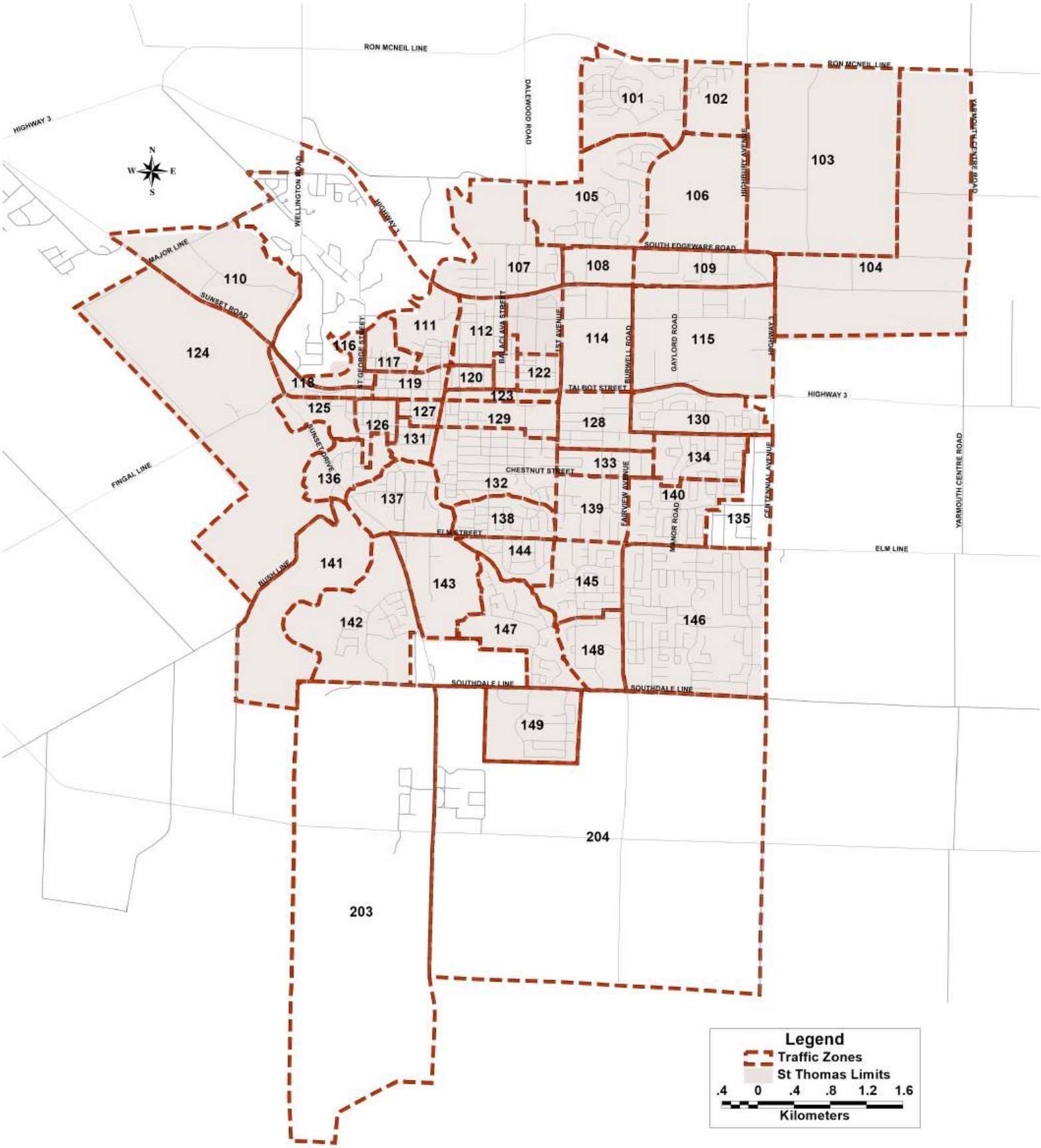


Appendix C

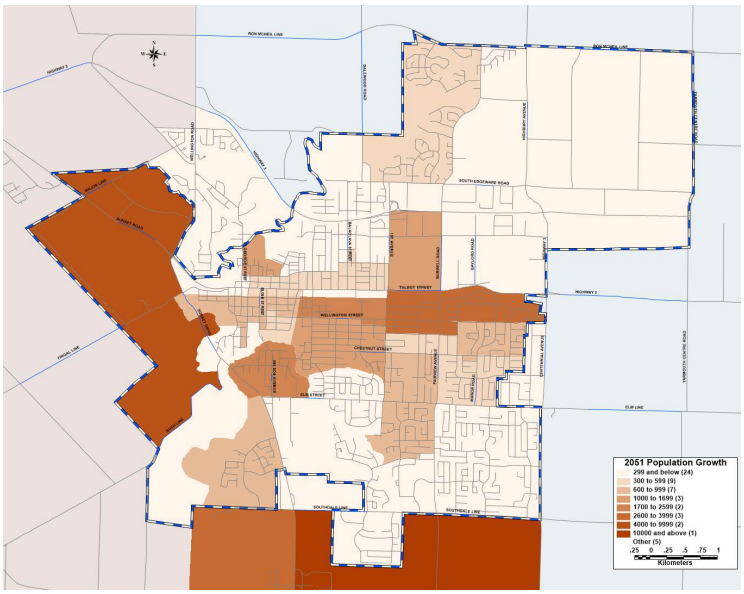
Population and Employment Forecasts

City of St. Thomas
Transportation Master Plan Refresh
October 2025

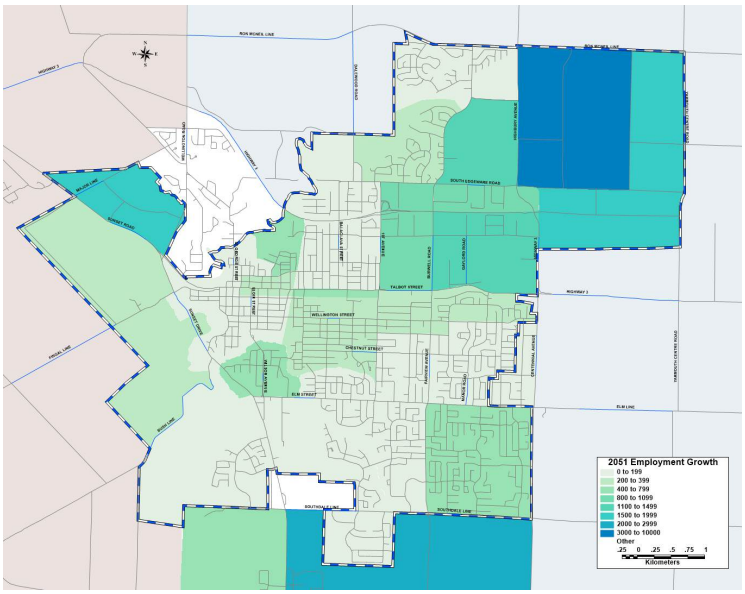
Zone System


RON MCNEIL LINE
HIGHWAY 3
DALEWOOD ROAD
WELLINGTON ROAD
HIGHBURY AVENUE
YARMOUTH CENTRE ROAD
SOUTH EDGEWARE ROAD
MAJOR LINE
SUNSET ROAD
ST GEORGE STREET
BALACLAVA STREET
1ST AVENUE
BURWELL ROAD
GAYLORD ROAD
TALBOT STREET
SUNSET DRIVE
FINGAL LINE
CHESTNUT STREET
FAIRVIEW AVENUE
MANOR ROAD
CENTENNIAL AVENUE
YARMOUTH CENTRE ROAD
ELM LINE
ELM STREET
BUSH LINE
SOUTHDALE LINE
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Legend
Traffic Zones
St Thomas Limits
.4 0 .4 .8 1.2 1.6
Kilometers

Growth Forecasts



Population Growth



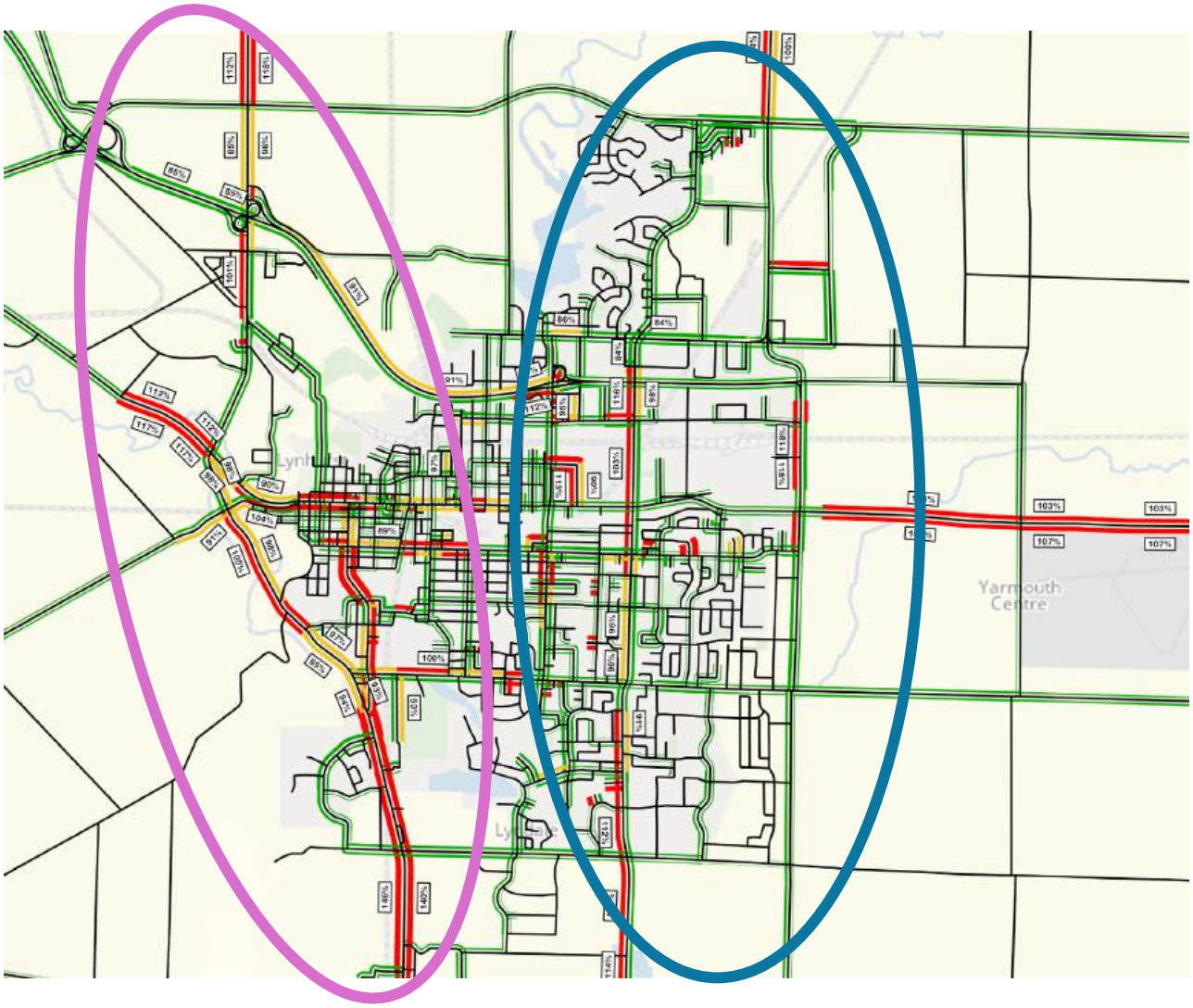
Employment Growth

Zone	Existing 2021 Population	Existing 2021 Employment	2031 Population	2031 Employment	2036 Population	2036 Employment	2046 Population	2046 Employment	2051 Population	2051 Employment
City of St. Thomas										
101	2,510	49	2,652	121	2,716	153	2,804	198	2,832	212
102	677	102	715	122	733	132	756	145	764	149
103	0	141	0	1,531	0	2,168	0	3,034	0	3,309
104	0	0	0	353	0	516	0	736	0	806
105	3,193	103	3,373	197	3,455	240	3,567	299	3,603	317
106	0	1,982	0	2,355	0	2,525	0	2,757	0	2,831
107	1,203	39	1,271	67	1,302	79	1,344	96	1,358	102
108	0	2,392	0	2,774	0	2,949	0	3,187	0	3,263
109	0	539	0	878	0	1,033	0	1,244	0	1,311
110	72	29	1,865	2,004	2,688	2,910	3,806	4,140	4,161	4,531
111	867	29	971	220	1,018	308	1,082	427	1,103	464
112	1,267	49	1,342	88	1,376	106	1,422	130	1,437	138
113	522	271	526	292	528	302	530	315	531	319
114	0	1,628	570	2,038	832	2,227	1,187	2,483	1,300	2,564
115	0	3,735	29	4,150	43	4,341	61	4,600	67	4,682
116	424	149	524	181	570	196	632	216	652	222
117	744	18	1,287	75	1,536	101	1,875	137	1,983	148
118	216	261	231	261	238	261	247	261	250	261
119	933	1,970	1,172	2,090	1,282	2,145	1,431	2,220	1,478	2,244
120	497	374	703	410	798	427	926	450	967	457
121	436	104	596	126	670	136	770	150	802	154
122	539	172	765	200	869	213	1,010	230	1,055	236
123	0	569	0	607	0	625	0	648	0	656
124	29	1	1,849	138	2,684	200	3,819	286	4,179	313
125	270	81	661	118	841	134	1,085	157	1,162	164
126	885	346	1,322	406	1,523	433	1,795	470	1,882	482
127	494	434	794	477	931	497	1,118	523	1,178	532
128	970	353	2,141	467	2,679	519	3,410	590	3,641	613
129	550	1,319	1,497	1,434	1,931	1,486	2,522	1,558	2,709	1,581
130	1,796	919	3,287	1,061	3,971	1,126	4,900	1,214	5,195	1,242
131	491	97	648	121	720	132	818	146	850	151
132	3,023	193	3,690	291	3,996	335	4,412	396	4,544	415
133	1,045	17	1,287	62	1,398	83	1,549	111	1,597	120
134	1,407	24	1,700	82	1,834	108	2,017	144	2,075	155
135	1,360	15	1,436	59	1,471	79	1,519	106	1,534	115
136	384	12	429	23	449	28	477	34	486	36
137	953	546	1,729	742	2,086	833	2,570	955	2,723	994
138	1,123	203	1,225	233	1,272	247	1,335	266	1,355	271
139	1,125	45	1,499	98	1,671	123	1,904	157	1,978	167
140	2,383	104	2,575	173	2,663	204	2,783	247	2,821	260
141	2	0	2	0	2	0	2	0	2	0
142	1,224	162	1,623	210	1,806	233	2,054	263	2,133	273
143	388	8	410	19	420	24	433	31	438	33
144	450	13	513	46	542	62	581	83	593	89
145	1,941	327	2,301	405	2,466	441	2,691	490	2,762	506
146	6,335	119	6,340	302	6,343	385	6,346	499	6,347	535
147	1,475	33	1,558	73	1,596	92	1,647	117	1,664	125
148	431	12	455	23	466	27	481	34	486	36
149	640	6	720	27	756	37	806	50	822	54
Total	**45,272**	**20,095**	**60,282**	**28,227**	**67,170**	**31,960**	**76,525**	**37,029**	**79,495**	**38,638**
	Zones South of City									
203	589	112	589	112	1,173	223	1,967	374	3,492	664
204	552	105	552	105	2,889	550	6,063	1,154	12,162	2,314
Total	**1,141**	**217**	**1,141**	**217**	**4,062**	**773**	**8,030**	**1,528**	**15,654**	**2,978**
	Port Stanley									
501	1,922	366	1,922	366	2,323	442	2,867	545	3,912	744

Appendix D

Road Network Project Evaluation

City of St. Thomas
Transportation Master Plan Refresh
October 2025



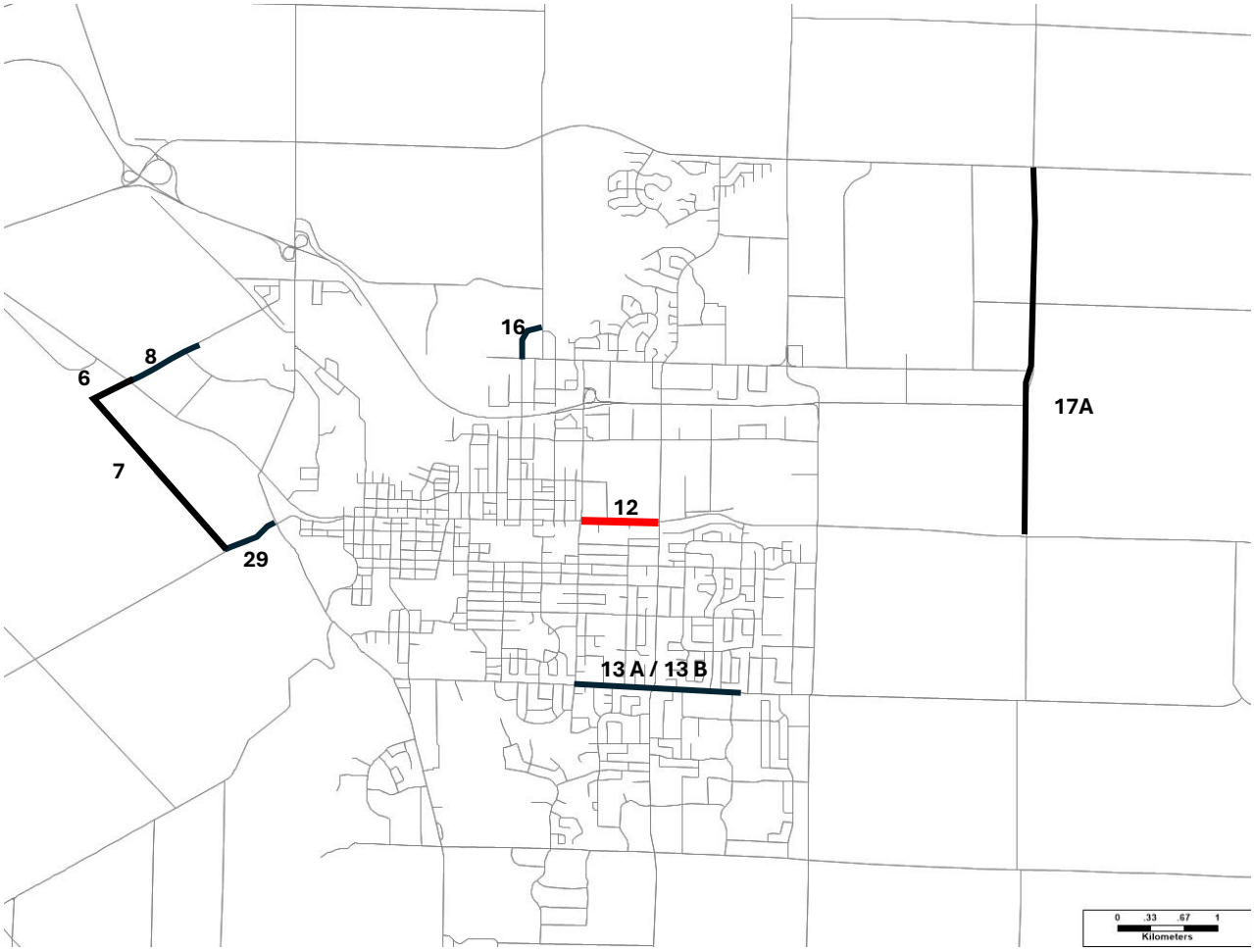
2051 PM Peak – With Enhanced Transit

2 Areas of City with forecast capacity deficiencies

Evaluation Approach:

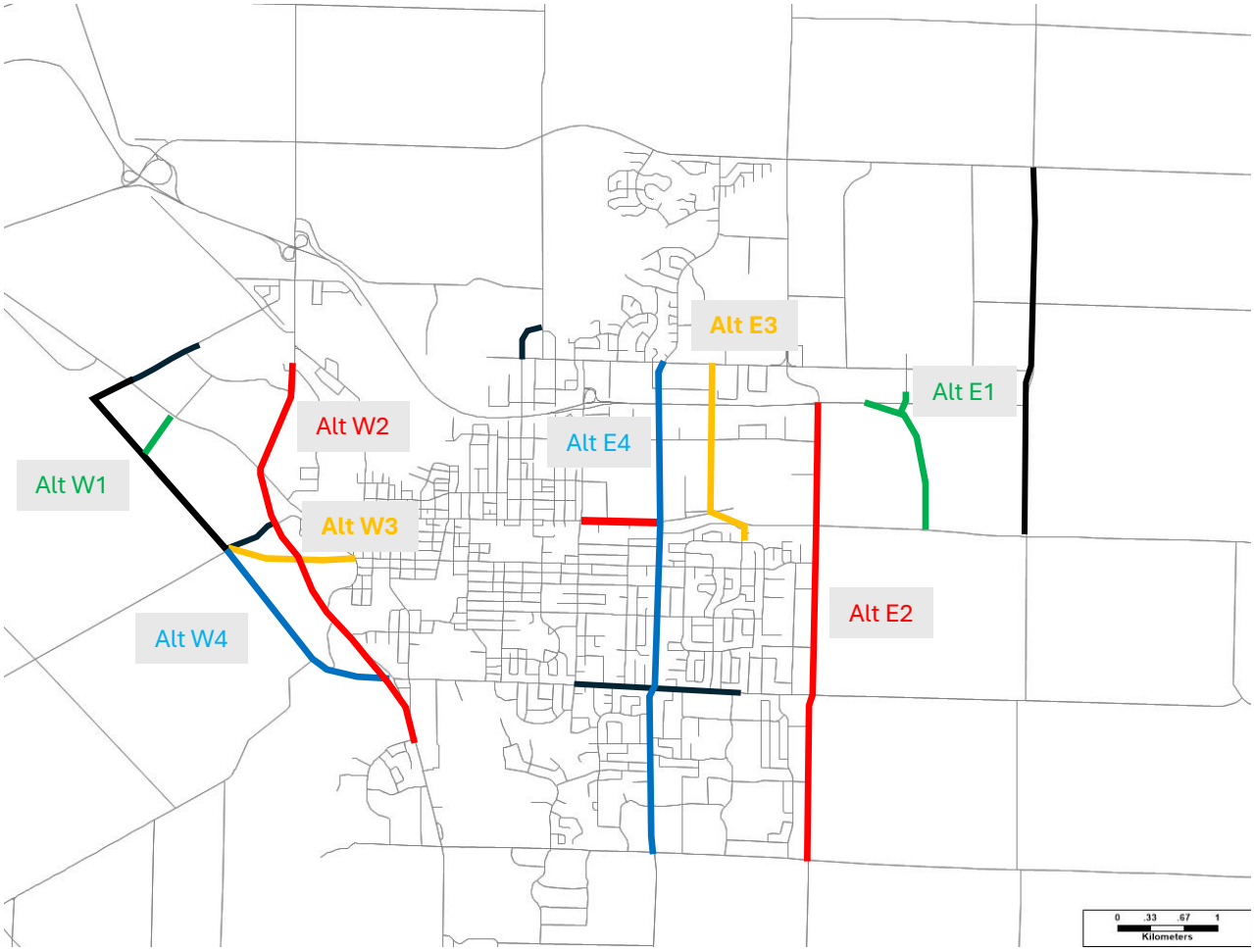
1. Identify projects common to all alternatives
2. Identify main capacity enhancement alternatives for each area
3. Test and evaluate alternatives
4. Combine best performing projects into networks
5. Include projects by others (MTO / County)
6. Identify additional complimentary improvements

Road Network Alternatives – Capacity & Optimization Projects
Common to all Alternatives



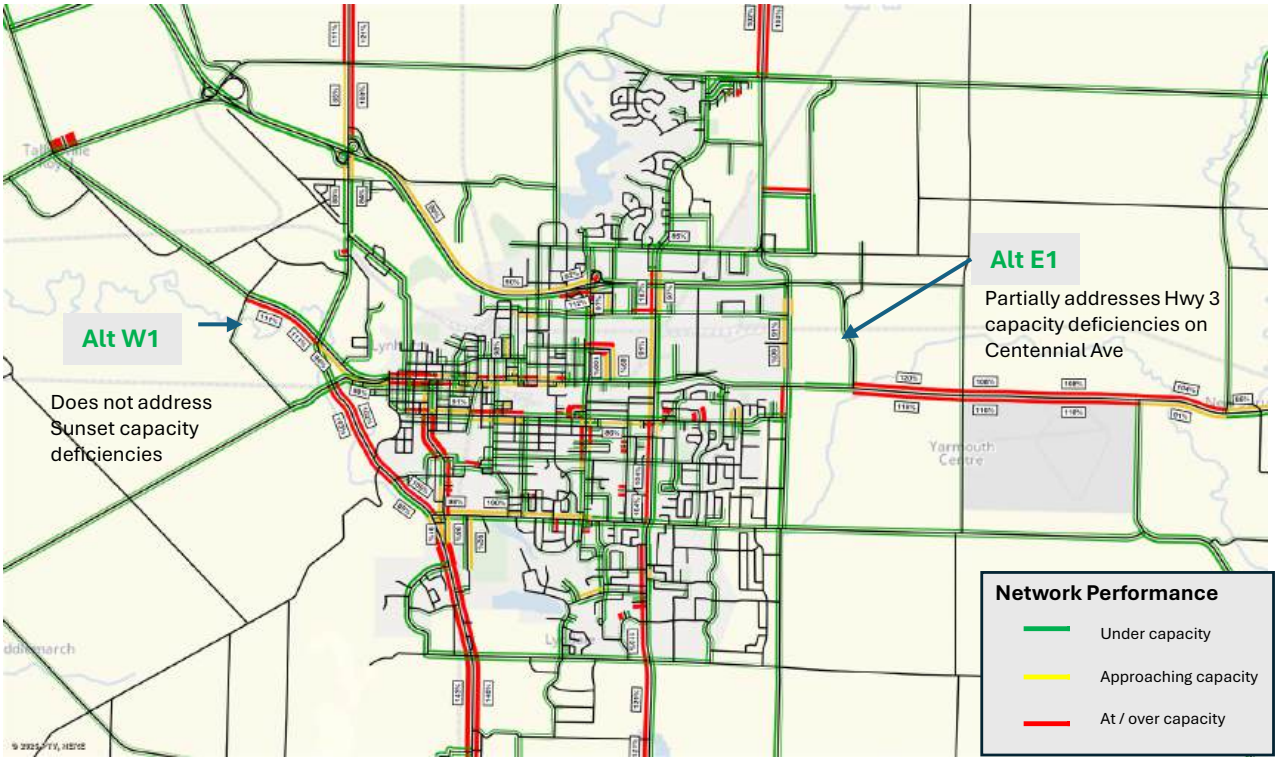
Project	Description	Rationale
17A	Upgrade Yarmouth Centre Road to 2 Lane Arterial	Serve PowerCo and Yarmouth Yard industrial
16	Balaclava St / Dalewood Dr Jog Elimination	Eliminate turning movement conflicts around school area
13 A / B	Elm St Lane Reconfiguration	Provide Centre Two Way Left Turn to improve capacity and safety
12	Talbot St Widening to 5 Lanes	Widen to provide Centre Two Way Left Turn to improve capacity and safety
29	Fingal Line Upgrade to 2 Lane Arterial	To serve development in NW Growth Area 2 and 3
8	Major Line Upgrade to 2 Lane Arterial	To serve development in NW Growth Area 1
6 / 7	New 2 Lane Arterial NW Growth Area 2	To serve development in NW Growth Area 2

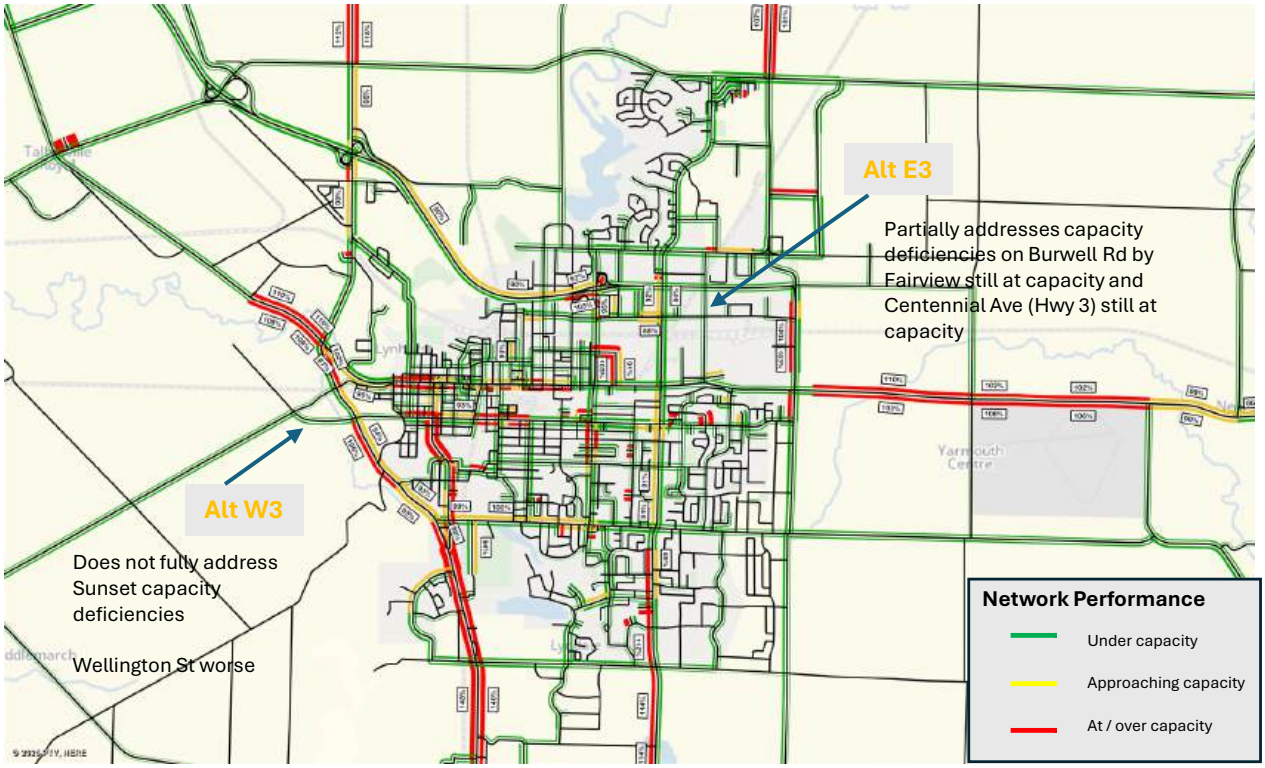
Road Network Alternatives – Area Alternatives



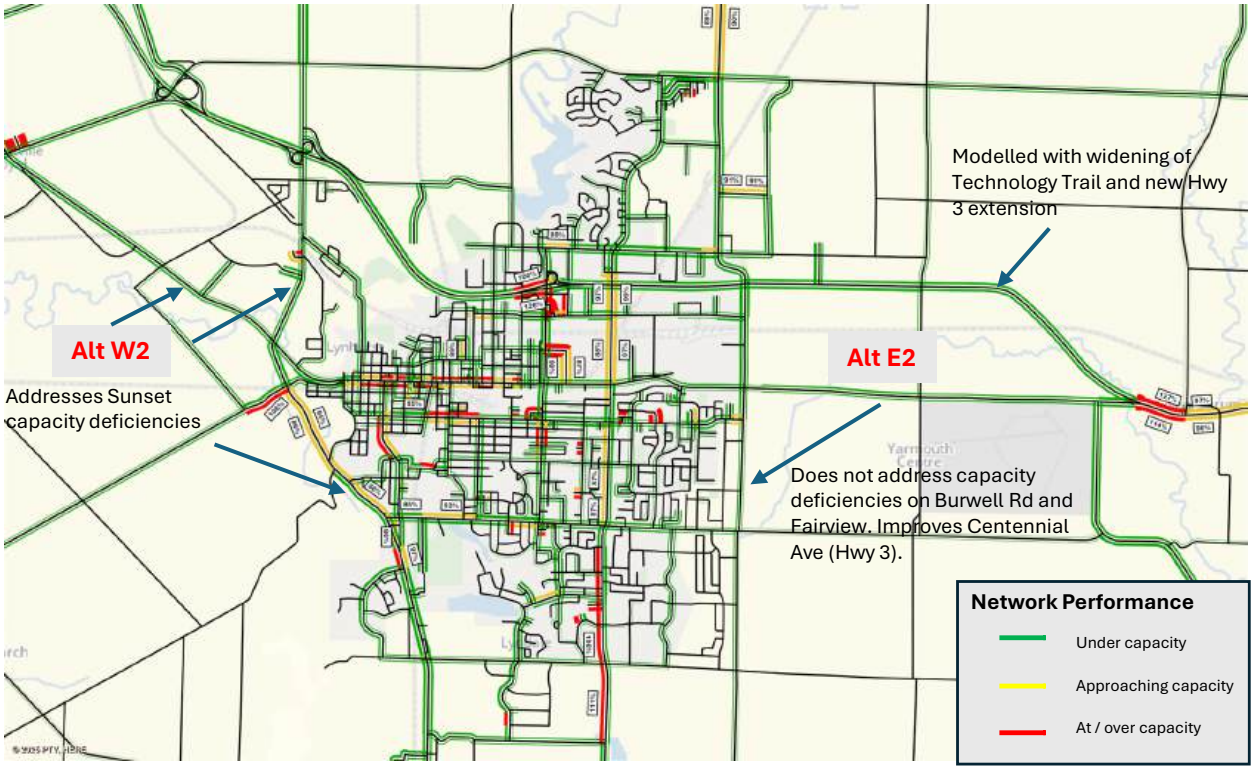
Alt	West Area	East Area
1	New 2 Lane Arterial to connect NW Growth Area 2 to Sunset	New 4 Lane extension to connect to Hwy 3
2	Widen Wellington Rd / Sunset to 4 lanes	Widen Hwy 3 / Centennial to 4 Lanes
3	New 2 lane Arterial to Wellington St	Gaylord Connection to South Edgeware and Manor Rd
4	New 2 Lane Arterial to Elm St	Widen Burwell Rd / Fairview Ave

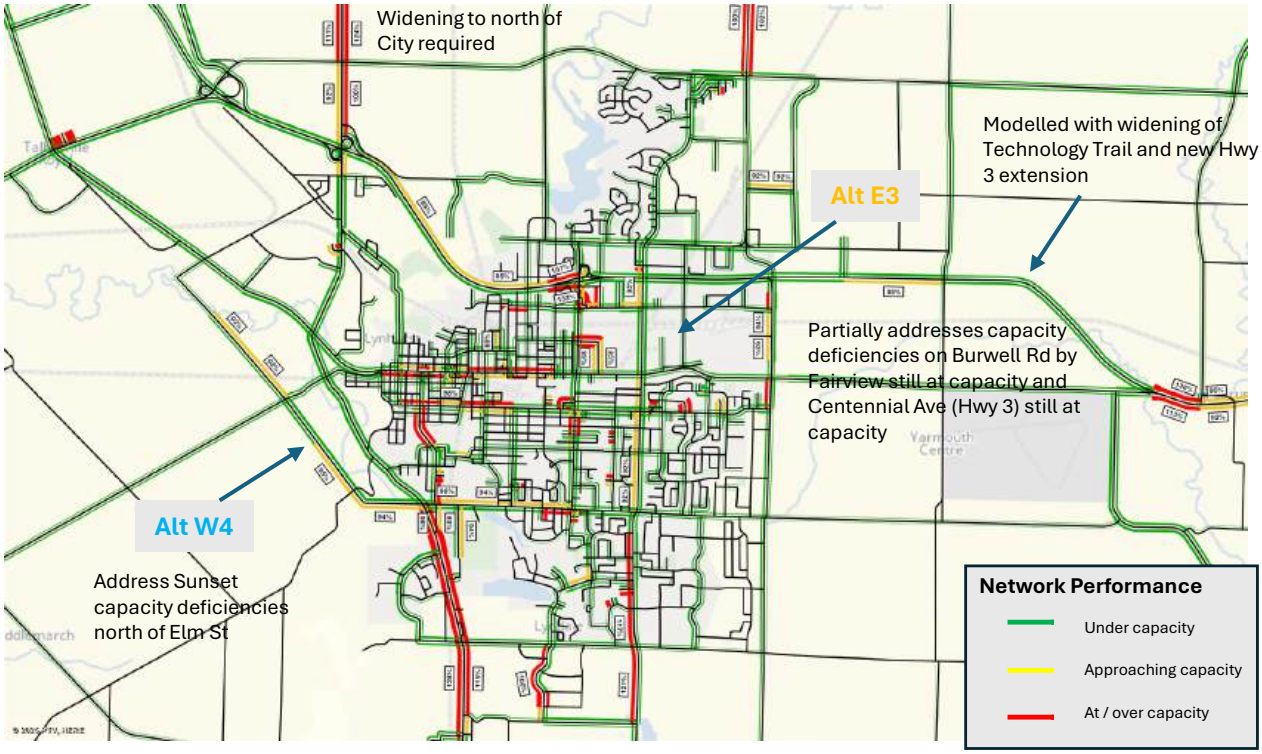
Road Network Alternatives – Model Run Results



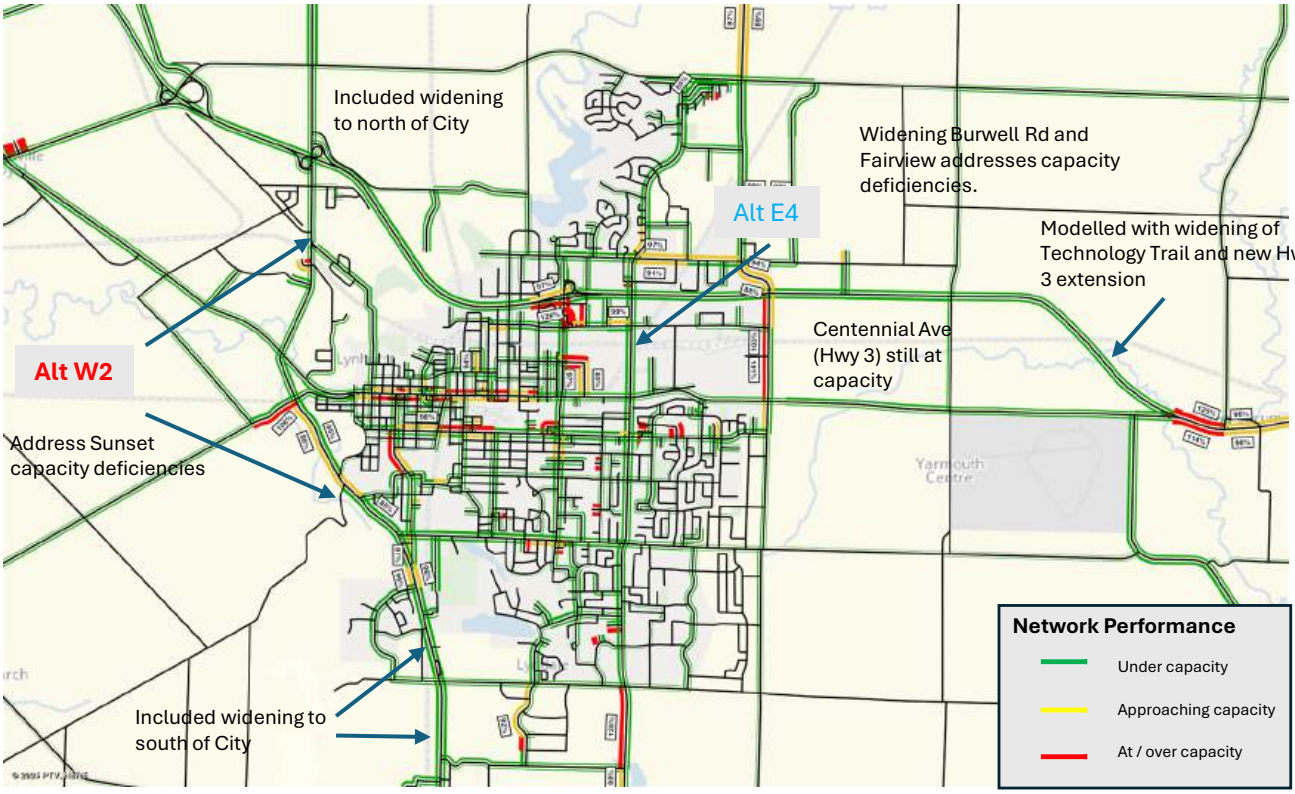


Road Network Alternatives – Model Run Results





Road Network Alternatives – Model Run Results

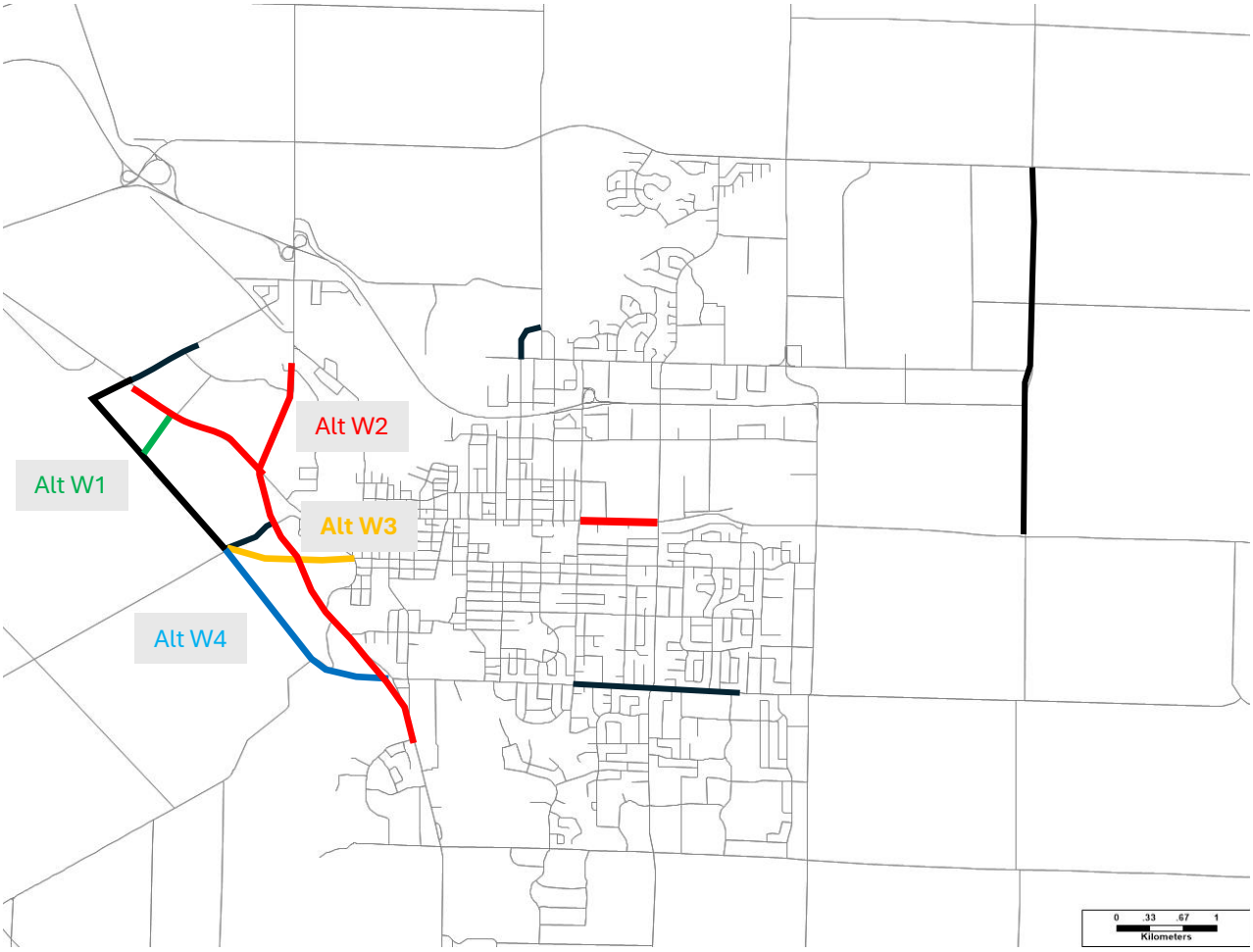


West Side Alternatives

Criteria / Alternative	Alt W1 New Connection to Sunset	Alt W2 Sunset / Wellington Widening	Alt W3 New Connection to Wellington St	Alt W4 New Connection to Elm St
Transportation	• Limited improvement to capacity deficiencies on Sunset	• Fully address capacity deficiencies on Sunset and Wellington Rd	• Limited benefit to capacity deficiencies on Sunset • Adds traffic to Wellington worsening capacity deficiencies	• Addresses capacity deficiencies on Sunset (north of Elm St) and Wellington Rd • Does not address Sunset deficiencies south of Elm • Adds traffic to Elm St – worsening capacity deficiencies
Social-Cultural	• Minimal potential to impact existing neighbourhoods or culturally significant properties	• Widening may impact properties through residential and parkland areas adjacent to river valley • Minor potential for affecting archaeological resources in undisturbed areas	• Significant impact to VA Barrie Disc Gold Park due to new bridge and fills • Higher traffic through Wellington St residential areas • Potential for affecting archaeological resources in undisturbed areas	• Significant impact to Open Space and conservation lands along river valley due to new bridge and high fills • Higher traffic through Elm St residential areas • Major potential for affecting archaeological resources in undisturbed areas

Environmental	Moderate impact to natural heritage area along Sunset due to new road connection and creek crossing	Widening of Sunset would have minimal impact to existing natural heritage features	New road connection to Wellington would bisect significant areas of natural heritage and potential habitat areas due to bridge and high fills	New road connection to Elm St would bisect significant areas of natural heritage and potential habitat areas due to bridge and high fills
Economic	$ - Minimal cost Minimal impact to business or development areas	$$$ - Moderate cost due to length and number of bridges requiring widening Some potential to impact businesses along Sunset	$$$ - Moderate to high cost due to new long span bridge across valley	$$$$ - Very high cost due to new long span bridge across valley
Overall	Not Recommended	**Preferred**	Not Recommended	Not Recommended

Road Network Evaluation – West Area



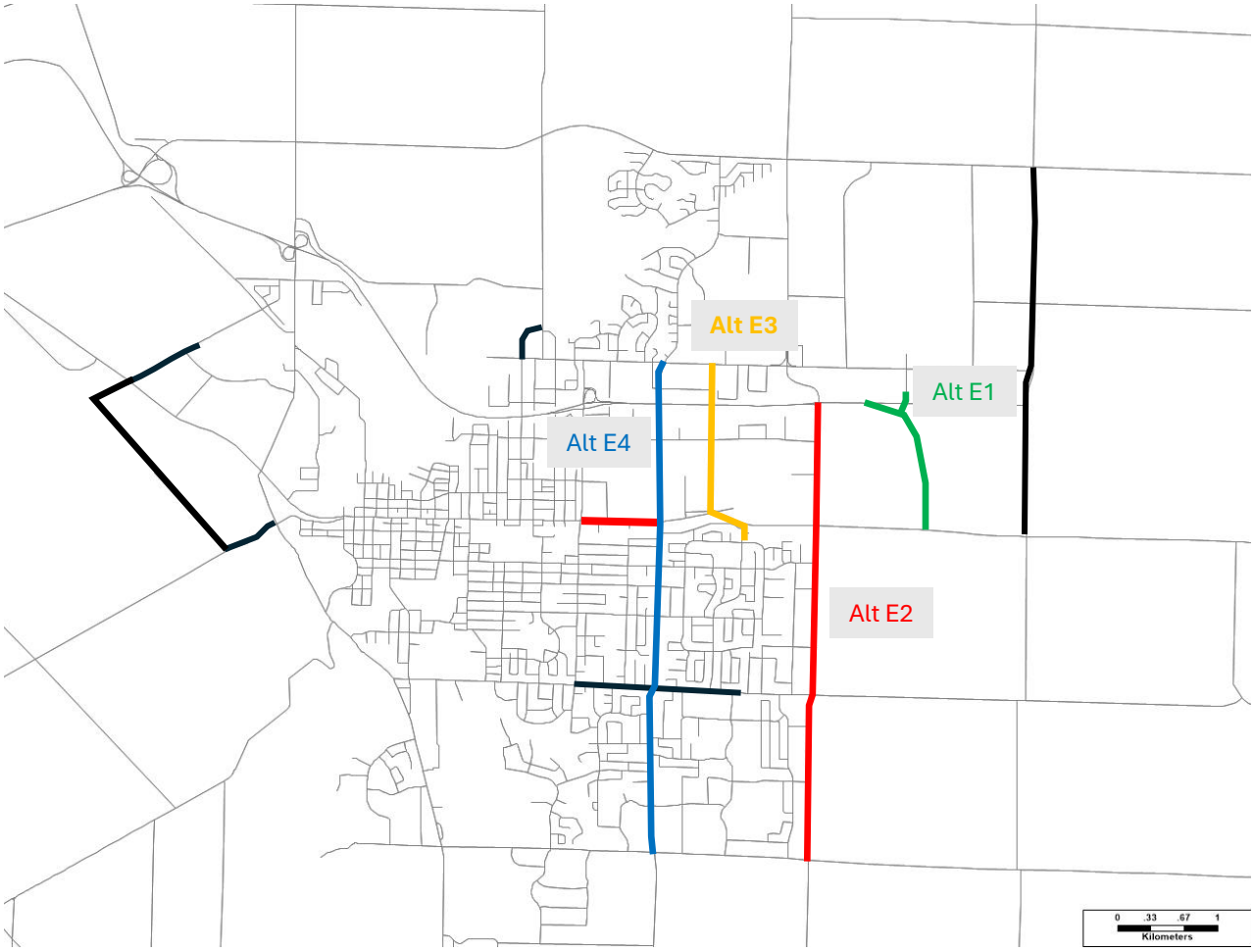
Alternative -> Criteria	Alt W1	Alt W2	Alt W3	Alt W4
Transportation	◔	●	◑	◕
Social-Cultural	●	◑	◔	◔
Environmental	◑	◕	◔	◔
Economic	●	◑	◑	◔
Overall	**Not Recommended** Limited benefit relative to environmental impacts	**Preferred** Addresses deficiencies with moderate impacts due to widening	**Not Recommended** Significant Environmental impacts due to new river crossing with modest transportation benefits, increases congestion on Wellington St	**Not Recommended** Partially addresses capacity deficiencies, significant impact to land uses on Elm St, significant fill in river valley and long bridge span increase cost

East Side Alternatives

Criteria / Alternative	Alt E1 New Connection from Technology Trail to Hwy 3	Alt E2 Hwy 3 / Centennial Widening	Alt W3 Gaylord Connection to Manor / South Edgeware	Alt W4 Burwell / Fairview Widening to 4/5 lanes
Transportation	• Limited improvement to capacity deficiencies on Hwy 3, Burwell. Centennial	• Fully address capacity deficiencies on Sunset and Wellington Rd	• Reduces Burwell deficiency but does not address Centennial or Fairview capacity deficiencies • Adds traffic to Wellington worsening capacity deficiencies	• Addresses capacity deficiencies on Burwell / Fairview north of Elm • Centennial improved but still nearing capacity • Reduces traffic on First Ave
Social-Cultural	• Minimal potential to impact existing neighbourhoods or culturally significant properties	• Widening may impact properties through residential areas south of Hwy 3 • Minor potential for affecting archaeological resources in undisturbed areas north of Hwy 3	• Minimal potential to impact existing neighbourhoods or culturally significant properties • Additional traffic on Manor Rd may impact adjacent residential areas	• Higher traffic through residential areas near schools and parkland areas • Major potential for affecting properties in residential areas
Environmental	Impacts to open space areas designated for industrial development	Minimal potential for impacts to natural heritage features	New road connection through industrial area – no significant natural heritage features	Minimal potential for impacts to natural heritage features

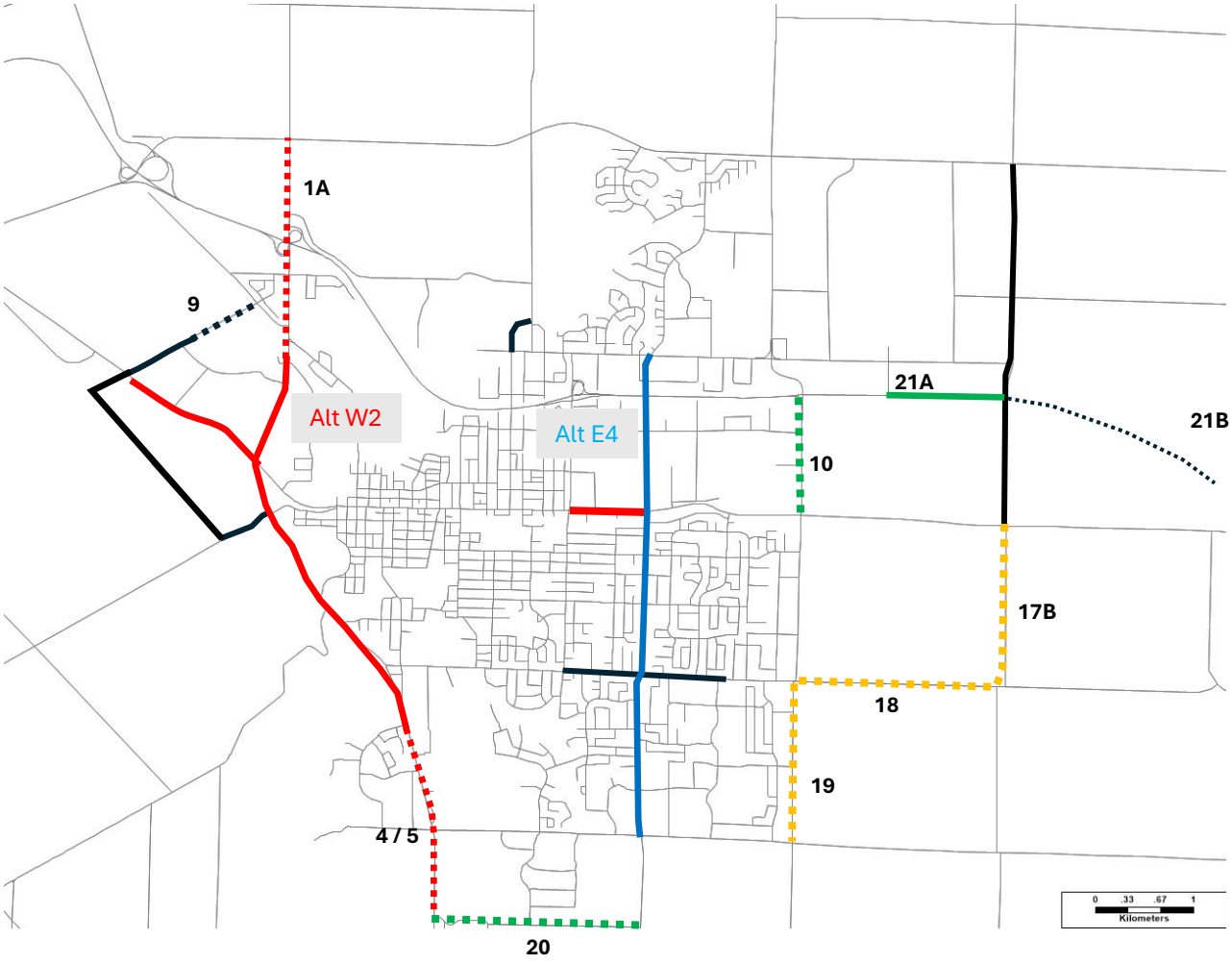
Economic	$ - Minimal cost Moderate impact to Yarmouth Yard industrial park area	$$$ - Moderate cost due to length Some potential to impact businesses	$$$$ - High cost due to new bridge across Highway 3 and new connection to Manor Rd	$$$ - Moderate cost due to length of widening, widening bridge across Hwy 3
Overall	Not Recommended	Not Recommended	Not Recommended	**Preferred**

Road Network Evaluation – East Area



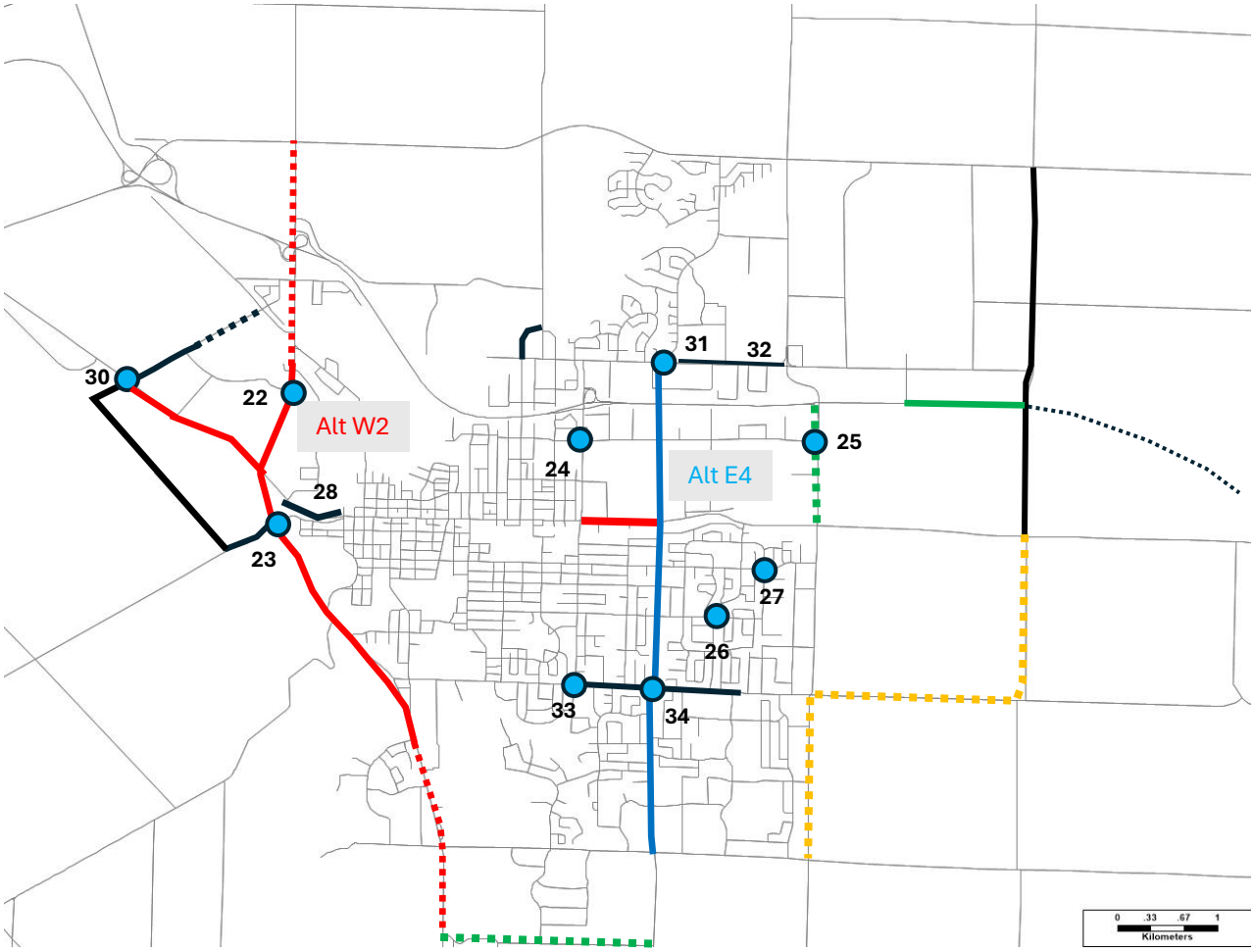
Alternative -> Criteria	Alt E1	Alt E2	Alt E3	Alt E4
Transportation	◔	◑	◑	●
Social-Cultural	●	◑	◕	◑
Environmental	◔	◑	●	◕
Economic	◑	◑	◔	◑
Overall	**Not Recommended** Limited benefit relative to environmental impacts and impact to Yarmouth Yards industrial park	**Not Recommended** Only partially addresses deficiencies; moderate impacts to properties and environmental due to widening	**Not Recommended** Modest benefits north of Talbot St, no benefit to south, high cost for new bridge across Hwy 3, limited environmental or social impact	**Preferred** Addresses capacity deficiencies, modest impact to land uses on due to widening, accommodates growth to south of City, high costs

Road Network Preferred Area Alternatives
Add Work by Others



Project	Description	Rationale
17B	Upgrade Yarmouth Centre Road	Part of County TMP
18	Upgrade Elm Line	Part of County TMP
19	Upgrade Centennial Road	Part of County TMP
20	New 2 Lane Arterial south of City	To serve Hospital Lands development South of City
1A	Widen Wellington Rd north of City	Part of County TMP
4 / 5	Widen Sunset south of City Limit	To serve Hospital Lands development South of City
9	Upgrade Major Line north of City	To serve development in NW Growth Area 1
10	Widen Hwy 3 (Centennial Ave)	MTO Project
21A	Widen Technology Trail	Address Hwy 3 capacity deficiency
21B	Hwy 3 Extension (MTO)	Address Hwy 3 capacity deficiency

Road Network Preferred Area Alternatives
Add Complimentary Optimization Projects



Project	Description	Rationale
22	Wellington Intersection / NW Growth Area 1	To serve development area
23	Fingal Line / Sunset Intersection	To support road widening and serve NW Growth Area 2
24	First Ave / Edward St intersection turn lanes	Optimize intersection to increase capacity
25	Edward St / Hwy 3 Intersection	Signals to support widening and improve safety
26	Manor Rd / Chestnut St Roundabout	Carried Forward from 2021 TMP
27	Manor Rd / Highview Dr Roundabout	Carried Forward from 2021 TMP
28	Talbot St – convert to 2 lane	4 lane not needed – support active transportation
30	Major Line / Sunset intersection	To support growth in NW Area 1
31	Burwell / South Edgeware roundabout	Part of Burwell widening
32	South Edgeware Rd Widening to 3 lanes	Improve capacity to support growth / improve safety
33	Elm St / First Ave intersection improvement	Part of reconfiguration of Elm St
34	Elm St / Fairview intersection improvement	Part of reconfiguration of Elm St

Appendix E

Electric Vehicle Charging Network Review

City of St. Thomas
Transportation Master Plan Refresh
October 2025

5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
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2025-06-30
Project: (230688)

Shayne Reitsma, P.Eng.
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St. Thomas, ON N5P 3V7

Dear Shayne:

RE: TECHNICAL MEMO – ELECTRIC VEHICLE (EV) CHARING STATION NETWORK CITY OF ST. THOMAS

Introduction

This technical memo summarizes the findings of the electric vehicle (EV) charging station network review, for the City of St. Thomas (City). The review identifies a potential network of locations of EV charging stations throughout the City, using municipal facilities to form the backbone of an EV charging network and also explores opportunities to leverage partnerships and implement zoning by-law changes to encourage the provision of additional stations in new developments.

Definitions

The following terms are used in this memo:

- **Electric Vehicle (EV)** means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.
- **EV charging station** refers to the vehicle charging equipment installed, inclusive of the EV charging station pillar, electronic/physical parts, head, and the parking space designated for use when charging an EV.
- **Electric vehicle energy management system (EVEMS)** means a system to control electric vehicle supply equipment electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.
- **EV parking space** refers to a parking space designated for the use of EVs while plugged into an EV Charging Station, as indicated by authorized signs.
- **EV ready parking** means an adjacent electrical outlet (e.g. either an electrical junction box or a receptacle) at which EVSE can be installed in the future.

- **Electric vehicle supply equipment (EVSE)** means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an electric vehicle.
- **Level 2 charging** means a Level 2 electric vehicle charging level as defined by SAE International's J1772 standard and includes variable rate charging that is controlled by an electric vehicle energy management system.
- **Level 3 charging** means a Level 3 electric vehicle charging level as defined by SAE International's J1772 Combined Charging System (CCS) standard or the CHAdeMO standard and includes high-speed Direct Current (DC) charging that is controlled by an electric vehicle energy management system.

Existing Policy and Trends

The following details a review of Federal, Provincial, and City policies and guidelines related to EVs and EV charging infrastructure requirements undertaken for this Technical Memo.

Federal Policies

The transportation sector is responsible for around 25 percent of Canada's annual greenhouse gas emissions, a majority of which come from on-road transportation including light-duty vehicles (such as cars, and pickup trucks) and medium- and heavy-duty vehicles (such as larger pickup trucks, cargo vans, and freight trucks). The Government of Canada has a target of achieving net-zero greenhouse gas emissions by 2050, and the transportation sector presents a key opportunity for reducing emissions through zero-emission vehicles and supporting infrastructure.

Table 1 lists the Federal policies and legislation in relation to EVs and EV Charging Infrastructure.

TABLE 1: SUMMARY OF FEDERAL POLICIES

Policy / Legislation / Program	Summary
Canada's Zero-Emission Vehicle Sales Target	Government of Canada proposed new regulations for zero-emission vehicle (ZEV) sales targets for vehicle manufacturers and importers. These regulations set a minimum target of 20% of new light-duty vehicles sold in Canada by 2026 to be ZEV's, minimum of 60% by 2030, and 100% by 2035. Current trends show that the market share of light duty ZEV sales is increasing. The following is the market share of ZEV sales per year in Canada: ▸ 2023 – 11.7% ▸ 2022 – 8.9% ▸ 2021 – 5.6% ▸ 2020 – 3.8%; ▸ 2019 – 3.1%
2030 Emissions Reduction Plan: Clean Air, Strong Economy	The 2030 Emissions Reduction Plan includes actions to make ZEVs more affordable and accessible to Canadians. Along with the light-duty vehicle sales mandate, an integrated strategy for medium-and heavy-duty vehicles (MHDVs) emission reductions is proposed. The goal of 35% of total MHDVs being ZEVs by 2030, and 100% by 2040 (based on feasibility per vehicle type and category). The following investments will be made to support these objectives: ▸ $1.7 billion to extend the Incentives for Zero-Emission Vehicles Program (iZEV); ▸ $400 million in added funding from ZEV charging stations; ▸ $547.5 million for a purchase incentive program for MHDVs; ▸ $199.6 million to retrofit large trucks currently on the road; ▸ $33.8 million to address challenges with long-haul zero-emission trucking commercialization through hydrogen trucking demonstration projects; and ▸ $2.2 million in supporting Greening Government fleet electrification commitments.
Regulations Amending the Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations	The proposed Amendments introduce new requirements for manufacturers and importers to meet annual targets for new vehicles to be ZEVs from 2026 to full stringency in 2035. The Amendments include:

Policy / Legislation / Program	Summary
	▶ Establishing emission standards that align with federal requirements of the United States; ▶ Adjustment to fleet requirements and measuring of emissions; and ▶ Eligible ZEV activity definition includes any activity that contributes to the growth of ZEV infrastructure in Canada (including charging stations, hydrogen refueling stations and electricity distribution infrastructure).
Canada's Action Plan for Clean On-Road Transportation, December 2022	The Action Plan reflects the Government's initiatives to get Canadians and businesses to switch to ZEVs. While regulations for new vehicle sales will require 100% of vehicles to be ZEV by 2035, current gas and diesel vehicles on the road need to be operating as cleanly as possible. Retrofitting older trucks and increasing use of fuel-efficient technologies and improving accessibility to cleaner fuels are part of this plan. The areas for action include: ▶ Make ZEVs available and more affordable to Canadians; ▶ Build charging and refuelling stations; ▶ Increasing public awareness and confidence in ZEVs; ▶ Support research, development, and demonstration; ▶ Lead by example; and ▶ Act on clean growth opportunities.
Canada's Zero Emission Vehicle Infrastructure Program	The Zero-Emission Vehicle Infrastructure Program (ZEVIP) funds the deployment of EV chargers in public places, workplaces, multi-unit residential buildings, and fleet parking areas. The ZEVIP has committed $680 million to install 84,500 chargers across Canada by 2029. Four (4) locations in St. Thomas have been funded with the ZEVIP to provide EV charging stations in the City, including: ▶ 417 Wellington Street (Metro) – four (4) level 2 chargers; ▶ 294 & 330 Talbot Street (Residential) – four (4) level 2 chargers; ▶ 300 Talbot Street (Residential) – twenty (20) level 2 chargers; ▶ 2 & 4 Avon Road (Residential) – four (4) level 2 chargers; ***While the program is ongoing, the application period for the program is currently closed***

Provincial Policies

The province does not have many policies or legislation regarding electric vehicles but rather follows the federal policies for requirements of electric vehicle infrastructure. The following details the provincial policies and guidelines related to EVs and EV charging infrastructure.

Ontario Green License Plate Program

The Green Licence Plate Program, allows electric vehicles to drive in High Occupancy Vehicle (HOV) lanes and High Occupancy Toll (HOT) lanes on 400-series highways and the Queen Elizabeth Way (QEW) at no cost with any number of passengers.

The following types of vehicles are eligible for green vehicle licence plates:

- plug-in hybrid electric vehicles (PHEV)
- battery electric vehicles (BEV)
- hydrogen fuel cell vehicles (HFCVs)
- used 2010 or later model year PHEVs and BEVs
- PHEVs, BEVs and HFCVs currently operating in Ontario in limited numbers as part of a pilot study or test program

Ontario's Automotive Plan

Phase 2 of Driving Prosperity: Ontario's Automotive Plan sets out the anchor objective for Ontario's Automotive Sector *"Maintain and grow Ontario's auto sector by building at least 400,000 electric vehicles and hybrids by 2030"*. The plan's 2030 goals include encouraging EV adoption and supporting efforts to electrify the transportation sector and boost consumer awareness of the benefits of EVs. The goals include the province taking action to:

- Secure new automaker production mandates to include hybrid and battery EVs;
- Land a new vehicle assembly plant;
- Make Ontario a significant player in EV battery manufacturing; and
- Increase exports of Ontario-made auto parts and innovations.

EV ChargeOn Program

Ontario's EV ChargeON Program provides funding for the installation of public EV chargers to help small and medium-sized communities outside of major cities become a part of Ontario's electric vehicle charging network. The EV ChargeON Program aims to:

- Increase the number of public EV charging stations throughout Ontario to build a more connected network.
- Make public chargers more accessible and affordable.
- Encourage more people to switch to EVs.

Businesses, Not-for-profit corporations, municipal governments, indigenous communities and broader public sector organizations in St. Thomas were eligible to apply to the program.

While the program is ongoing, the application period for the program is currently closed.

Ontario Building Code Requirements

On January 1, 2018, the Ontario Building Code (OBC) brought in EV charging requirements via Ontario Regulation (O.Reg.) 139/17. The regulation details requirements for EV charging infrastructure in commercial, industrial, and residential uses.

For new residential units including detached houses, semi-detached houses, and townhouses served by a garage, carport, or driveway, the regulations required the following supporting infrastructure to be installed to permit the future installation of EV supply equipment:

- A minimum 200-amp panelboard;
- A conduit that is not less than 27mm trade size and is equipped with means to allow cables to be pulled into the conduit, sealed to prevent migration of gases; and
- A square 4-11/16-inch trade size electrical outlet box.

Where vehicle parking spaces are located in a building, other than an apartment building, no less than 20% of parking spaces shall be provided with EV supply equipment. The remaining 80% of parking spaces shall be designed to permit the future installation of EV charging systems. In all instances, EV charging systems must be installed in accordance with Section 86 of the Ontario Electrical Safety Code.

In 2019, O. Reg. 139/17 was repealed from the OBC, and no longer applies.

City of St. Thomas

Policy guidance for electric vehicle infrastructure is beginning to be incorporated into some Official Plans and Zoning By-Laws, mostly in larger municipalities.

In St. Thomas staff and Council have recognized the benefit of developing an overall Electric Vehicle Strategy to guide the implementation of appropriate policies in the update to the Official Plan and Zoning By-Law. The current Official Plan does not have specific policies on EV charging, or provisions regarding charging of alternative EVs such as e-bikes, mobility devices, or scooters. Similarly, Section 4 of the in-force Zoning By-law (covering parking, loading and driveway requirements for new developments in the City) does not provide any requirements for EV charging infrastructure to use as a basis for developing a proposed EV charging network.

Existing Network

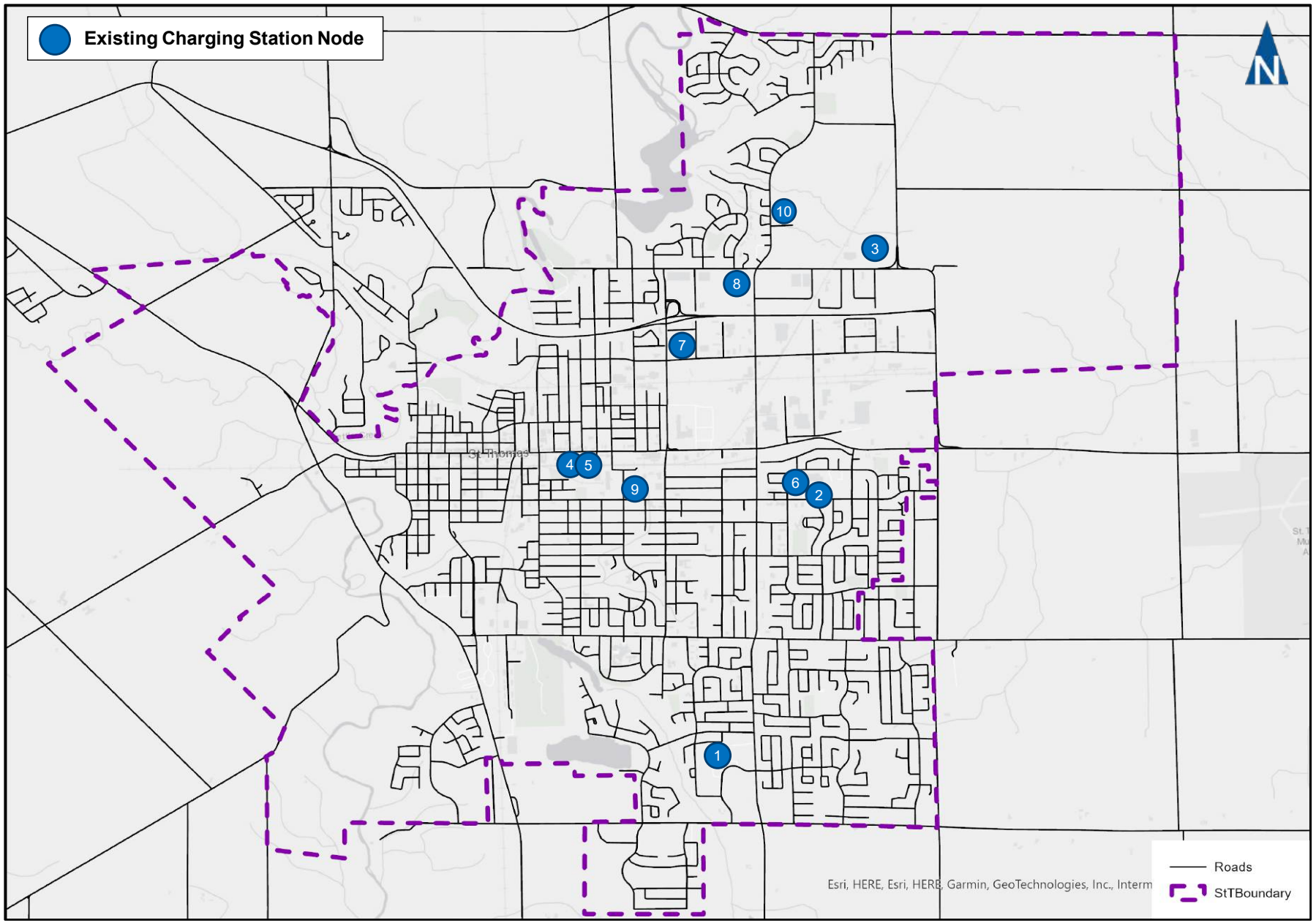
As of January 2025, there are 46 public charging stations in the City with 44 Level 2 chargers and two (2) Level 3 chargers. **Table 2** and **Figure 1** summarizes the existing EV charging stations in the City.

TABLE 2: EXISTING EV CHARGING STATION NETWORK WITHIN THE CITY

Node	Location	# of Chargers	
		Level 2	Level 3
1	Fanshawe College (120 Bill Martin Parkway)	2	-
2	Metro (417 Wellington Street)	4	-
3	Forest City Castings Inc. (10 Highbury Avenue S)	2	-
4	Caso Railway Station (750 Talbot Street)	1	-
5	800 Talbot Street	20	
6	Holiday Inn Express (275 Highview Drive)	6	-
7	Disbrowe Chevrolet Buick GMC Cadillac (116 Edward Street)	3	2
8	The Auto Guys (135 South Edgeware Road)	2	-
9	Elgin Chrysler (275 Wellington Street)	2	-
10	St. Thomas Health Club	2	-

Additionally, as noted in the federal policy section of this memo, four (4) locations in the City have been funded with the Zero-Emission Vehicle Infrastructure Program (ZEVIP) to provide EV charging stations in the City. One location has already been built (417 Wellington Street (Metro)), with the following three public charging locations yet to be built:

- 294 & 330 Talbot Street (Residential) – four (4) level 2 chargers;
- 300 Talbot Street (Residential) – twenty (20) level 2 chargers; and
- 2 & 4 Avon Road (Residential) – four (4) level 2 chargers.



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Existing EV Charging Station Network

Guidelines and Research

The proposed EV charging station network for the City of St. Thomas is based on key considerations from peer municipalities and from research and guidelines outlined below.

EV Charging in Peer Municipalities

St. Thomas can draw valuable insights from the EV charging strategies implemented by other municipalities across Canada, such as London, Guelph, and Calgary. These municipalities have established frameworks that balance accessibility, equity, and cost-effectiveness, offering a blueprint for St. Thomas's own network expansion. The following summarizes the key strategies in these municipalities:

- **City of London**

  London has successfully installed EV chargers in high-density, mixed-use neighborhoods, leveraging partnerships with retail and commercial developments to minimize installation costs. Their collaborative model includes public-private funding mechanisms and the strategic placement of chargers to ensure accessibility.

- **City of Guelph**

  Guelph's EV strategy focuses on integrating EV infrastructure into its broader climate action plan. The city prioritizes chargers at municipal facilities, high-traffic commercial areas, and near multi-unit residential buildings. Additionally, Guelph has introduced by-law requirements mandating EV-ready infrastructure in new developments.

- **City of Calgary**

  Calgary uses a "hub-and-spoke" model, ensuring that every residential area is within 3 km of an EV charger. This model prioritizes high-traffic corridors and population density, supported by public awareness campaigns and partnerships with private developers.

Key Considerations from Research and Guidelines

There is limited availability of current research specific to Canada to assist with determining guidelines for locating EV charging stations. However, St. Thomas can draw valuable insights from global standards in regards to EV charging strategies including vehicle volume based guidelines, distance based guidelines and general recommended charging locations.

Vehicle Volume Based Guidelines

- The **International Energy Agency (IEA)** recommends deploying one public charger for every 10–15 EVs to minimize wait times and ensure sufficient coverage. This metric provides a scalable foundation for planning as EV adoption increases in St. Thomas.

Distance Based Guidelines

- The **U.S. Department of Energy (US DOE)** suggests the following deployment distances for effective EV charging networks:
  - Urban Areas: One charger every 1–5 km.
  - Highways: One fast charger every 80 km.
- These benchmarks ensure accessibility across residential, commercial, and highway settings.

General Recommended Charging Locations

Based on a review of various research papers[1],[2] the following provides general guidelines for locating EV charging infrastructure at different types of land uses including:

- High-Use Parking Areas: Includes malls, public garages, and transit hubs, which ensure consistent usage due to high vehicle turnover and predictable dwell times.
- Retail and Shopping Centers: Charging stations in these hubs support convenient charging during shopping trips, attract diverse users, and promote adoption.
- Government and Municipal Service Facilities: Leverage public spaces and display municipal leadership in sustainable transportation.
- Highway Intersections and Major Roadways: Critical for long-distance EV trips and ensuring accessibility for intercity travelers.
- Transport Hubs: Ideal for airports, train stations, and transit hubs due to high traffic and turnover, serving commuters.
- High-Density Residential Areas: Stations near multi-unit dwellings provide accessibility for residents without private charging.
- Recreational and Tourist Destinations: Parks, cultural sites, and attractions attract visitors and provide strategic charging points.
- Institutional Facilities: Schools, hospitals, and libraries are high-visibility, high-traffic locations that enhance infrastructure accessibility and visibility.

[1] Gregory J. Carlton, Selima Sultana, Electric vehicle charging station accessibility and land use clustering: A case study of the Chicago region, Journal of Urban Mobility, Volume 2, 2022;
[2] "How to Develop an EV Charging Station Location Strategy", Powerflex EDF Renewables Blog, September 27, 2024, https://www.powerflex.com/blog/ev-charging-stations-location-strategy

Proposed Network

The proposed EV charging station network outlined below for the City of St. Thomas is designed to address the anticipated growth in electric vehicle adoption, facilitate equitable access to EV infrastructure, and align with federal and provincial EV policy targets.

EV Targets

To ensure adequate charging infrastructure for the City of St. Thomas, the target number of EV charging stations has been estimated based on the following:

- IEA public EV charging station recommendations (one charging station for 10–15 EVs)
- Statistics Canada population and vehicle registration data
- Government of Canada ZEV sales targets

Table 3 outlines the number of EV Charging Stations estimated to be required within the City of St. Thomas during the last census year (2021) and by 2031.

TABLE 3 – EV CHARGING STATIONS REQUIRED

	2021	2031
Population[3]	43,186	57,040
Estimated # of Vehicles[4]	28,399	37,744
Estimated # of EV vehicles[5]	1,016	8,216
EV Charging Stations Required	68-102	480-720

Table 3 indicates that the City of St. Thomas should provide 68 -100 charging stations as of 2021 to meet the standard of one station for every 10-15 EV's. As of 2025 there are currently 46 public charging stations in the City, with another 28 public charging stations that have ZEVIP approved funding but are yet to be built. By 2031 this demand is estimated to increase to 480-720 charging stations.

Proposed Locations

To meet future demand and align with EV adoption targets, the City should implement a well-distributed network of charging stations. **Table 4** and **Figure 2** summarize recommended locations for EV charging stations at existing facilities in the City. The recommended locations have been categorized by land use including municipal, institutional, recreational, commercial and industrial sites. Municipal, institutional and recreational facilities present the most accessible opportunities for EV infrastructure implementation, as they are publicly operated,

[3] CN Watson & Associates, Growth Analysis Study, April 2024
[4] Estimated using 2023 Statistics Canada Population Estimate and Vehicle Registration data
[5] Estimated using Government of Canada ZEV Sales Targets and historical Statistics Canada Vehicle Registration data

while the commercial and industrial facilities would require collaboration with the individual property owners to implement EV charging stations. **Table 4** includes EV charging stations in each municipal parking lot and at key municipal facilities. Initially 1-2 stations should be provided at larger high demand locations, which should provide up to 90 stations. For larger lots additional stations should be planned for in the future, however the demand for stations in each lot should be established based on initial usage patterns and parking occupancy and duration trends. The Municipal facilities identified in **Table 4** provide an initial ranking of priority location, subject to hydro availability and results of further parking management analysis to determine which may offer the best opportunity to serve public charging demands.

The commercial and industrial developments identified in **Table 4** were selected based on the size of the developments. Initially 1-2 stations should also be provided in these locations, while sites with larger parking lots could support additional demand. No existing individual multi-unit residential developments have been included in **Table 4** at this time; however, it is recommended that the City also collaborate with the owners of multi-unit residential developments and new developments in the planning approvals cycle to provide EV charging infrastructure for residents. This could be achieved through requirements or incentive programs within the Zoning By-law or Community Improvement Plan.

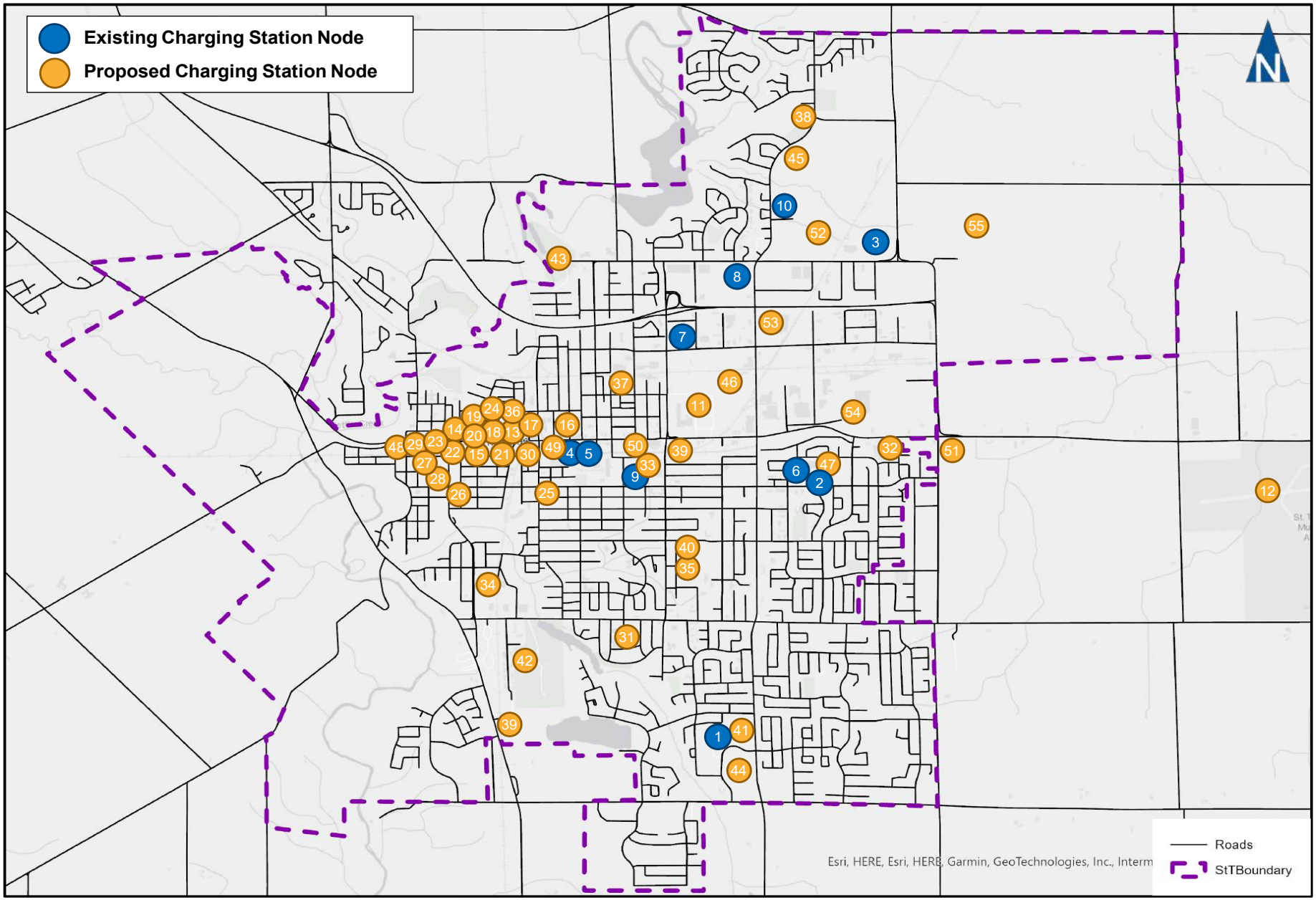
The institutional, recreational, commercial, and industrial locations identified in **Table 4** are not ranked in term of priority as it is recognized that implementing EV charging facilities in these locations will require a co-operative approach between the City and the facility owner or operator. Ideally the locations with larger parking lots would be ideal to target early in the program. In addition to the proposed charging station locations in **Table 4**, it is recommended that additional charging stations by provided at Fanshawe College and the CASO Station (Canada Southern Railway Station).

TABLE 4: PREFERRED EV CHARGING STATION NETWORK WITHIN THE CITY

Node	Location
Municipal Facilities	
33	Joe Thornton Community Centre
13	St. Thomas City Hall
34	St. Thomas-Elgin Memorial Centre
36	St Thomas Public Library
16	Horton Market
30	Moore Street Parking Lot
14	Curtis Street Parking Lot
15	Hepburn Street Parking Lot
29	Social Services Parking Lot
38	Valleyview Home for the Aged (employee parking – 350 Burwell Rd)
21	White Street Parking Lot
20	Midtown Parking Lot
27	Centre Street Parking Lot

Node	Location
19	Hiawatha Street Parking Lot
26	Wellington Block Parking Lot
12	St. Thomas Municipal Airport
24	Scott Street Parking Lot
28	Crocker Avenue Parking Lot
17	St Catherine Street Parking Lot
23	Metcalfe Street Parking Lot
37	Jaycees Pool (93 Inkerman St)
22	Elgin Street Parking Lot
18	City Centre Parking Lot
25	Wellington Street Parking Lot
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
Major Industrial	
52	Masco Canada Ltd. (350 S Edgeware Road)
53	Formet Industries (1 Cosma Court)
54	Magna International Inc. (170 Edward St)
55*	PowerCo. Electric Vehicle Battery Plant

*The PowerCo. Electric Vehicle Battery Plant is a proposed development; however, has been included in this list as it is under construction



Proposed EV Charging Station Network

As illustrated in **Figure 2**, focusing on municipal facilities and larger commercial, institutional and industrial land uses for public EV charging stations creates an EV station network gap in the southeastern and northern sections of the City. This reflects the prevailing land use in these areas which is primarily single-family residential neighborhoods with lower demand for public charging infrastructure. Despite these gaps, the proposed network meets the US DOE distance-based guidelines, ensuring that all areas of the City have a charging station within 1 to 5 kilometres, providing adequate coverage for residents while optimizing charger placement efficiency. Over time as EV adoption rates increase it is anticipated that more residential property owners will install their own charging units to facilitate overnight charging of their vehicles.

Zoning By Law Requirements

Existing Zoning By Law Requirements

Section 4 of the current City of St. Thomas Zoning By-law covers parking, loading and driveway requirements for new developments in the City. The current by-law does not provide any requirements for EV charging infrastructure.

Peer Municipalities' Zoning By Law Requirements

A few municipalities in Ontario have incorporated EV requirements into their zoning by-laws, including the City of Guelph, City of Kingston, City of London, City of Mississauga and City of Toronto. Beyond these municipalities, Ontario municipalities generally have not incorporated EV requirements into their zoning by-laws. The requirements outlined in the zoning by-laws of municipalities reviewed are summarized in **Table 5**.

TABLE 5: EV PARKING REQUIREMENTS IN OTHER MUNICIPALITIES

Municipality	EV Requirements
City of Guelph	▶ 20% of total required parking spaces for multi-unit buildings (3 or more dwelling units) shall be provided as "EV spaces" (with charging infrastructure installed). ▶ 80% of total required parking spaces for multi-unit buildings with 3 or more dwelling units shall be provided as "EV ready" parking spaces (equipped for future charging infrastructure). ▶ For non-residential uses, a minimum of 10% of required parking spaces shall be provided as EV parking spaces. ▶ For non-residential uses, a minimum of 20% of required parking spaces shall be provided as EV ready spaces. ▶ An "EV space" must be constructed with a minimum of Level 2 Electric Vehicle Charging Device.

Municipality	EV Requirements
City of Kingston	EV charging requirements are not required to be provided, except where an applicant wishes to exceed the maximum number of parking spaces designated for a property: ▶ In PA1 and PA2, the maximum number of parking spaces can be increased to 1.25 per dwelling unit if all extra spaces are EV ready. ▶ In PA3 - PA5, the maximum number of parking spaces can be increased to 1.5 per dwelling unit if all extra spaces are EV ready.
City of London	▶ For new residential and mixed-use buildings with more than 40 residential units, a minimum of 5% of the provided vehicle parking spaces shall be provided as level 1, 2 or 3 electrical vehicle charging stations. ▶ Where an addition or expansion of an existing building is proposed, the electric vehicle charging stations shall only apply to the addition or expansion where there are more than 40 residential units.
City of Toronto	For new buildings, the electric vehicle requirements include: ▶ (A) all residential parking spaces provided for dwelling units located in an apartment building, mixed use building, "multiple dwelling unit building", detached house, semi-detached house, townhouse, duplex, triplex, fourplex, or for a secondary suite or laneway suite, excluding visitor parking spaces, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and ▶ (B) in cases other than those set out in (A) above, 25% of the residential and non-residential parking spaces must include an energized outlet capable of providing Level 2 charging or higher. Existing buildings are exempt from the requirements and for building expansions or changes of use, the requirement applies to any new parking spaces added unless a minor variance is granted.
City of Mississauga	“EV ready” parking spaces shall be provided for any new buildings as follows: ▶ Dwellings with an exclusive use garage are required to provide 1.0 space. ▶ Condominium and rental apartments or townhouse units without garages are required to have 20% of the total parking spaces or 1.0 space, whichever is greater, plus 10% of visitor parking spaces. ▶ Non-residential uses, with a parking structure with 10 or more are 10% of the total parking spaces or 1.0 space, whichever is greater.

Proposed Adjustments to the City's Zoning By Law Requirements

While there are some municipalities that are starting to incorporate Electric Vehicle charging requirements into their zoning by-laws, the technology around batteries in electric vehicles and the required charging infrastructure is rapidly evolving making it difficult to provide reliable design requirements or standards that are not susceptible to change.

Input received from the development community in various municipalities on this topic has been mixed. While many developers recognize the need to accommodate the growing demand from their customers to provide electric vehicle charging infrastructure, there is also a strong sentiment that market demand should dictate the number and type of charging spaces and infrastructure that a developer should provide in a building as opposed to establishing inflexible regulations.

Setting requirements that do not consider market demand may result in higher upfront costs increasing the cost to build new housing and increase the risk of obsolete infrastructure should the design requirements change in the future. Alternatively, the cost to retrofit buildings to include EV Charging infrastructure after construction is bound to be higher than the cost to provide the basic provisions as part of the initial build. Many in the development industry feel that they are in a better position to assess and manage their risk of providing charging infrastructure in the future, if the future demand warrants retrofits to their buildings.

In consideration of the City's industrial growth in the renewable energy sector the City should consider a more progressive approach and amend its Zoning By-law to incorporate the following EV Charging requirements:

1. New single family dwellings (single detached, semi-detached, etc.) with garages shall be designed to include provisions for installation of future Level 2 EV charging infrastructure.

2. Residential developments with 20 or more interior (underground or above grade) parking spaces shall have provisions installed at the time of construction such that 100% of the required parking spaces are EV ready, to accommodate future installation of Level 2 charging stations.

3. Non-residential developments shall provide 10% of required parking spaces equipped for Level 2 or better EV charging, and another 20% of spaces to be EV ready to allow for charging station installations in the future.

4. Electrical maintenance rooms in new multi-unit residential and non-residential developments shall have satisfactory space to install any equipment necessary to support future installation of Level 2 EV charging stations for 100% of parking spaces.

As the technology matures and Electric Vehicle adoption rates increase, there is an opportunity to revisit the by-law requirements, if required, and adopt requirements that can balance the market demands with risks and costs.

Prior to adopting any changes to the current City Zoning By-law it is recommended that the City undertake additional consultation with the local development industry as part of the planned Electric Vehicle Strategy to seek feedback on the proposed EV Charging requirements for new developments.

Cost for EV Charging in Municipal Lots

There are different policies in place in various municipalities with respect to paying for the power consumed while charging a vehicle parked in a municipal lot. Amendments to the Highway Traffic Act in 2019, prohibit parking a vehicle in a public EV parking space with a designated sign unless the vehicle is classified as an electric vehicle and the vehicle is attached to the station charging equipment. The fine for contravening this requirement is $125.00.

- **City of Toronto (Toronto Parking Authority)**

  The Toronto Parking Authority manages over 1800 parking spaces in the City and has approximately 450 EV charging stations by the end of 2025, comprised of a mix of Level 2 and Level 3 chargers. Off street charging in municipal lots is priced separately from the price of parking and is currently set at $2.00 per hour for Level 2 charging ($6.00 overnight maximum) and $15.00 per hour for Level 3 charging. The cost of charging is managed by the technology providers who have provided an App to facilitate ease of payment.

- **City of Barrie**

  The City of Barrie has implemented 54 EV charging stations in municipal lots around the downtown through a partnership with Tesla. Users wishing to park in a municipal EV parking space must pay the cost of their parking session but there is no cost to the user for charging. The City covers the cost of the power used. Vehicles using the parking spaces must be connected to the charging station but there is no maximum time limit for occupying an EV parking space.

- **City of Guelph**

  Guelph has a number of EV chargers available at municipal facilities and parking lots. Charging rates are $1.50 per hour, plus the cost of parking for locations with paid parking. Payment for the charging sessions is managed through a third party provider which provides an App to make payment easy for users. The City parking by-law mandates that vehicles are only permitted to park in an EV space while their vehicle is charging, up to a daily maximum of 4 hours.

- **City of Mississauga**

  In Mississauga there are approximately 400 charging ports provided in municipal lots and parking garages throughout the City. EV chargers are free to use although users are required to pay the cost of parking in the lots.

- **Town of Oakville**

  Oakville has EV charging stations at municipal facilities, municipal off street parking lots and select on street parking locations. The cost of charging is $1.50 per hour, up to 3 hours in duration, and $5.00 per hour for time in excess of 3 hours. Costs are charged through a third party technology provider. Where paid parking is applied, users of EV spaces must also pay for the cost of parking.

Typical Cost for EV Charging Stations

The average costs for EV Charging Stations can vary for residential and commercial installations based on the site conditions and the type of charging unit.

For residential applications a Level 2 Charging unit can range from $1,500 -$3,000 however this can also vary depending on the need for required upgrades to the electrical panel or wiring in the home. Most residential Level 2 charging stations require a 240V outlet and a dedicated 50 amp circuit, similar to a large appliance like a dryer.

Commercial applications of Level 2 Charging Stations can range from $3,500 to $15,000 per charger, although costs will also vary based on the distance of the station from the main power source, the complexity of the location, the type of charging unit and the power management and user features selected, and the number of charging ports provided.

Fast Direct Current (Level 3) Charging units are typically only used in commercial applications as the electrical load is often too great for a typical residential electric service. The units typical require a 480V DC utility service and provide between 50 and 500 kW of power output. Costs can range from $10,000 to $350,000 per station depending on the site location, complexity, and power output requirements.

Conclusions and Recommendations

The review of EV charging infrastructure in St. Thomas highlights the potential increase in demand for public and private EV charging solutions to support Canada's Zero-Emission Vehicle (ZEV) targets and projected growth in EV adoption. The analysis confirms that:

- The existing EV charging network of 46 public chargers with 28 public EV charging stations that have ZEVIP approved funding yet to be built is in line with the estimated 68 chargers needed in 2021 based on industry best practice.



- It is estimated that 480 to 720 chargers may be needed by 2031 to support future population growth and EV adoption rates.
- Municipal, institutional and recreational sites are key sites to provide electric charging stations owing to their ease of implementation as they are publicly managed and serve high traffic areas with longer parking durations.
- Encouraging implementation of new charging infrastructure in commercial, industrial and residential developments would benefit from collaboration between the City and businesses to support grant applications or municipal seed funding.
- Some municipalities across Ontario have integrated EV charging station requirements in their zoning by-law, either through zoning requirements, incentives or a mix of both.
- There are a mix of policies with respect to charging users for the power consumption in public EV sparking spaces. Municipalities who charge for power tend to do so through arrangements with external service providers, many of whom partnered with the municipality to provide the charging stations at reduced or no cost to the municipality.

To ensure a comprehensive EV charging station network in the City of St. Thomas that supports the future growth of the City and future growth of EV use, the following actions are recommended for the City:

- Expand Public EV Charging Infrastructure
    - Develop a program to install charging stations at municipal, institutional and recreation facilities outlined in **Table 4**. Initially 1-2 stations should be provided at larger high demand locations, which should provide up to 90 stations. For larger lots additional stations should be planned for in the future, however the demand for stations in each lot should be established based on initial usage patterns and parking occupancy and duration trends.
    - Prioritize installation of charging stations at high demand locations including the St. Thomas Transit Hub – “The Hub” and downtown parking lots where parking durations are longer.
    - Explore the use of partnerships with private suppliers or federal grant programs to provide new EV charging stations in municipal lots. To maximize use the municipal spaces the cost of power should be included in the cost of the parking session, however reasonable maximum time limits of 4 hours should be considered to promote turnover in EV parking spaces.
- Facilitate EV Charging in Commercial and Industrial Areas

  - Partner with major commercial centres, hotels and employers to encourage privately funded EV charger installations. A prime location would be the existing Supercentre development at First Avenue and Talbot Street, which could be combined or in addition to the stations recommended for the Transit Hub.
  - Collaborate with developers to encourage EV charging stations in new commercial or industrial buildings through reductions in minimum parking requirements or other forms of incentives.
- Facilitate EV Charging in Residential Areas
  - Consider incentivizing voluntary EV charging installations in existing multi-unit residential buildings.
  - Collaborate with developers to encourage EV charging stations in new residential buildings through reductions in minimum parking requirements or other forms of incentives.
- Develop a long-term EV charging policy framework
  - Continue monitoring technological advancements and EV adoption rates in the City to adjust policies and funding program accordingly.
  - Align future zoning by-law amendments to include EV charging station requirements with best practices from cities like Toronto and Guelph in consultation with the local development community.
- Establish public awareness and engagement initiatives.
  - Promote EV charging station availability through the City website.
  - Educate businesses and residents about grants and funding opportunities to install charging stations.

Yours very truly,

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