

City of Stratford Transportation Master Plan

Appendix 3 Engagement Summary

Final Report
September 2023



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1 Introduction

The City of Stratford is updating its Transportation Master Plan (TMP), a long-term strategy that outlines transportation policy directions and identifies transportation infrastructure investment needed to help meet the City’s community-building objectives and to support growth through 2041.

Responsive and meaningful engagement throughout the study process is essential to developing a robust plan. This report summarizes the activities and findings from the first round of stakeholder and public engagement conducted to receive input and inform the TMP study. The engagement findings help inform the identification of transportation needs, documented in the separate Phase 1: Needs and Opportunities report.

1.1 Study Context

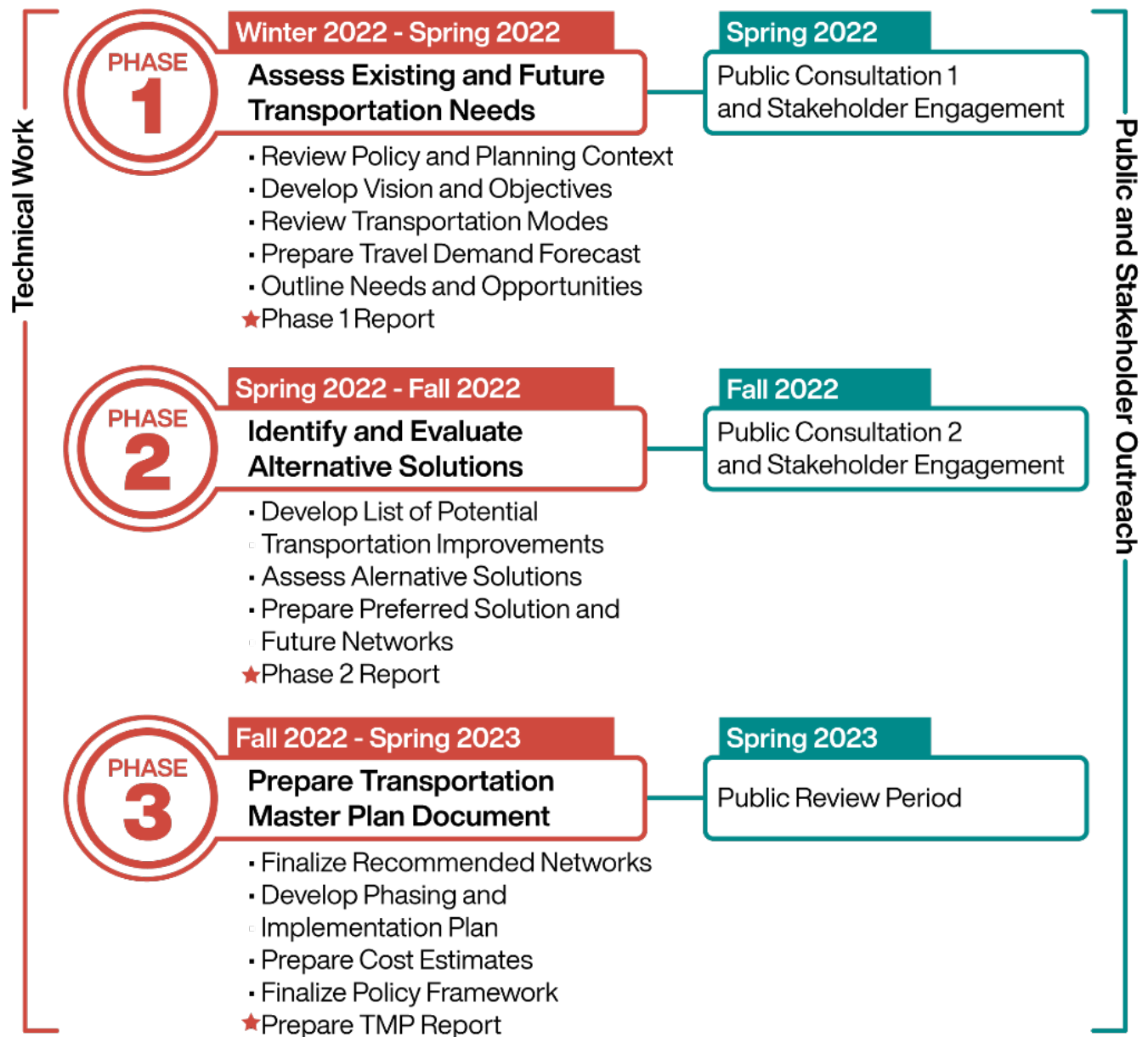
A TMP is a forward-looking document developed to guide the planning, expansion and management of a multi-modal transportation system. The TMP will replace the 2010 Master Transportation Plan and the 2014 Bike and Pedestrian Master Plan with a new, integrated document that identifies potential improvements for multi-modal mobility.

The TMP study commenced in December 2021 and is anticipated to conclude in early 2023. The study includes three phases, each with customized communication and engagement activities to allow for inputs and feedback from the public and stakeholders:

- Phase 1: Assess Existing and Future Transportation Needs;
- Phase 2: Identify and Evaluate Alternative Solutions; and
- Phase 3: Prepare Transportation Master Plan.

Exhibit 1.1 outlines the TMP study process, including key consultation opportunities for each Phase.

Exhibit 1.1: City of Stratford TMP Study Process



1.2 Report Purpose and Outline

This *Engagement Summary Report* serves as a record and summary of the consultation and engagement undertaken during the first phase of the study. The report will be updated with engagement activities and inputs as the study proceeds.

After this introductory section, which also provides an overview of study engagement objectives, this report is structured as follows:

- Section 2 describes the approach to engaging different groups during this study;
- Section 3 provides an overview of Round 1 Engagement, including the various activities facilitated for the public and stakeholders;
- Section 4 provides an overview of Round 2 Engagement, which will be updated once these activities take place; and
- Section 5 summarizes Next Steps at the end of Round 1 of Engagement.

1.3 Engagement Objectives

This section describes broadly the engagement objectives for the City of Stratford TMP study, including how it aligns with the Municipal Class Environmental Assessment planning process.

1.3.1 Municipal Class Environmental Assessment Consultation Requirements

Under the Environmental Assessment Act, the Municipal Class Environmental Assessment (MCEA) planning process for Master Plans provides a transparent approach to planning and building municipal infrastructure. The MCEA's environmental planning principles include clear documentation and traceable decision-making, which are supported through this Engagement Summary report. Exhibit 1.2 outlines the MCEA planning process, identifying the phased approach for Master Plans.

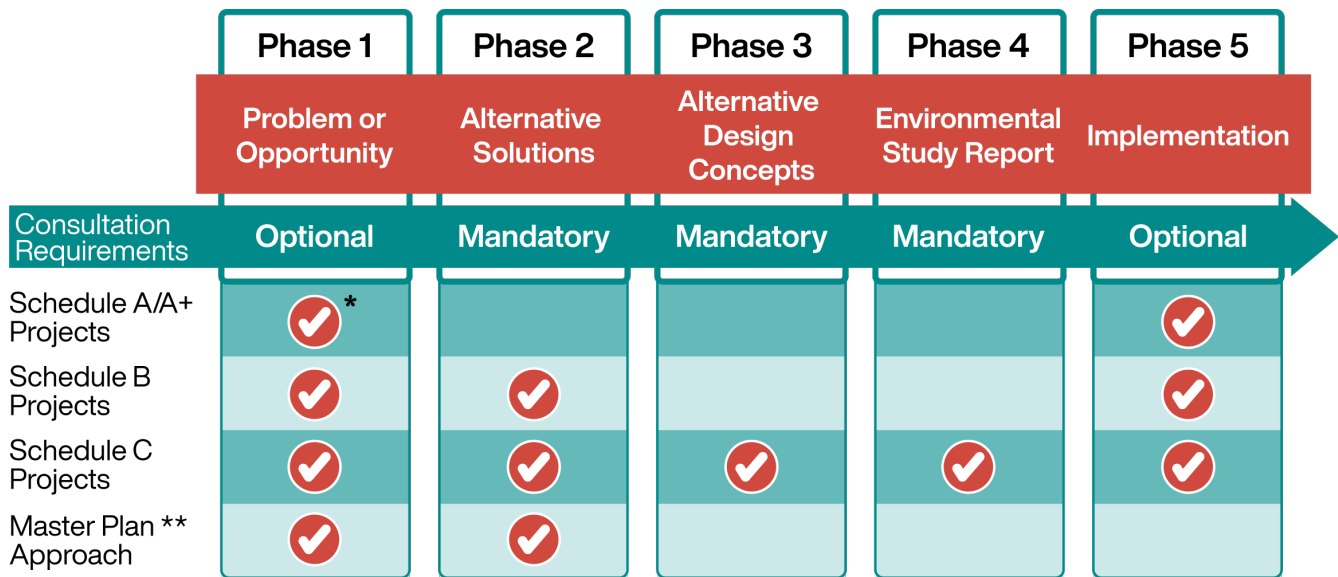
The TMP follows the Master Plan Approach involving the completion of the first two phases of the MCEA planning process:

- **MCEA Phase 1:** Identify the problem or opportunity; and

- **MCEA Phase 2:** Identify and evaluate alternative solutions to address the problem and establish a preferred solution.

At the conclusion of MCEA Phase 2, a TMP document can be prepared, where the level of investigation, consultation and documentation can be used in support of future analysis for specific Schedule B and C projects identified within the plan.

Exhibit 1.2: Municipal Class Environmental Assessment: Planning Process



- ✓ Actions required during relevant phase
- * For Schedule A+ projects, public to be advised.
- ** Proponents can choose to complete Phase 3 and 4 as part of a master plan for recommended Schedule C projects, or to complete these phases as part of a project specific study.

Source: Adapted by IBI Group from Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (MCEA 2000, as amended to 2015)

1.3.2 Objectives and Principles

The TMP study ensures that the appropriate level of engagement is assigned to each engagement group and provides mechanisms to gain input about the transportation network, policies and programs.

Specifically, key elements and objectives of the study’s consultation and engagement are to:

- Provide, at a minimum, the mandatory points of public contact required by the Municipal Class Environmental Assessment Process;

- Support engagement with key agencies, stakeholder groups and the public;
- Build trust and accountability within the community;
- Provide information and outreach opportunities to raise awareness of the TMP;
- Provide multiple avenues for the public and stakeholders to provide input;
- Use tailored communications and activities for the intended engagement group, translating technical information into everyday language to make it easy to understand and promote a high-quality degree of discussion on opportunities that will support the quality of life and preservation of the environment;
- Respond to questions or concerns from the public and stakeholders regarding the TMP study; and
- Provide public materials in an accessible format, in accordance with the *Accessibility for Ontarians with Disabilities Act (2005, AODA)* and with WCAG 2.0 Level AA requirements.

1.3.3 Engagement Groups

The groups engaged with during this study are categorized as follows:

- Stakeholders; and
- Members of the public.

The Stakeholder Group involves technical and regulatory agencies either with an interest in the TMP or that could benefit the study process, and includes the following:

- Adjacent municipalities;
- Provincial agencies;
- City of Stratford departments;
- Conservation authorities; and
- Community associations.

Additionally, any member of the public who has interest in the TMP, including residents of the City of Stratford or external areas, are welcome to participate in the study process and provide input.

Using the International Association of Public Participation (IAP2) Framework, the spectrum of public participation varies across different audiences. Assigning the appropriate level of engagement for each of the engaged groups is an important consideration, and ensures expectations are clear from the outset as to the impact any input will have on the project.

Based on IAP2 Framework, various levels may be assigned for a particular stakeholder:

- **Inform:** The City will keep you *informed*;
- **Consult:** The City will keep you *informed, listen to & acknowledge your concerns and aspirations*, and provide feedback on how public input influenced the decision;
- **Involve:** The City will work with you to ensure that *your concerns and aspirations are directly reflected in the recommendations developed*, and provide feedback on how public input influenced the decision;
- **Collaborate:** The City *will look to you for advice and innovation in formulating solutions* and *incorporate your advice and recommendations into the decisions to the maximum extent possible*; and
- **Empower:** The City *will implement what you decide*.

The level of participation throughout the TMP study is shown in Exhibit 1.3. Authority to approve and implement the TMP (“empower”) rests with Council.

Exhibit 1.3: Participation Level by Audience

Audience	Inform	Consult	Involve	Collaborate	Empower
Core Project Team	x	x	x	x	
City Council	x	x	x	x	x
Adjacent Municipalities	x	x	x		
Technical and Regulatory Agencies	x	x	x		
General Public and Community Groups	x	x	x		

2 Round 1 Engagement

This section outlines the objectives and activities conducted as part of the first round of engagement, coinciding with Phase 1 of the City of Stratford TMP study.

2.1 Objectives

The overall objectives of the first round of engagement were as follows:

- Inform stakeholders and the public about the TMP study;
- Work toward identifying transportation-related needs and opportunities in Stratford; and
- Solicit input on the study's transportation vision and objectives.

Achieving meaningful engagement at this stage helps ensure that the recommendations and solutions developed and assessed in later phases of the study truly reflect the needs and desires of the City, its residents and stakeholders.

2.2 Overview of Engagement Activities

As part of the first round of engagement for the City of Stratford TMP study, the following virtual events and activities were hosted:

- The TMP study webpage was launched as a virtual online platform throughout the study (Section 2.4);
- Stakeholder Group Meeting 1 (Section 2.5); and
- Public Open House 1 (Section 2.6), which also included the following:
 - Online survey (Section 2.7);
 - Interactive map (Section 2.8); and
 - Question comment box (Section 2.9).

Due to precautions related to the COVID-19 pandemic, most consultation activities and meetings throughout the TMP study have been hosted virtually.

2.3 Notifications and Advertisements

The formal Notice of Study Commencement was jointly announced with Notice of the Public Consultation. The Notice was also made available on the project webpage and is included in Appendix A.

A variety of methods were used to notify the public and stakeholders of the study and the first round of public consultation, including emails, newspaper advertisements and the project webpage, as described below.

- **Ministry of the Environment, Conservation and Parks:** The Ministry of the Environment, Conservation and Parks (MECP) was contacted to provide the Environmental Assessment (EA) project information form, and Notice of Study Commencement and Public Consultation for the City of Stratford TMP study, formally initiating the Transportation Master Plan study.
- **Stakeholder Notices:** Stakeholders were notified of the TMP study and public consultation event in advance via email on June 9, 2021.
- **Newspaper Notices:** The joint Notice of Study Commencement and Public Consultation was published in the Beacon Herald on April 14, 2022.
- **Social Media Advertisements:** Two social media platforms from official City of Stratford user accounts were used to solicit public engagement and participation during the virtual Public Open House event, and a record of all posts is included in Appendix A. The social media platforms, and corresponding publication dates, used to advertise the public event included the following:
 - Facebook: April 22, 2022 and May 3, 2022; and
 - Twitter: April 14, 2022.

2.4 Engage Stratford

A webpage was launched with the City's Engage Stratford engagement platform in April 2022, serving as ongoing community engagement portal for the TMP study – www.engagestratford.ca/transportation-master-plan. The TMP study is a featured project on the landing page at www.engagestratford.ca, among other topics the City is engaging on. The TMP webpage utilizes EngagementHQ's Bang the Table platform and is hosted by the City of Stratford.

The TMP webpage provides:

- An overview of the study and study process and other key study information as appropriate;
- Information and notice of any public engagement activities;
- A platform to host the virtual Public Open House materials, including the survey and interactive map; and
- An open platform to ask questions, as well as other means of contacting the study team.

A screenshot of the TMP webpage during the first round of engagement is shown in Exhibit 2.1.

2.5 Indigenous Outreach

Letters were delivered to the following Indigenous Nations, identified by the Ministry of Environment, Conservation and Parks, inviting each Nation to participate in the study:

- Aamjiwnaang First Nation
- Bkejwanong (Walpole Island)
- Caldwell First Nation
- Chippewas of Kettle and Stony Point
- Chippewas of the Thames First Nation
- Oneida Nation of the Thames

None of the above accepted the request to participate.

Exhibit 2.1: Engage Stratford TMP Webpage

engage Stratford Home City of Stratford Website Search Sign in Register

Home » Transportation Master Plan

Transportation Master Plan

Facebook Twitter LinkedIn Email

What is this project about?

The City of Stratford is updating its Transportation Master Plan (TMP). A TMP is a long-range planning document that will guide changes to the City's transportation system, for all modes of travel, over the coming decades. The TMP also identifies transportation policies and strategies that, when combined with recommended infrastructure projects, will help the City achieve its vision for the future. The TMP will be the second master planning study for the City's transportation network – the first was released in 2010.

The TMP is anticipated to be complete in early 2023, identifying actions and infrastructure over the short-, medium- and long-term planning horizons. The TMP study will identify existing and anticipated transportation needs and issues and develop solutions that respond to these challenges.

How do I get involved?

We know people living and working in the City are passionate and eager to help shape the future of transportation in the City. We encourage you to comment on project updates, ask questions and participate in Open Houses or other community engagement activities to have your say.

This page will be updated regularly with project updates and opportunities to interact with the Project Team. You do not need to be a registered Engage Stratford user to participate, but registration allows you to receive updates about this project and others.

REGISTER to get involved!

Key Dates

- Phase 1 - Virtual Public Open House, Survey and Interactive Mapping
April 14 – May 05 2022

Videos

VALUES, VISION AND OBJECTIVES

Project Timeline

- Phase 1: Assess Existing and Future Transportation Needs
- Public Open House 1 (Virtual)
April 14 - May 5, 2022
- Phase 2: Identify and Evaluate Alternative Solutions
- Public Open House 2
(Fall 2022)
- Phase 3: Prepare Transportation Master Plan Report
- Final Transportation Master Plan to Council
(Spring 2023)

Project Updates Ask a Question

New - Virtual Public Open House

13 Apr 2022

Notice of Commencement and Public Consultation
Transportation Master Plan

Virtual Public Open House (April 14 - May 5, 2022)

We are pleased to launch the first round of public consultation on the Transportation Master Plan! To participate you can:

- Review the [online display boards](#) and [presentation](#)
- Complete the [Transportation Needs and Opportunity Survey](#)
- Leave feedback on the [interactive map](#)
- Submit comments and questions

Both the [survey](#) and [interactive map](#) will be online until **May 5, 2022**.

FAQs

- What is a Transportation Master Plan?
- What is multi-modal transportation?
- What is the TMP study scope?
- What are the TMP planning horizon years?
- Does the TMP include transportation outside the City of Stratford?
- What are the three phases of the TMP?
- What are Complete Streets?
- What is a Complete Community?
- Does my input matter?

2.6 Stakeholder Group Meeting 1

Stakeholder Group Meeting 1 was hosted virtually on April 20, 2022 through Microsoft Teams. Meeting materials, including the presentation and minutes, are provided in Appendix C.

2.6.1 Objective

The meeting introduced the stakeholders to the TMP study and outlined the purpose of the stakeholders as important advisors to the study. The meeting also sought to collect input on the draft transportation vision and objectives, as well as feedback on the road network, active transportation, and transit in Stratford.

2.6.2 Participation and Conduct

Stakeholders were invited to participate in Stakeholder Group Meeting 1 via email. The meeting was conducted in workshop style, where input was facilitated through a guided discussion of key transportation topics, and participation encouraged through an ongoing dialogue.

The agencies (and corresponding member representatives) that attended the meeting are as follows:

- Active Transportation Advisory Committee (David Daghish and Sarah Merkel);
- Accessibility Advisory Committee (Peter Zein and Roger Koert)
- Avon Maitland District School Board (Janice White and Laura Marotta);
- Cycle Stratford (Geoff Love and Wayne Sjaarda);
- Destination Stratford (Zac Gribble);
- Energy and Environment Committee (Mike Sullivan and Patricia Osoko);
- Ministry of Transportation of Ontario (Julie Bui, Michael Kilgore and Sarah Jewell);
- PC Connect Transit (Maggie Martin);
- Perth County (Susanna Reid);
- Stratford and District Chamber of Commerce (Eddie Matthews);
- Stratford City Centre Business Improvement Area (Kim Griffiths);

- Stratford Economic Enterprise Development Corporation (Joani Gerber); and
- Upper Thames River Conservation Authority (Jenna Allain).

2.6.3 Discussion Topics

Stakeholder input was primarily provided during Stakeholder Group Meeting 1. Participants were also encouraged to provide additional feedback to the project team via email. A record of stakeholder emails is provided in Appendix D.

Below are main discussion topics and input received during the meeting, including key concerns and opportunities that were noted through discussions.

Vision Statement and Objectives:

- The vision statement should prioritize the environment and its impacts, and environmental principles should be embedded throughout all objectives, specifically *Fiscal Responsibility*;
- The TMP should reference a targeted mode share shift and reference specific environmental goals; and
- The development of measurable and trackable targets is important to developing a TMP that is meaningful and responds to the needs of the City.

Road Network:

- Implement traffic calming measures to address safety concerns of vulnerable road users, especially in school zones;
- Address heavy through truck traffic and speeds (e.g. Ontario Street, Romeo Street and west of Mornington Street);
- Consider the implementation of more roundabouts (e.g. Romeo Street and Lorne Avenue); and
- Support the implementation of Level 3 electric vehicle charging stations, with special attention to locations of chargers.

Active Transportation:

- Prioritize active transportation and cyclist safety, and accommodate all road users along arterial roads;

- Retrofit roads to maximize cyclist safety (e.g. paint bike lanes to enhance visibility, ensure winter maintenance for bike lanes, etc.);
- Expand the cycling network, specifically to commercial streets and districts of the city (e.g. connect employees, products, and customers via a cycling network), as well as to schools;
- Coordinate cycling connections with Perth County;
- Consider bike parking facilities outside of the Downtown (e.g. the mall);
- Review the existing bike lane along Romeo Street, as it does not continue over the bridge, rendering the cycling route impractical;
- Identify hubs and spokes and ensure wayfinding opportunities are identified, especially to maximize connections from outside Stratford; and
- Prioritize filling gaps in the sidewalk network, especially in school zones, as well as target safety of pedestrians by implementing more pedestrian crossovers.

Transit:

- Increase bus frequencies;
- Encourage transit uptake by implementing free fares; and
- TMP should encourage the federal government to improve VIA Rail service.

2.7 Virtual Public Open House 1

The first round of public consultation was held virtually on the City of Stratford community engagement platform, Engage Stratford, on the project-specific webpage (www.engagestratford.ca/transportationmasterplan).

2.7.1 Objective

Public Open House (POH) 1 commenced April 14, 2022 and the formal comment period concluded May 5, 2022. The purpose of POH 1 was to:

- Introduce and present the study and transportation master planning process;
- Invite feedback on the study's draft transportation vision and objectives; and
- Invite feedback toward identifying transportation needs, issues and opportunities related to Stratford's transportation system.

2.7.2 Display Boards and Presentation

Virtual display boards were developed to introduce the TMP study to different engagement groups and request their input on specific topics. The display boards were posted as a PDF file on the project webpage and are included in Appendix B. A pre-recorded presentation of the display boards was also provided (<https://www.youtube.com/watch?v=74kGjeWbCzM>).

The display boards consisted of the following information:

- Context regarding the study process, planning and policy connections between the TMP and other provincial and local plans, basic mobility and demographic trends, and existing conditions of the transportation system (e.g. road network, active transportation, and transit); and
- Draft strategic framework (consisting of the planning values, transportation vision, and objectives) created to guide the TMP study and develop recommendations.

2.7.3 Participation and Feedback Received

The POH made use of several tools to encourage engagement and solicit input. These elements were presented on the TMP webpage and included the following:

- Display boards and presentation;
- Online survey (see Section 2.8);
- Interactive map (see Section 2.9); and
- Question Comment Box (see Section 2.10).

Event participants were encouraged to share their ideas, issues and concerns and submit input to the project team. The following submissions were received through the various engagement tools provided as part of POH 1:

- Online survey: 177 surveys submitted;
- Interactive map: 182 location-based responses submitted; and
- Question Comment Box: 12 questions submitted.

All feedback submitted is included in the public inputs record provided in Appendix E. A summary of input received through all Round 1 Engagement activities is provided in Section 2.11.

2.8 Online Survey

An online survey hosted on Engage Stratford was the primary means of acquiring public input on the draft transportation vision and objectives, as well as feedback regarding issues and opportunities of the existing transportation network.

Hyperlinks to the survey were also provided throughout the static display boards.

This section describes the content, conduct and participation of the online survey, and summarizes the findings. Additionally, all comments received are provided in Appendix E.

2.8.1 Conduct

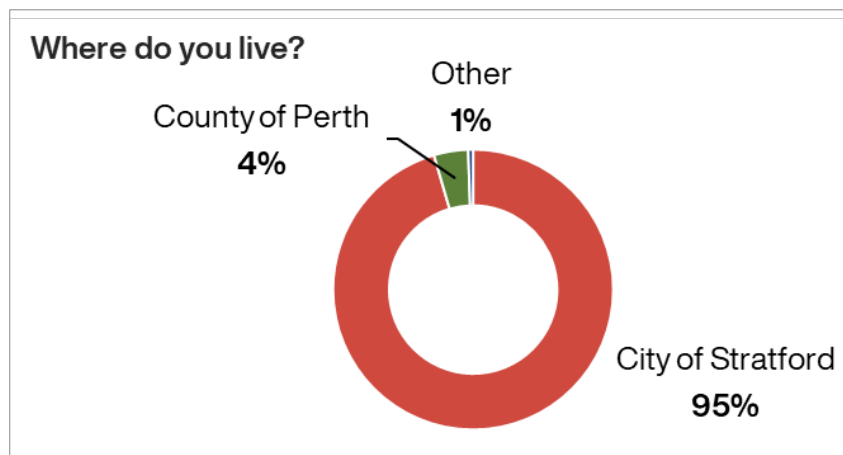
The survey asked a total of 17 multiple-choice and free-form questions. Topics included the draft transportation vision and objectives, as well as needs and opportunities for transportation across different travel modes in Stratford. The complete questionnaire wording is included in Appendix F.

The online survey was available from April 14, 2022, to May 5, 2022, and was hosted on the Engage Stratford TMP webpage.

2.8.2 Participation

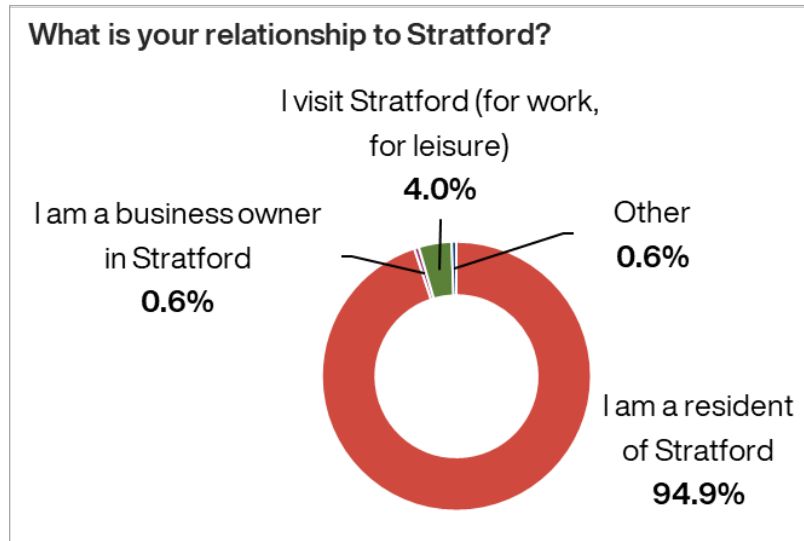
The survey had a high level of participation with a total of 177 responses. Exhibit 2.2 illustrates the distribution of respondent location. A total of 95% of respondents live in the City of Stratford, while 4% live in Perth County, and the remaining live elsewhere.

Exhibit 2.2: Respondent Location



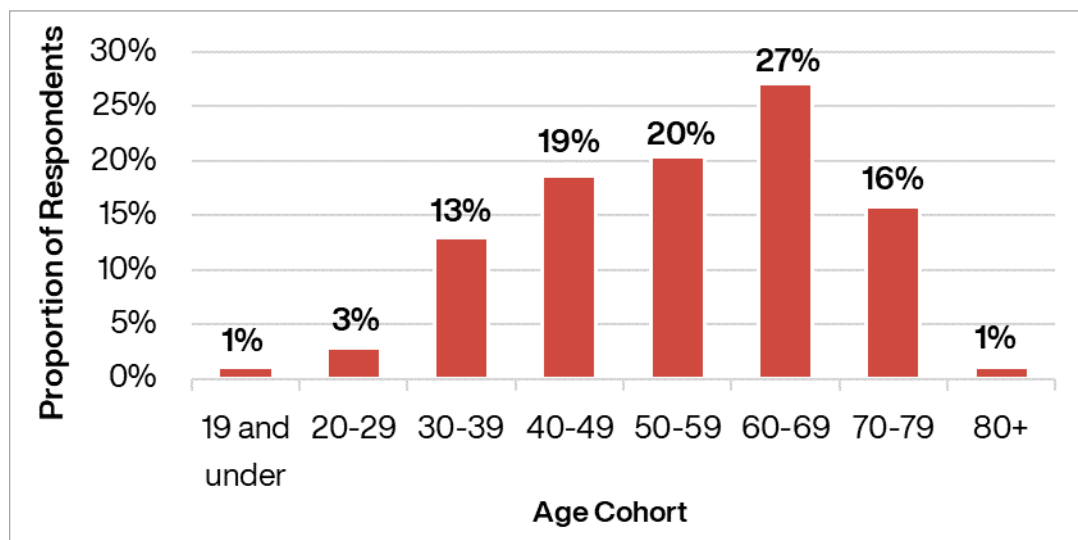
Participants were also asked about their relationship to Stratford: whether they were a resident, business owner or visitor. Results are summarized in Exhibit 2.3, indicating about 95% of respondents identify as a resident of Stratford.

Exhibit 2.3: Respondent Relationship to Stratford



Among survey participants, all age cohorts were represented, as shown in Exhibit 2.4. Those in the 60 to 69-year-old age cohort were especially active, representing 27% of respondents, despite accounting for only 18% of the City’s population aged 15 and up (2021 Census). Conversely, the 20 to 29-year-old age cohort is under-represented, accounting for only 3% of submissions despite comprising 13% of the City’s population aged 15 and up (2021 Census).

Exhibit 2.4: Survey Participation by Age Cohort



2.8.3 Findings

This section summarizes responses to the multiple-choice survey questions and provides summarized lists of responses to free-form survey questions.

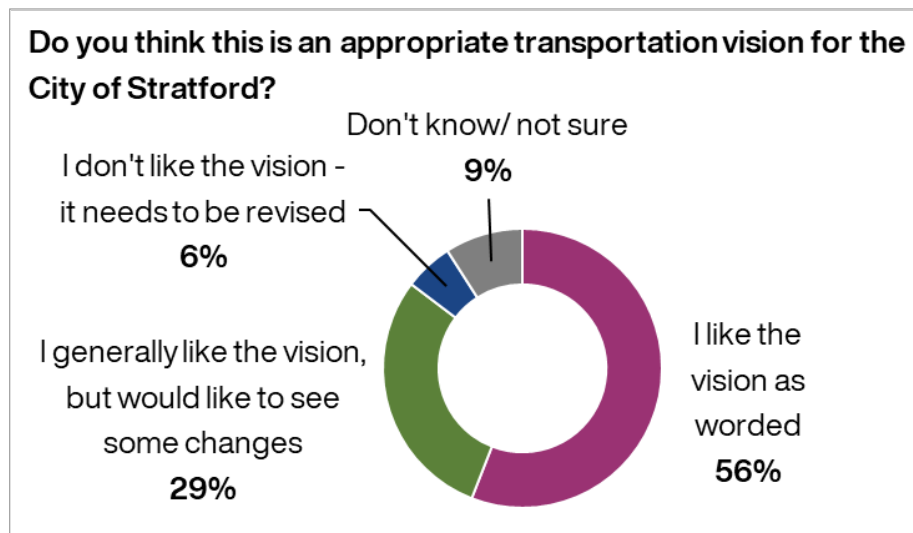
Draft Vision Statement

The draft transportation vision is a statement of the TMP’s aspirations and broadly defines the desired future outcomes of Stratford’s transportation system. The draft vision statement is as follows:

Stratford's transportation system will facilitate a safe, vibrant, prosperous, and complete community while reflecting the principles of equity, accessibility, inclusivity, and environmental sustainability.

Participants were asked, “**Do you think this is an appropriate transportation vision for the City of Stratford?**” Results are summarized in Exhibit 2.5. There is strong support for the vision statement, with 56% of respondents indicating that they like the vision as worded, and a further 29% generally liking the vision but would like to see at least some degree of change made to it.

Exhibit 2.5: Response to Draft Vision Statement



Respondents were also asked, “**Please provide your feedback on how the vision could be improved.**” A summary of responses is provided below, with the number of related comments indicated in parentheses.

Equity and Accessibility:

- Consider accessibility of all modes and users. (4)
- Emphasize affordability / specify affordable, regardless of income. (3)

Environment:

- Prioritize the environment / emphasize the environmental principles and goals (e.g., reduce greenhouse gases, zero-net carbon, One Planet Living Principles, climate goals, climate change.). (15)
- Consider changing “sustainability” to “environmental improvement”. (1)

Road Network:

- Include mention of the improvement of the road network for vehicular movement (e.g. dependable, routine, effective). (5)
- Reroute through trucks around the city / keep trucks off non-arterial roads. (3)

Active Transportation:

- Emphasize dedicated bike lanes / cycling specific infrastructure. (10)
- Prioritize active transportation / sidewalks. (5)
- Focus on integration and connectivity of the cycling network. (4)
- Focus on improving pedestrian and cyclist safety. (3)
- Reference the desire for a 15-minute community. (2)

Transit:

- On-demand transit is delaying bus frequency / remove on-demand service. (2)
- Mobile data is a barrier to booking on-demand transit. (1)

Future Needs:

- Address the need for the transportation system to anticipate and integrate with future technologies. (1)
- Acknowledge that the transportation system will need to anticipate connections to current and future surrounding areas. (1)

Other Suggested Revisions:

- Include more specific, measurable, achievable, relevant, and time-bound goals, with more tangible examples in the vision statement. (e.g. use terms that are directly associated with actions). (5)
- Clarify the concept of complete community. (4)
- The vision is too lofty. (3)
- Consider simpler language in the vision statement. (2)
- Specify users of the system. (1)
- Remove “vibrant” and “prosperous” from vision statement. (1)
- The vision should explicitly include the principle of "active, safe and sustainable transportation." (1)

Draft Objectives

The draft objectives are created with the intent of expanding upon the transportation vision by providing specific guidance and direction for the development of recommendations and solutions.

As the objectives will form the basis for the evaluation of potential projects and other solutions, it is imperative they represent and align with what residents and stakeholders envision for Stratford’s transportation system.

The draft objectives are augmented by more specific goals. They were presented as follows in the survey:

Objective 1: Healthy, Safe and Complete Community

- Provide safe and inclusive transportation facilities that enable complete, vibrant communities.
- Improve road safety to work toward Vision Zero.
- Develop a safe, accessible, and connected active transportation network.
- Increase mode share for walking, cycling and transit

Objective 2: Economic Prosperity

- Increase access to opportunity for residents and businesses by ensuring efficient and accessible multi-modal transportation options.

- Protect and enhance Stratford’s distinct character, charm, cultural heritage, and tourist appeal.
- Enable the efficient and safe movement of goods.

Objective 3: Reduced Environmental Impacts

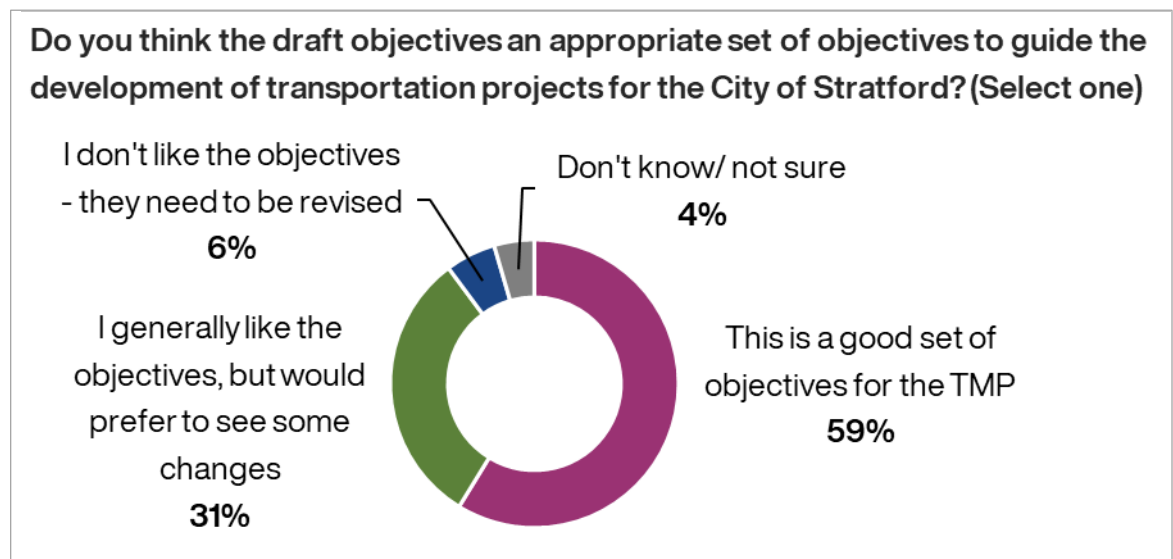
- Reduce greenhouse gas emissions from transportation.
- Become more resilient to climate change impacts on the transportation system.
- Protect the City’s natural environment, heritage and open space system.

Objective 4: Fiscal Responsibility

- Ensure the continued maintenance and operation of existing infrastructure.
- Invest in new infrastructure responsibly, considering full life-cycle costs.
- Enable transportation infrastructure that responds to changing demands and new technologies

Survey participants were asked “Do you think this is an appropriate set of objectives to guide the development of transportation projects for the City of Stratford?” As shown in Exhibit 2.6, there is good support for the objectives, with 59% noting this is an appropriate set of objectives for the TMP.

Exhibit 2.6: Response to Draft Objectives



The survey also asked participants, “**Please provide your feedback on how the objectives could be improved.**” Free-form responses are summarized below, with the number of related comments indicated in parentheses:

Environment:

- Prioritize the environment / emphasize reduced environmental impacts. (11)
- Include environmental targets (e.g., achieving a net-zero solution, creating more tree corridors etc.). (3)
- Incorporate environmental principles throughout Fiscal Responsibility / Economic Prosperity objectives – e.g. *Invest in new infrastructure responsibly with an eye to choosing environment-friendly alternatives where possible, enable transportation infrastructure that responds to changing demands and new technologies that support carbon reduction imperatives.* (3)
- Consider the relationship between land use planning policies and transportation, with an eye toward infilling and intensification to support active transportation uptake. (1)
- Include “mitigate climate change impacts.” (1)

Road Network:

- Divert heavy through trucks away from the Downtown. (5)
- Focus on the maintenance and repair of existing roads. (4)
- Consider speeding vehicles / improved road user safety. (2)
- Build more roads / implement one-way streets to accommodate traffic. (2)
- Consider efficient road connections. (2)

Active Transportation:

- Prioritize a connected and integrated active transportation network to support active modes. (6)
- Prioritize cycling safety. (2)
- Improve pedestrian accessibility (i.e. accessible pedestrian signals) / pedestrian safety in school zones. (2)
- Include AT target of 80% for residents and 50% for visitors. (1)

- Clarify active transportation trip purposes (e.g. leisure, commuter). (1)

Transit:

- Encourage transit use / support transit connections between Stratford and other communities. (4)
- Increase service availability and frequency / consider bus-only lanes. (3)
- Improve transit affordability / accessibility. (2)

Other Suggestions:

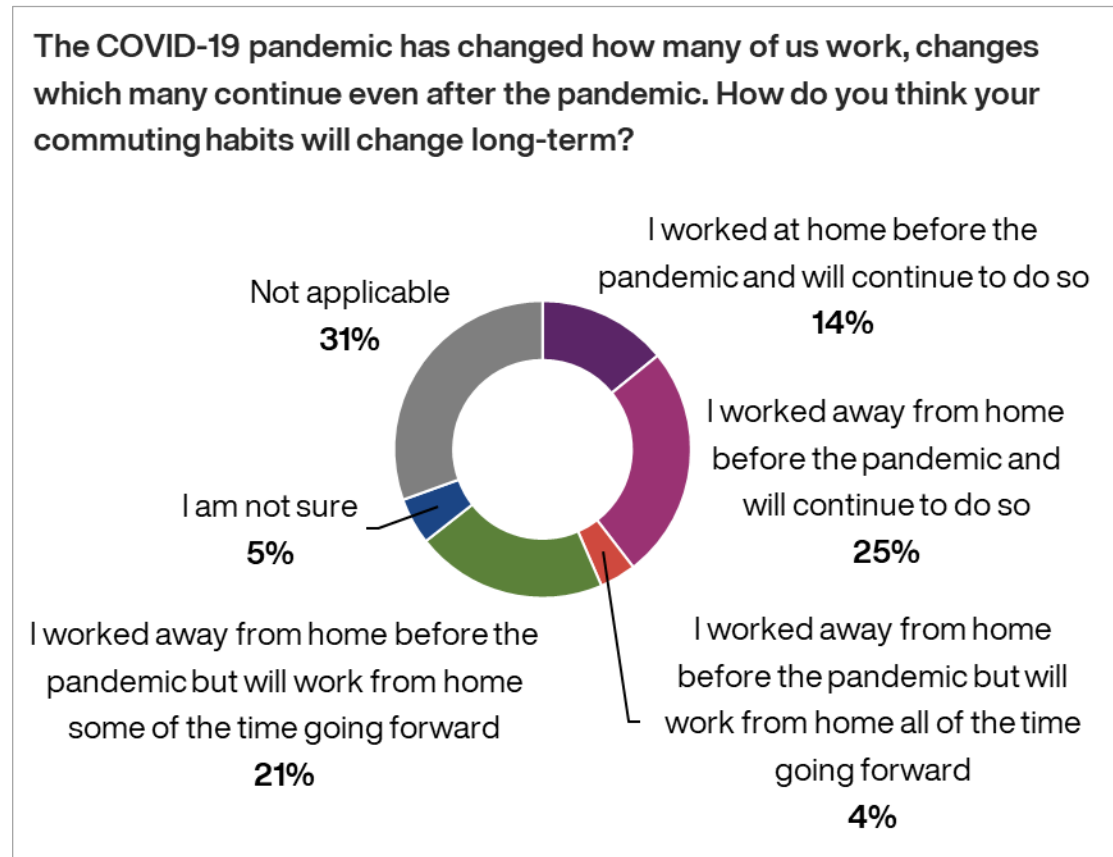
- Objectives should be more specific and measurable, with clear targets (e.g. how the cycling network will be expanded, how will transit ridership be increased, etc.). (10)
- Define key terms (e.g. Vision Zero, mode-share). (2)

Changing Travel Needs

In order to gain insight into the potential for long-lasting changes to City travel behaviour as a result of the COVID-19 pandemic and other reasons, participants were asked, **“The COVID-19 pandemic has changed how many of us work, changes which may continue even after the pandemic. How do you think your commuting habits will change long-term?”**

Results are summarized in Exhibit 2.7. A total of 25% of participants responded that that they will continue to work away from home, as they did before the pandemic. A total of 21% of respondents indicated that they previously worked away from home before the pandemic and will work from home some of the time moving forward.

Exhibit 2.7: Response to Changing Commuting Habits



Participants were also asked, “Please share any comments you may have on how travel needs may be changing in Stratford due to things like the long-term COVID-19 impacts, technological changes, changing transit use, changing demographics or other reasons.” Responses are summarized below, with the number of related comments indicated in parentheses. Note that few responses were relevant to the question asked. Respondents used the opportunity to reinforce comments made in other sections of the survey.

Environment:

- Emphasize environmental protection / climate change. (5)

Road Network:

- Improve EV charging network / incentives for EVs. (4)
- Improve road conditions and road maintenance. (2)
- Improve commuting times to exit the City / improve traffic lights timing (2).

- Build multi-level parking garages / safe and modern parking facilities in the Downtown. (2)
- Remove heavy trucks from the Downtown. (2)
- Reduce parking to accommodate AT facilities. (1)
- Road network of new subdivisions do not optimize traffic flow. (1)
- Respond to congestion on Ontario St (specifically between the Library and the Shoppers Drug Mart). (1)
- Address the need for advance green lights on all major roads. (1)

Public Transit:

- Improve transit frequency, convenience, routing, hours, and service (e.g. to underserved areas like big box retailers, to support people aging out of driving, to accommodate shift workers, to accommodate evening theatre patrons). (14)
- Improve inter-regional transit / train service connectivity and consider early morning commuters / shift workers (e.g. to Waterloo Region, Toronto, London, and Woodstock). (11)
- Consider free / affordable public transit. (4)
- Consider new technology buses (e.g. smaller buses on-demand, EV buses, alternative fuel buses). (3)
- Consider public internet access, especially at bus stops. (1)
- Consider shuttle services for Festival tourists into the Downtown from a remote site (e.g. Grand Trunk Community Hub). (1)

Active Transportation:

- Improve, expand and connect cycling facilities and infrastructure (e.g. dedicated facilities, trails) throughout the City and in the Downtown. (12)
- Dedicated and connected cycling routes and pedestrian infrastructure are needed to promote safety / livability / reduce environmental impacts. (7)

- Attract new residents / support existing residents (e.g. those who work-from-home, those who commute, those who ride for leisure) by improving active transportation infrastructure. (5)
- Improve sidewalks, pedestrian connectivity and pedestrian crossings (e.g. in the City's periphery, Zehrs). (3)
- Support the tourist economy by facilitating pedestrian movements / create flexible pedestrian streets. (2)
- Support cycling / bike rentals and e-bikes to encourage cycling tourism / dissuade tourists from driving throughout City. (2)
- Support active transportation connections to green space to discourage driving. (1)

Other Suggestions:

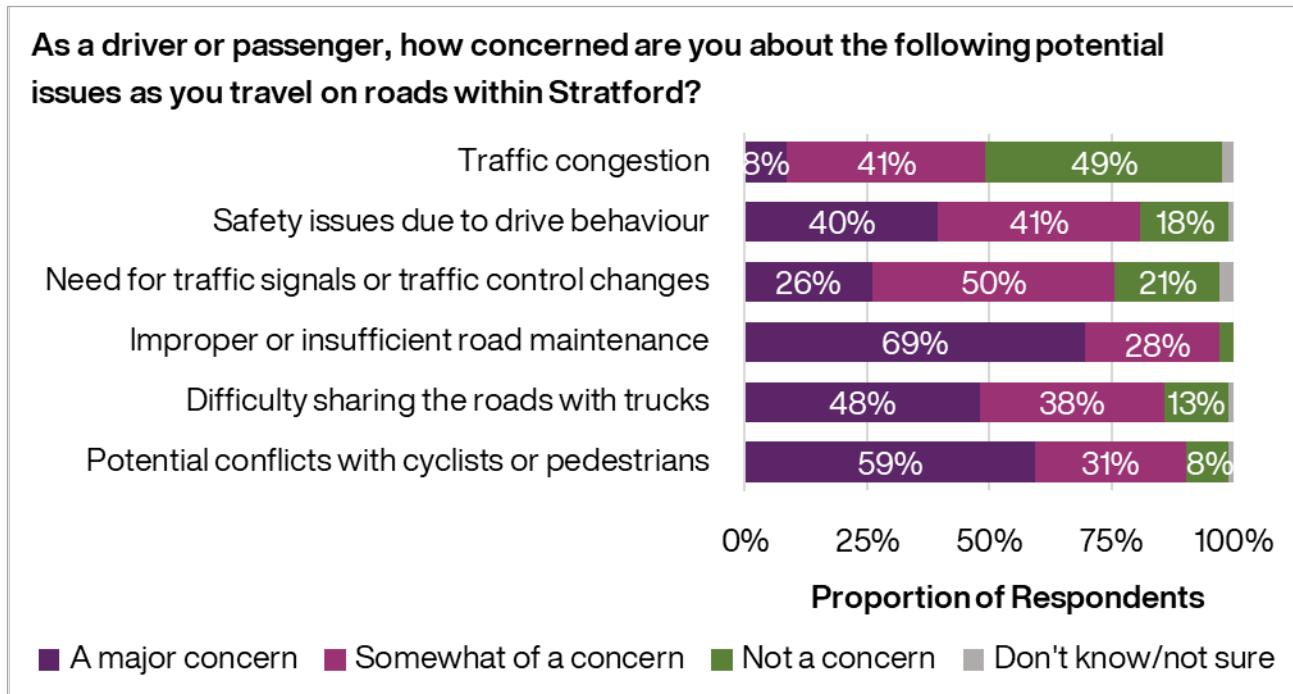
- Reduce urban sprawl / limit car-centric planning. (3)
- Encourage and reward businesses that encouraging work-from-home as a way to improve congestion and forge a less car-centric future. (1)

Road Network

Survey participants were asked their level of concern regarding potential road network related issues on City roads, **“As a driver or passenger, how concerned are you about the following potential issues as you travel on roads within Stratford?”** Responses are summarized in Exhibit 2.8.

The top areas of concern for respondents were *improper or insufficient road maintenance*, with 69% of all respondents indicating it as a major concern, *potential conflicts with cyclists or pedestrians* (59% concern), and *difficulty sharing the road with trucks* (48% concern). *Traffic congestion* was identified as the issue of least concern, with 49% of respondents indicating it as not a concern.

Exhibit 2.8: Response to Road Network Concerns



Survey participants were also asked, **“Please share any comments about how these or other road issues should be addressed by the TMP.”** Free-form responses are sorted below, with the number of related comments indicated in parentheses.

Road Network:

- Focus on road repair and maintenance (e.g. potholes). (48)
- Divert heavy through trucks away from the Downtown / keep trucks on bypass route. (28)
- Implement traffic calming measures / reduce speed limits on local roads and in school zones. (18)
- Speeding vehicles and traffic are a concern on arterial and collector roads / speed enforcement is needed (e.g. Downtown Ontario Street, Huron Street, O’Loane Avenue, Lorne Avenue, Lakeside Drive, McCarthy Road, eastern limits of Ontario Street). (13)

Active Transportation:

- Improve cycling connections and infrastructure (e.g. dedicated facilities, MUTs). (58)

- Overall safety concerns of cyclists and pedestrians (9)
- Improve sidewalk connections / pedestrian crossings / sidewalks on both sides of roadway. (8)
- Increase timing of crosswalks to accommodate people with mobility issues. (3)
- Improve nighttime lighting to address safety concerns of pedestrians and cyclists. (3)
- Consider education to improve safety and awareness of drivers. (1)

Other:

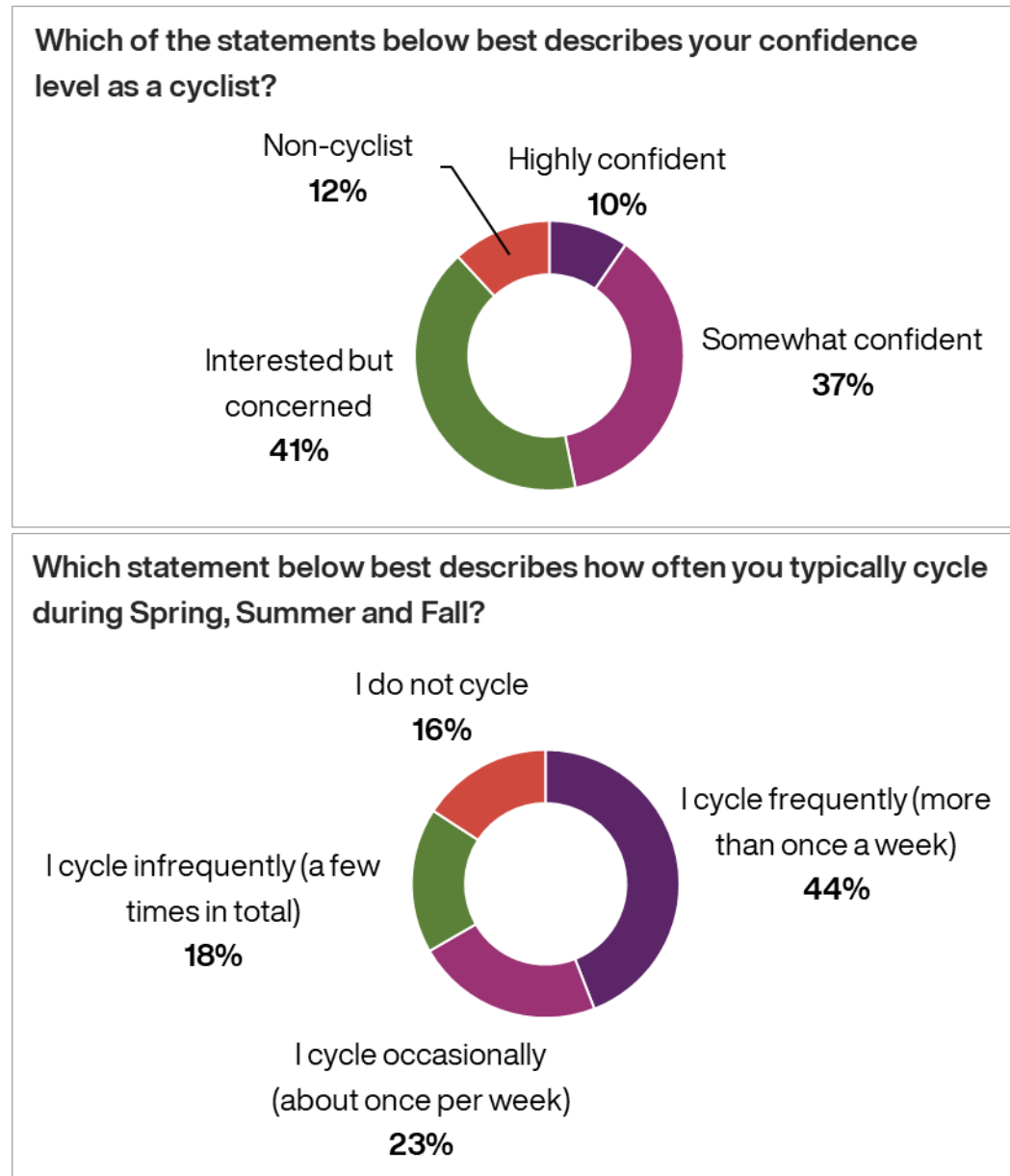
- Address traffic noise in residential areas. (4)
- Consider aging population / needs of people aging out of driving (2)

Active Transportation

Supporting active transportation is important to the development of a multi-modal transportation system in Stratford. Survey participants were asked, “**Which of the statements below best describes your confidence level as a cyclist?**” and “**Which statement below best describes how often you typically cycle during Spring, Summer and Fall?**” Results are shown in Exhibit 2.9.

Of note, 41% of respondents identified as the *interested but concerned* cyclist, meaning they are uncomfortable sharing the road with cars without dedicated cycling facilities. There is a key opportunity to increase cycling uptake among this cohort with improvements to cycling infrastructure. Additionally, 67% of respondents indicated that they cycle at least occasionally or frequently.

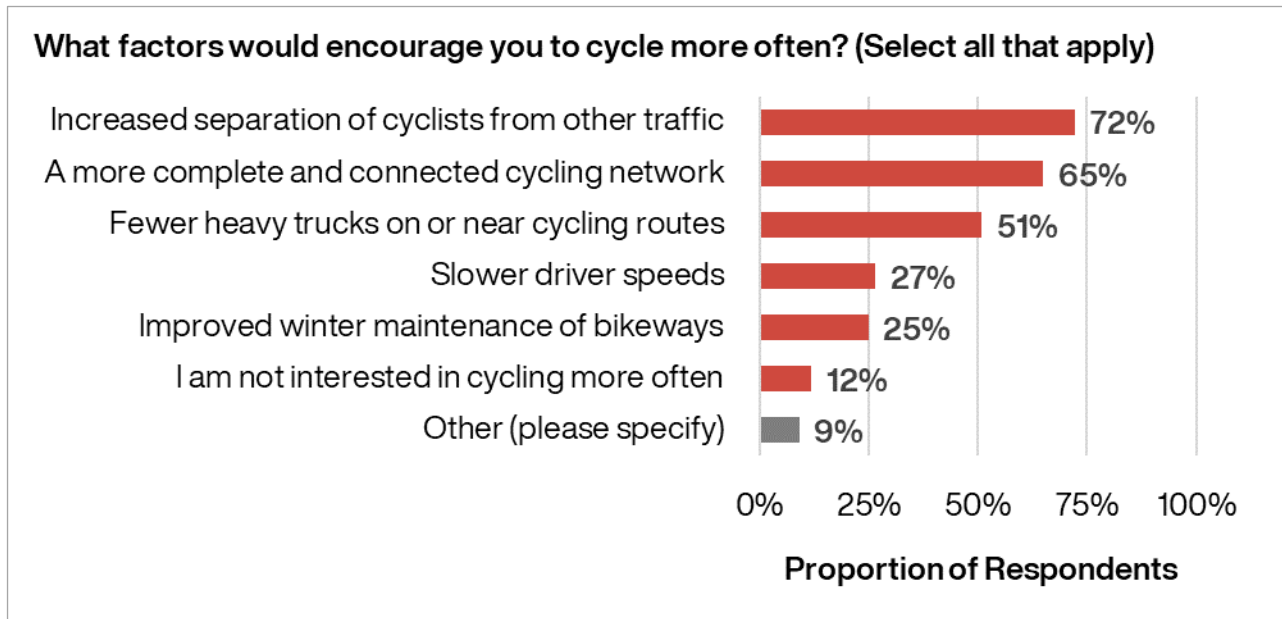
Exhibit 2.9: Response to Cycling Confidence and Frequency



Participants were also asked, “**What factors would encourage you to cycle more often? Select all the apply.**” Results are summarized in Exhibit 2.10.

Increased separation between cyclists and other road users (72%) and a more complete and connected cycling network (65%) were the most selected factors among survey respondents.

Exhibit 2.10: Response to Factors that Encourage Cycling



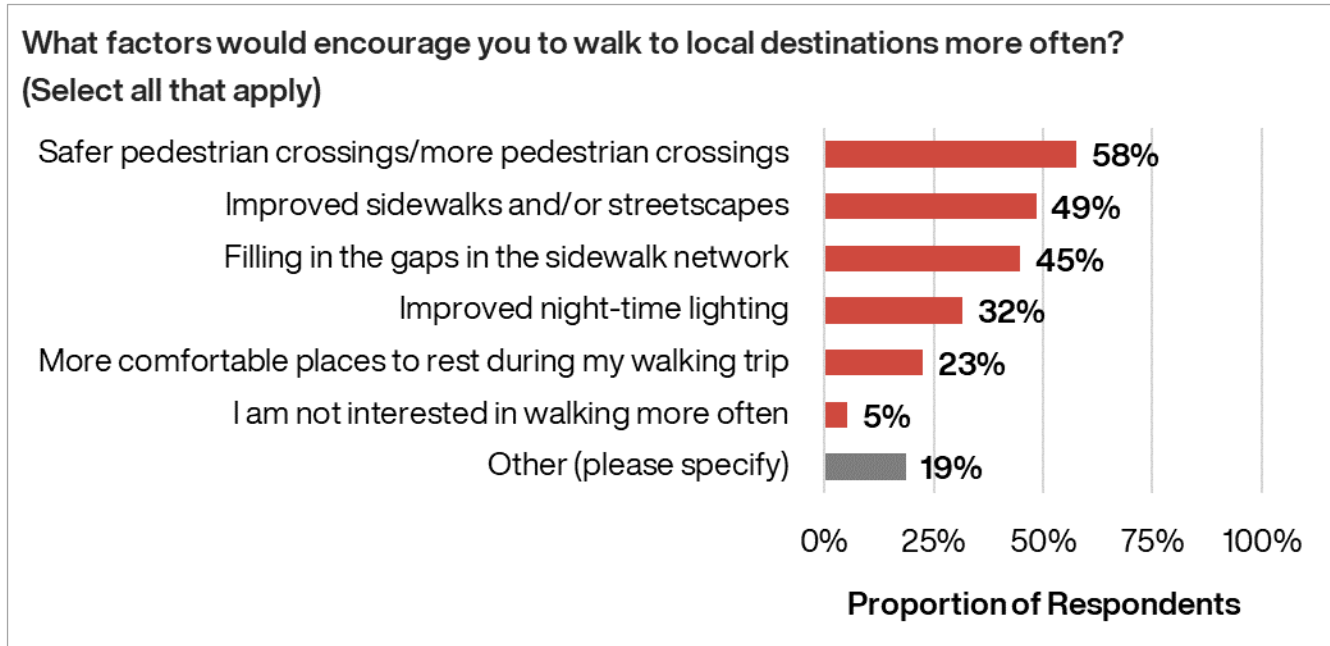
Free-form responses for the “Other” option are summarized below, with the number of related comments indicated in parentheses.

- Need for adequate, connected and safe cycling infrastructure. (4)
- Need for more and higher quality bike parking (e.g. covered bike parking, surveillance) throughout the City (e.g. at the library, the mall, Zerhrs, Walmart). (4)
- Need for cycling infrastructure along waterways / Lake Victoria (4).
- Need for improved road maintenance (e.g. potholes, drain covers). (3)
- Need to address cycling choke points – travelling through the Downtown, crossing the river along Huron Street or Waterloo Street, as well as last mile connections to big box retailers in the east. (1)

Survey participants were also asked, “**What factors would encourage you to walk to local destinations more often? Select all that apply.**” Results are summarized in Exhibit 2.11.

The most common factors selected among respondents were *safer pedestrian crossings / more pedestrian crossings* (58%), *improved sidewalks and streetscapes* (49%), and *filling the gaps in the sidewalk network* (45%).

Exhibit 2.11: Response to Factors that Encourage Walking



Free-form responses for the “Other” option are summarized below, with the number of related comments indicated in parentheses.

- Improve winter maintenance of sidewalks / improve snow clearing by residents. (7)
- I am comfortable / I am satisfied walking in Stratford. (5)
- Increase shade / increase natural native vegetation along MUTs. (2)
- Consider pedestrian-only streets. (2)
- Reduce speed limits. (2)
- Improve sidewalk repair/maintenance. (2)
- Increase crosswalks / install raised pedestrian crossings. (2)
- Cyclists using sidewalks are a concern. (2)
- Improve sidewalk accessibility / build sidewalks on both sides of road. (2)
- Do not build curb-facing sidewalks. (1)
- Improve wayfinding (e.g. at City Hall). (1)
- Improve transit frequency to encourage walking. (1)
- Increase MUTs / more connections to MUTs in TJ Dolan Natural Area. (1)

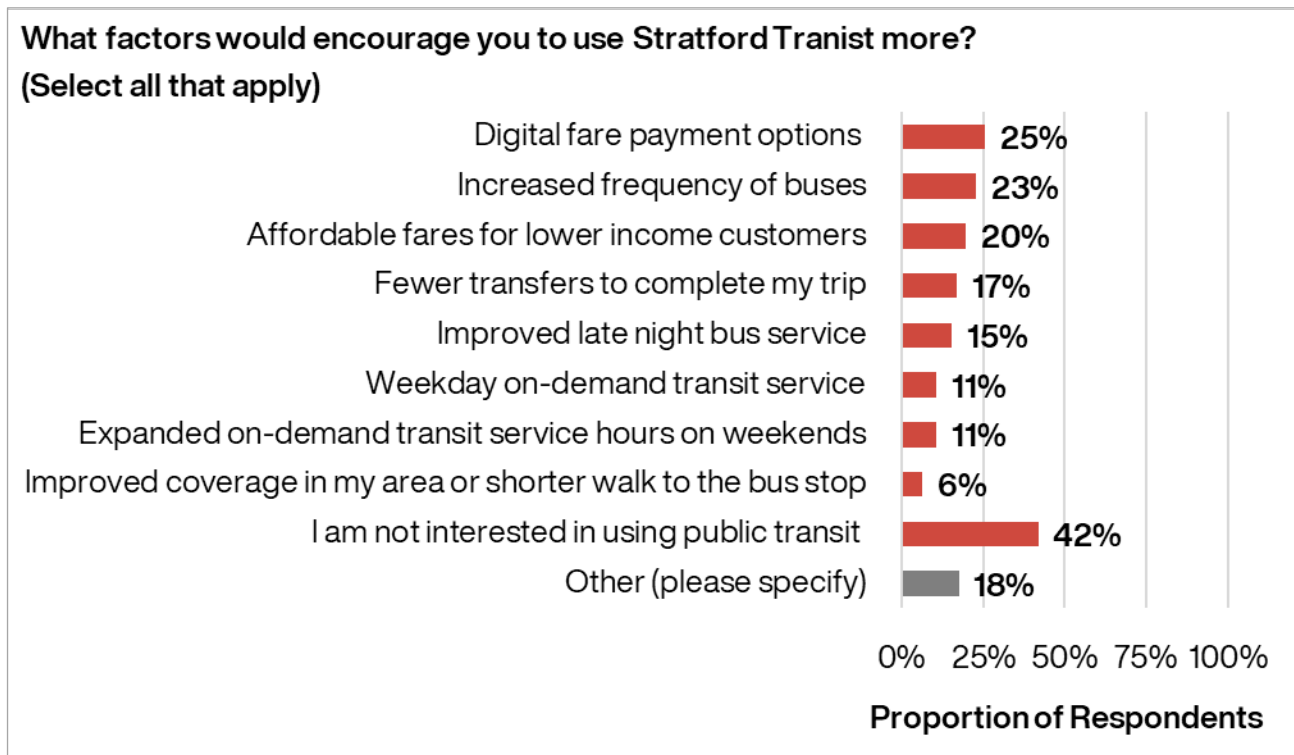
- Educate drivers about crosswalk rules. (1)
- Build a pedestrian bridge from Tom Patterson Island to north shore of Lake Victoria. (1)

Stratford Transit

To help gauge where best to focus on providing and improving transit, survey participants were asked “**What factors would encourage you to use Stratford Transit more?**” Results are summarized in Exhibit 2.12.

The most common factors selected among respondents were *digital fare payment options* (24%), *increased frequency of buses* (23%), and *affordable fares for lower income customers* (20%). However, it should be noted 42% of respondents indicated they were not interested in using public transit.

Exhibit 2.12: Response to Factors that Encourage Transit Use



Free-form responses for the “Other” option are summarized below, with the number of related comments indicated in parentheses.

- Consider free transit / reduced fares. (7)
- Improve bus frequency / reliability. (6)

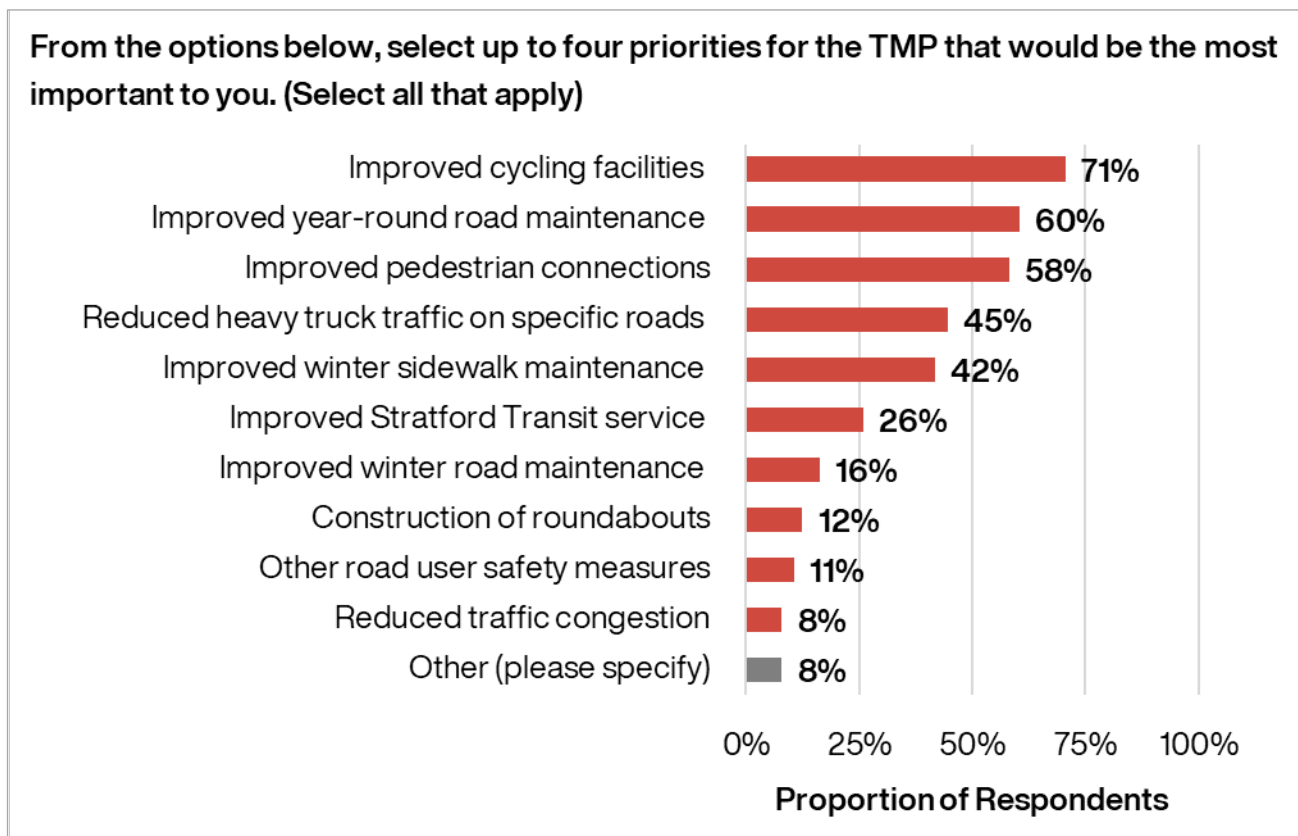
- Improve access to transit information (e.g. bus arrival times, in-service stops, schedule, online information, fares). (5)
- Cancel / reduce on-demand service. (4)
- Improve service coverage / direct routing. (3)
- Improve weekend service. (1)

Areas of Focus for the TMP

The final question of the survey asked participants, “From the options below, select up to four priorities for the TMP that would be the most important to you.” Results are summarized in Exhibit 2.13.

The top four priorities selected by survey respondents were *improved cycling facilities* (71%), *improved year-round road maintenance* (60%), *improved pedestrian connections* (58%), and *reduced heavy truck traffic on specific roads* (45%).

Exhibit 2.13: Response to TMP Priorities



Free-form responses for the “Other” option are summarized below, with the number of related comments indicated in parentheses.

- Steer away from roundabouts. (2)
- Prioritize dedicated cycling infrastructure. (2)
- Promote walkability / safe walking and cycling routes to schools. (2)
- Steer away from one-way streets. (1)
- Prioritize natural areas. (1)
- Reduce GHG emissions. (1)
- Convert City-owned vehicles to electric or hybrid. (1)
- Prioritize efficient City-wide connections. (1)
- Provide convenient alternatives to driving to improve congestion. (1)

Summary of Survey Findings

The online survey was a successful means of engaging with the public as part of Phase 1 of the TMP study. With 177 survey responses, feedback received assists the project team with identifying important transportation needs, issues, and opportunities in Stratford.

Some of the recurring themes expressed throughout the survey can be summarized as follows:

- There is strong support for the draft vision statement, as 85% of respondents liked or generally liked it. The most common concern with the vision statement was the need to prioritize the environment and emphasize environmental principles and goals. Specific suggestions for improving the vision statement included more specific, measurable, achievable, time-bound goals (e.g. using terms that are directly associated with actions).
- The draft objectives received very favourable support, with 90% of respondents generally liking or thinking that it is an appropriate set of objectives for the TMP. Respondents suggested further emphasis on the environment and to incorporate environmental principles throughout the objectives.

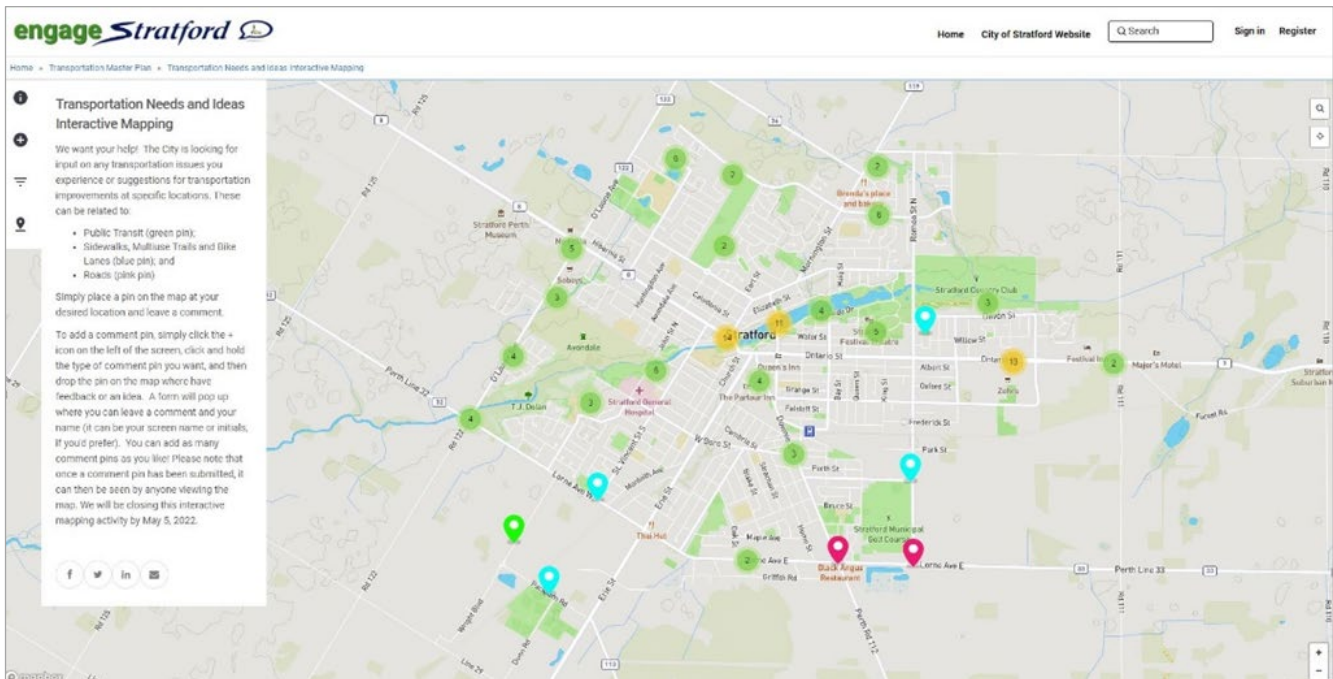
- There is interest and need to develop a safer and more connected and complete cycling network, with dedicated cycling facilities and multi-use trails, throughout the City to support cycling and improve safety.
- Concern for the safety of vulnerable road users was also clear as *potential conflicts with cyclists or pedestrians* was among the top major concern among survey participants regarding potential issues the road network, selected by 59% of respondents.
- The improvement of sidewalk infrastructure, as well as the expansion of the sidewalk network to fill critical gaps, is an important need that can support safe pedestrian movement throughout the City.
- Traffic calming measures are needed on local roads and in school zones, and speeding is an overall concern throughout the City.
- A focus on road repair and maintenance was a noted issue among survey participants, including the impacts of potholes and other road surface conditions to both cyclists and drivers.
- Traffic congestion did not rate as a major concern for most respondents.
- Heavy through trucks are a concern and keeping trucks on a bypass route is desired.
- Supporting transit ridership through network expansion, frequency, reliability, and extended service hours, as well as responding to equity and accessibility needs of residents (i.e. shift workers, people aging out of driving), is an important issue to address.

2.9 Interactive Map

The online interactive map was hosted on Engage Stratford and was developed to provide members of the public the opportunity to share transportation-related issues and opportunities at specific locations, offering the project team with important local-level context. A user could place a pin at a specific geographic point throughout the City and leave an associated comment.

In total, 181 location-specific comments that were submitted by respondents. The interactive map is shown in Exhibit 2.14, and feedback is summarized in below. A full record of comments received is included in the public inputs record provided in Appendix E.

Exhibit 2.14: Interactive Mapping Tool



Source: Engage Stratford (2022)

In general, concerns were expressed about the following:

- Pedestrian safety concerns as a result of speeding vehicles, as well as overall speeding concerns (e.g. Mornington Street, Princess Street, Cobourg Street, Lakeside Drive, Devon Street).
- Safety concerns at specified locations (e.g. Mornington Street and Huron Street, Mornington Street and Delamere Avenue, Inverness Street and Downie Street, Lorne Avenue and St. Vincent Street).
- Overall safety concerns for vulnerable road users (e.g. Ontario Street and CH Meier Boulevard, Culliton Street and Forman Avenue, Fraser Road and Forman Avenue, Mornington Street and Huron Street, O’Loane Avenue and Huron Street, Essex Street and Bruce Street).
- Accessibility concerns of specific bus stops (e.g. Cody Drive and O’Loane Avenue).

- Left turning congestion concerns and the need for advanced green lights on Waterloo Street and on Ontario Street.
- Noise concerns from vehicles along Ontario Street.
- Road maintenance concerns, especially for cyclists (e.g. Lorne Avenue, William Street, Delamere Avenue, Dawson Street, Glendon Road, John Street, Albert Street, Downie Street at Gore Street, McCarthy Road bike lane, McCarthy Road and Graff Avenue).
- Inadequate public transit service hours to accommodate shift workers.

The following opportunities were noted:

- Install quality bike racks at specific locations (e.g. Food Basics, Festival Marketplace Mall, Walmart, Devon Street at parkland, TJ Dolan Natural Area, Stratford Faregrounds, plaza at Mornington Street and Graff Avenue, Festival Square, City Hall).
- Consider restricting vehicular traffic on Veterans Drive / Lakeside Drive for enhanced parkland or active transportation opportunities.
- Road diet Ontario Street to improve placemaking potential.
- Implement traffic calming measures (e.g. Culliton Street, Fraser Road, Forman Road, Short Street, O’Loane Avenue Sobey’s entrance).
- Implement a stop sign at specific locations to improve safety of vulnerable road users (e.g. Hickory Lane and Willow Street, Forman Avenue and Culliton Street).
- Implement pedestrian crossings at specific locations (e.g. Perth County Courthouse, Lorne Avenue to access bike trail, Ontario Street and Church Street, Romeo Street and McCarthy Road, Nile Street and Ontario Street, Waterloo Street and William Street, Downie Street and Gore Street, Culliton Street and Forman Street, Culliton Street and Short Street, Brown Street and O’Loane Avenue, Essex Street and Bruce Street at school, Woods Street and Birmingham Street at school).
- Expand the cycling network at specific locations (e.g. John Street, Huron Avenue and TJ Dolan Drive, Road 122 toward St. Marys, Norfolk Street and Romeo Street, Mornington Street, connection between cemetery

and TJ Dolan, William Street, Vivian Line 37, O’Loane Street to Short Street).

- Opportunity for roundabouts at specific locations (e.g. Mornington Street and Huron Street, O’Loane Avenue and Lorne Avenue, Lorne Avenue and Downie Street, Downie Street and Waterloo Street).
- Expand or improve the sidewalk network / continue sidewalks on both sides of the roadway (e.g. Ontario Street east of the mall, along John Street at TJ Dolan Natural Area, St. Vincent Street between Douglas Street and Avon Street, Worsley Street, Huron Street at the No Frills, Forman Avenue near school, Cambria Street and Strachan Street, O’Loane Avenue over river, curb-faced sidewalks along Romeo Street at Delamere Avenue).

2.10 Question Comment Box

A question comment box (dubbed “Ask a Question”) was provided on the TMP study webpage, allowing residents to pose questions and have City staff issue a response. This tool was available throughout the TMP study process. Comments submitted through the end of the first round of engagement comment period are summarized below. Full text of the questions and responses is included in the public inputs record provided in Appendix E.

Generally, comments submitted pertained to the following topics:

- Concern about heavy trucks on city streets;
- Concern about sidewalk conditions and disrepair;
- Need for electric vehicle charging stations;
- Need for free transit;
- Need to support tourism through transportation;
- Need for roundabouts; and
- Need for improved VIA Rail service.

2.11 Summary of Findings

The first round of engagement for the City of Stratford TMP study involved numerous engagement opportunities across different groups that resulted in rich feedback and insights to inform the TMP study. Below is a summary of the key themes that were identified as part of the first round of engagement.

Some of the most common concerns were about the following:

- Overall emphasis on the environment and environmental impacts is needed throughout the TMP study.
- Safety of pedestrians and cyclists, especially as a result of inadequate infrastructure and separation from vehicles.
- Concerns about transit equity and affordability, as well as overall equity concerns and the needs to support an aging population.
- There is a need for improved maintenance and road conditions, (including winter road maintenance), for drivers and cyclists.
- Concerns relating to driver behaviour, speed and safety, especially impacts in residential areas and school zones.
- Through truck movement throughout the City and the potential safety conflicts with other road users, especially through the Downtown.

The following were the most common opportunities or potential actions that were noted:

- Improve the pedestrian and cycling experience in the City through infrastructure improvements (e.g. sidewalk infilling and expansion, pedestrian crosswalks, cycling network connections and dedicated facilities, improved bike parking in the Downtown and in commercial districts).
- Traffic calming measures represent important opportunities, especially on local roads and in school zones.
- Improve intersection operations through traffic control measures (e.g. stop signs, advanced green lights, roundabouts).
- Improve overall transit service times, routing, reliability and frequency to accommodate the needs of residents (e.g. shift workers, people aging out of driving, theatre patrons), and improve inter-regional transit connections.

3 Round 2 Engagement

This section outlines the objectives and activities conducted as part of the second round of engagement, coinciding with Phase 2 of the City of Stratford TMP study.

3.1 Objectives

The overall objectives of the second round of engagement were as follows:

- Update stakeholders and members of the public on the TMP study;
- Invite feedback on the various draft transportation-related solutions; and
- Identify any additional changes required to further align solutions to study vision and objectives.

Achieving meaningful engagement at this stage helps ensure that the transportation solutions, strategies, and ultimate recommendations meaningfully respond to the needs and priorities of the City, its residents and stakeholders.

3.2 Overview of Engagement Activities

As part of the second round of engagement for the City of Stratford TMP study, the following virtual events and activities were hosted:

- Stakeholder Group Meeting 2 (Section 3.4);
- Cycle Stratford Stakeholder Meeting (Section 3.5); and
- Public Open House 2 (Section 3.6), which also included the following:
 - Online survey (Section 3.7); and
 - Question comment box (Section 3.8).

Additionally, the TMP study webpage was updated and serves as the main online platform throughout the study (discussed previously in Section 2.4). Due to precautions related to the COVID-19 pandemic, most consultation activities and meetings throughout the TMP study have been hosted virtually.

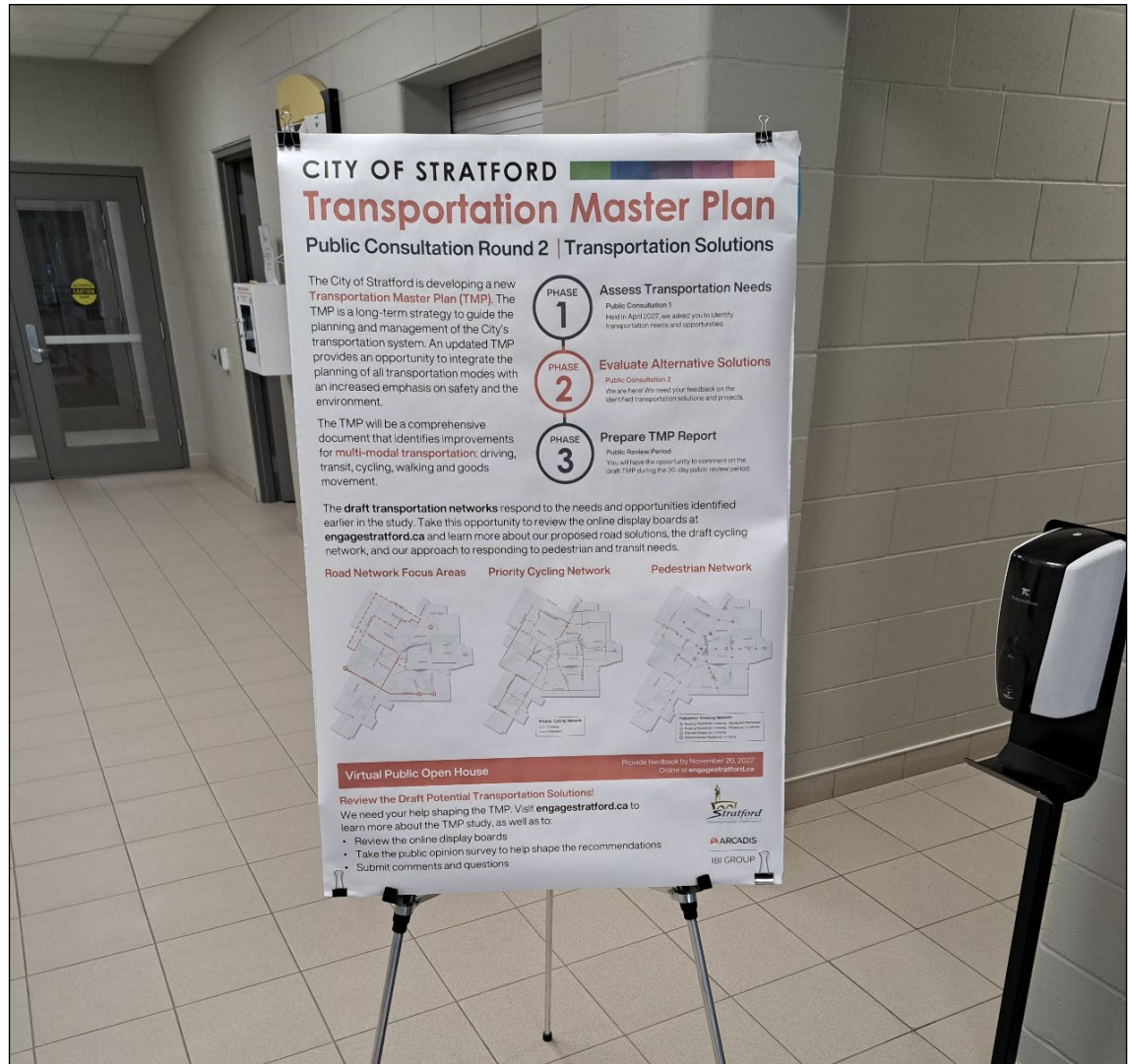
3.3 Notifications and Advertisements

The formal Notice of Public Open House for the second round of engagement was made available on the project webpage and is included in Appendix A.

A variety of methods were used to notify the public and stakeholders of the study and the second round of public consultation, including emails and newspaper advertisements, as described below.

- **Stakeholder Notices:** Stakeholders were notified of the second Public Open House event in advance via email on November 03, 2022.
- **Newspaper Notices:** The Notice of Public Consultation was published in the Beacon Herald on November 08, 2022.
- **Poster Boards:** Large presentation boards were prepared in advance of the Public Open House to advertise the event throughout Stratford. The poster boards, as shown in Exhibit 3.1, provided a summary of the TMP study, outlined the draft transportation networks, and highlighted when and how to participate. The poster boards were on display from November 07, 2022 to November 20, 2022 at the following locations:
 - Burnside Agriplex;
 - Stratford City Hall;
 - Stratford Rotary Complex;
 - The Local Community Food Centre; and
 - William Allman Arena.
- **Social Media Advertisements:** Two social media platforms from official City of Stratford user accounts were used to solicit public engagement and participation during the virtual Public Open House event, and a record of all posts is included in Appendix A. The social media platforms, and corresponding publication dates, used to advertise the public event included the following:
 - Facebook: November 7, 2022 and November 15, 2022; and
 - Twitter: November 15, 2022.

Exhibit 3.1 Poster Board at William Allman Arena



3.4 Stakeholder Group Meeting 2

Stakeholder Group Meeting 2 was hosted virtually on November 16, 2022 through Microsoft Teams. Meeting materials, including the presentation and minutes, are provided in Appendix C.

3.4.1 Objective

The meeting updated interested stakeholders on the TMP study. The meeting also sought to collect feedback on the preliminary preferred road and cycling networks, as well as to address any additional changes required to further align recommendations to the study vision and objectives.

3.4.2 Participation and Conduct

Stakeholders were invited to participate in Stakeholder Group Meeting 2 via email. The meeting was conducted in workshop style, where input was facilitated through a guided discussion of key transportation focus areas, and participation encouraged through an ongoing dialogue.

The agencies (and corresponding member representatives) that attended the meeting are as follows:

- Active Transportation Advisory Committee (David Daglish, John Zelek);
- Avon Maitland District School Board (Janice White);
- Cycle Stratford (Geoff Love, Jennifer Nickel and Wayne Sjaarda);
- Destination Stratford (Zac Gribble);
- Downtown Stratford BIA (Jamie Pritchard);
- Energy and Environment Committee (Mike Sullivan and Jo-Dee Burbach);
- Huron Perth Public Health (Angela Willert, email input only)
- Perth County (Jerrica Gilbert and John Bice);
- Stratford and District Chamber of Commerce (Eddie Matthews); and
- Stratford Economic Enterprise Development Corporation (Joani Gerber).

3.4.3 Discussion Topics

Stakeholder input was primarily provided during Stakeholder Group Meeting 2. Participants were also encouraged to provide additional feedback to the project team via email. A record of stakeholder correspondence is provided in Appendix D.

Below are main discussion topics and input received from stakeholders, including key concerns and opportunities that were noted through discussions.

Road Network:

- Questions about how the road network focus areas were identified.
- Ontario Street, in particular, should be a road network focus area.
- Questions about a lane reassignment along Erie Street, and a potential speed limit reduction along the roadway.

- Questions regarding timing of the draft proposed Lorne Avenue Environmental Assessment.
- Concern about potential traffic impacts onto adjacent streets from a lane reduction along Lakeside Drive, and consideration for the potential piloting of the bike lanes along the roadway.
- Concern for low-density sprawl (i.e. West Secondary Plan Area), and the need to help meet City GHG targets through transportation.

Active Transportation:

- Interest and overall support regarding the design of the cycling facilities along Erie Street, and support for future bike lanes along Huron Street and Ontario Street.
- Consideration for a multi-use path along Lorne Avenue.
- Support for the preliminary preferred solution along Lakeside Drive, and interest in other cycling routes connecting to Lakeside Drive.
- Consideration for potential conflict points between cyclists and cars along Lakeside Drive.
- Interest in bike lanes along Huron Street and Ontario Street as part of the draft Priority Cycling Network or Ultimate Cycling Network.
- Concern that the Priority Cycling Network won't be implemented, similar to the 2014 plan. A focus on what will be built over the immediate short-term will be important to identify.
- Importance of connecting schools to the cycling network to support an uptake of active transportation users in a key demographic.
- Implement sidewalks on both sides of CH Meier Boulevard, north of Ontario Street, and install a crossing at CH Meier Boulevard and Avonwood Drive.
- Concern for vulnerable road users using sidewalks that end mid-block.
- Connecting key gaps in the sidewalk network is a bigger priority than twinning sidewalks.

Public Health and Equity

- The TMP's focus on Complete Streets and the development of complete communities is commendable.
- The preliminary preferred options speak to the provision of a multi-modal transportation network, and highlight considerations for active transportation, safety and accessibility for all.

Survey:

- Concern about the design of the public survey, and interest in allowing the public greater opportunity to provide input regarding the potential transportation options.

3.5 Cycle Stratford Stakeholder Meeting

While engagement events and activities were hosted virtually throughout the TMP study, an in-person cycling network workshop meeting was undertaken with Cycle Stratford, a community organisation dedicated to the provision of cycling infrastructure.

3.5.1 Objective

The purpose of the meeting was to advance the project team's understanding of the geography and context of Stratford, as well as to understand the needs and priorities of key stakeholders relating to the draft Priority Cycling Network.

3.5.2 Participation and Conduct

The meeting was hosted on November 18, 2022 and took place at a Stratford municipal building located 82 Erie Street. Attendees included the following:

- Nancy Roulston, City of Stratford;
- Andrea Hachler, City of Stratford;
- Geoff Love, Cycle Stratford;
- Jennifer Nickel, Cycle Stratford;
- Pat Sjaarda, Cycle Stratford; and
- Wayne Sjaarda, Cycle Stratford.

The workshop meeting was to commence with a cycling tour of the City alongside Cycle Stratford representatives. However, due to inclement weather, the project team conducted site reconnaissance from the Downtown and around the perimeter of Lake Victoria prior to the meeting.

The format of the meeting was conversational, and large printed maps of the draft Priority Cycling Network were used to encourage dialogue and solicit input.

3.5.3 Discussion Topics

A summary of feedback received throughout the workshop is as follows:

- Consideration for the provision of a ring route being prioritized, rather than the spokes of the “wheel” being the priority. Consensus was that all components of the wheel should be given similar priority to accommodate all cyclists, as the ring component benefits recreational cyclists, and the spokes are used by commuting cyclists.
- Concern about Council repeating the past, and approving the cycling network plan without ensuring funding is allocated appropriately. The inclusion of language from the TMP into the Official Plan is a useful strategy moving forward to help ensure budget, prioritization and implementation proceed.
- Some concern regarding theatre traffic after events along Lakeside Drive, but overall support for cycling facilities along Lakeside Drive remain.
- Overall support for the Erie Street lane reallocation and implementation of bike lanes.
- Full support of the top five priority projects – Erie Street from West Gore Street to Ontario Street, Albert Street, Lakeside Drive, Oakdale Avenue from O’Loane Avenue to Forman Avenue, and Hibernia Avenue from O’Loane Avenue to Mornington Street.

3.6 Virtual Public Open House 2

The second round of public consultation was held virtually on the City of Stratford community engagement platform, Engage Stratford, on the project-specific webpage (www.engagestratford.ca/transportationmasterplan).

3.6.1 Objective

Public Open House (POH) 2 commenced November 8, 2022 and the formal comment period concluded November 20, 2022. The purpose of POH 2 was to:

- Update the public on the TMP study;
- Invite feedback on the various transportation solutions; and
- Identify any additional changes required to further align solutions to study vision and objectives.

3.6.2 Display Boards and Presentation

Virtual display boards were developed to present the transportation solutions to different engagement groups and request their input on specific topics. The display boards were posted as a PDF file on the project webpage and are included in Appendix B.

The display boards consisted of the following information:

- Context regarding the TMP study process, updated TMP objectives, and a summary of input received as well as needs and opportunities identified as part of Phase 1 of the study.
- A summary of the alternative solutions process, road network focus areas and corresponding transportation options, draft priority and ultimate cycling networks, draft pedestrian crossing network, and draft transit strategy.

3.6.3 Participation and Feedback Received

The POH made use of several tools to encourage engagement and solicit input. These elements were presented on the TMP webpage and included the following:

- Poster boards to advertise the POH (see Section 3.3);
- Display boards (see Section 3.6.2);
- Online survey (see Section 3.7); and
- Question Comment Box (see Section 3.8).

Event participants were encouraged to share their ideas, priorities and concerns and submit input to the project team. The following submissions were received through the various engagement tools provided as part of POH 2:

- Online survey: 71 surveys submitted;
- Question Comment Box: 1 question submitted; and
- Emails: 1 email submitted.

All feedback submitted is included in the public inputs record provided in Appendix E. A summary of input received through all Round 2 Engagement activities is provided in Section 3.9.

3.7 Online Survey

An online survey hosted on the Engage Stratford TMP webpage was the primary means of acquiring public input. The survey focused on the draft transportation solutions identified in response to the needs and opportunities outlined as part of Phase 1 of the TMP study. Links to the survey were also provided throughout the display boards.

This section describes the content, conduct and participation of the online survey, and summarizes the findings. Additionally, all comments received are provided in Appendix E.

3.7.1 Conduct

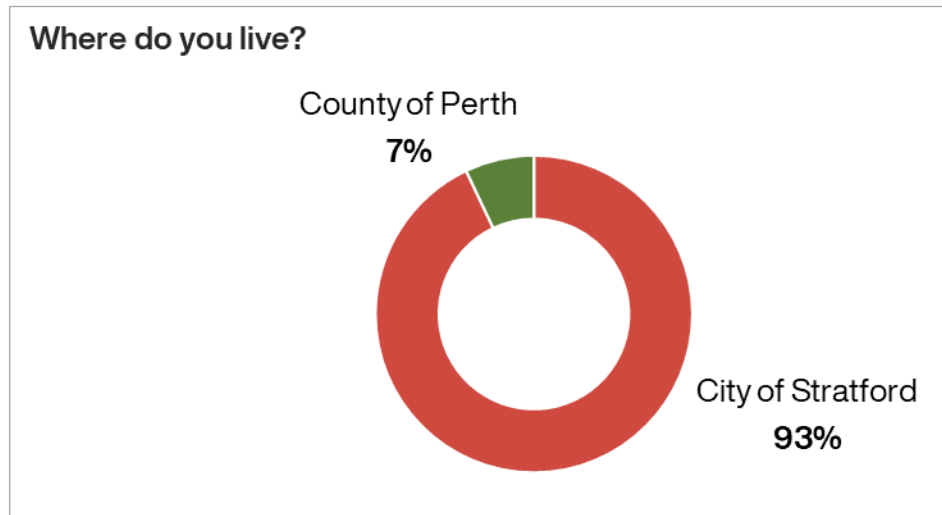
The survey asked a total of 15 multiple-choice and free-form questions. Topics included the draft road network, draft Priority Cycling Network, draft pedestrian network and draft transit strategies. The complete questionnaire wording is included in Appendix F.

The formal comment period commenced November 8, 2022 and submissions were received through December 10, 2022.

3.7.2 Participation

The survey had a good level of participation with a total of 71 responses. Exhibit 3.2 illustrates the distribution of respondent location. A total of 93% of respondents live in the City of Stratford, while 7% live in Perth County.

Exhibit 3.2: Respondent Location



Participants were also asked about their relationship to Stratford: whether they were a resident, business owner or visitor. Results are summarized in Exhibit 3.3, indicating about 82% of respondents identify as a resident of Stratford.

Among survey participants, all age cohorts were represented, as shown in Exhibit 3.4. Those in the 60 to 69-year-old age cohort were especially active, representing 27% of respondents, despite accounting for only 18% of the City’s population aged 15 and up (2021 Census). Conversely, the 20 to 29-year-old and 30 to 39-year-old age cohorts are largely under-represented, accounting for only 6% and 7% of submissions, respectively, despite comprising 13% and 15% of the City’s population aged 15 and up (2021 Census).

Exhibit 3.3: Respondent Relationship to Stratford

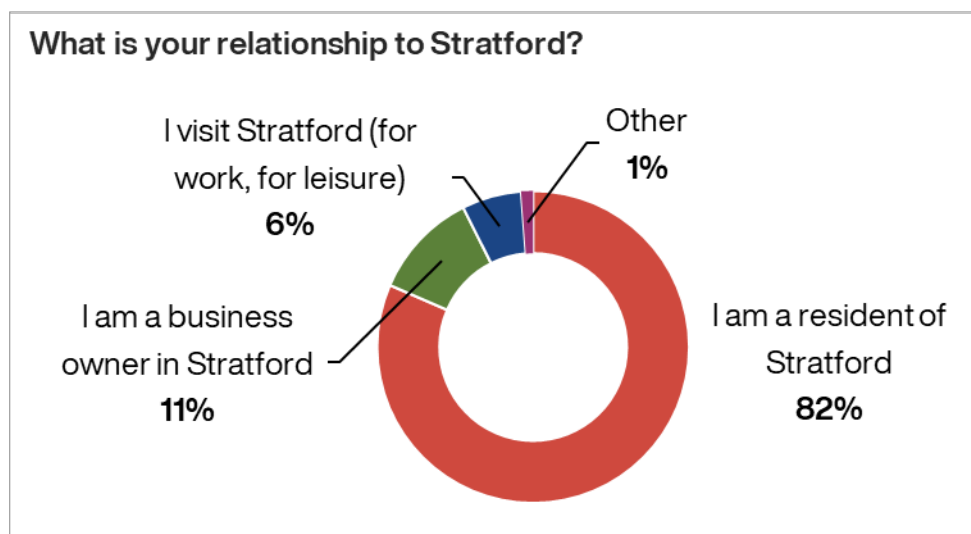
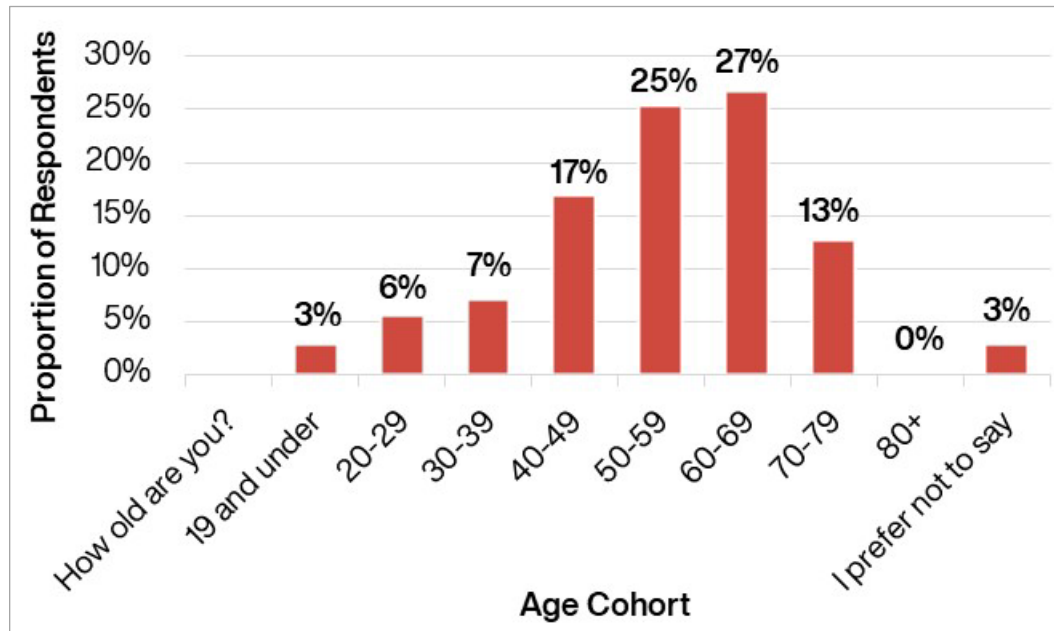


Exhibit 3.4: Survey Participation by Age Cohort



3.7.3 Findings

This section summarizes responses to the multiple-choice survey questions and provides summarized lists of responses to free-form survey questions.

Draft Road Network

The draft road network identifies key focus areas where improvements to the transportation system are recommended to adopt a Complete Streets approach, improve safety, support road network efficiency, and help support a growing city.

The Public Open House display boards highlighted road network focus areas, and identified the preliminary preferred option for each. Survey participants were asked their opinion on potential options for six focus areas in Stratford. The results are summarized in Exhibit 3.4 through Exhibit 3.10.

Survey results indicate considerable support for the preliminary preferred option for all focus areas. The two locations where the preferred option for the majority of respondents did not align with the preliminary preferred option were the *McCarthy Rd / Romeo St Intersection* and *Lake Victoria – Veterans Drive*.

Exhibit 3.5: Response to Erie Street Options

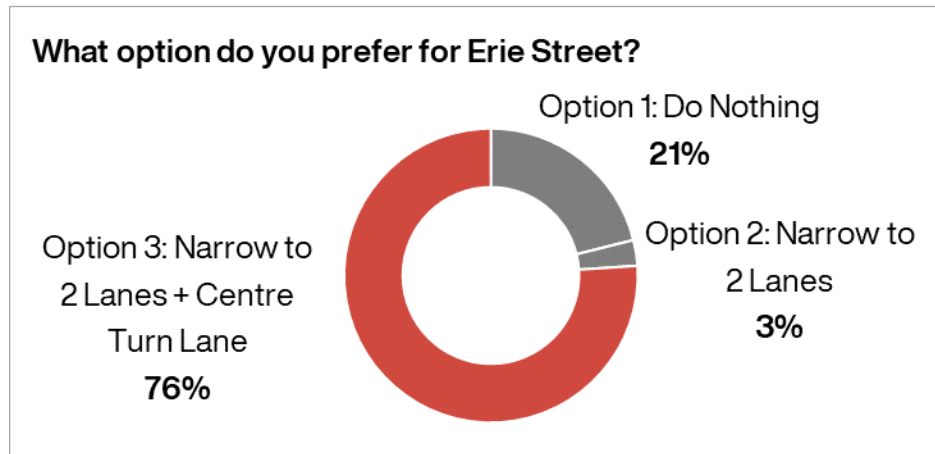


Exhibit 3.6: Response to McCarthy Rd/Romeo St Intersection Options

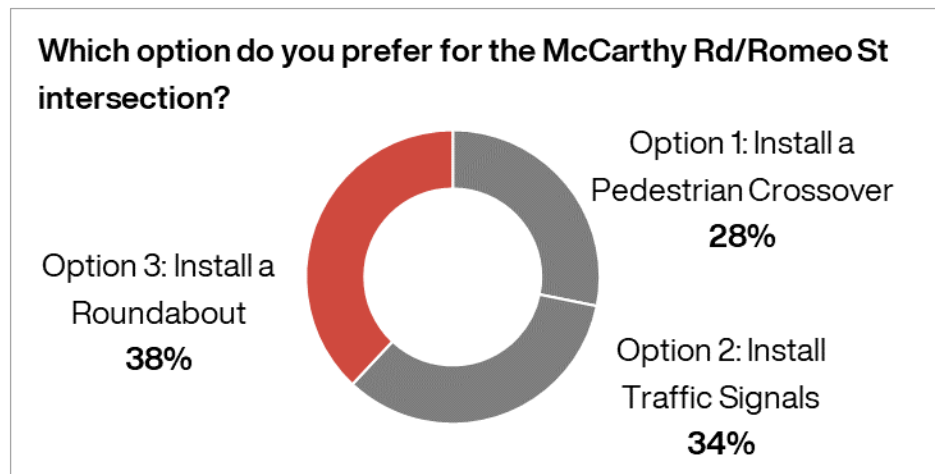


Exhibit 3.7: Response to Lake Victoria – Lakeside Drive Options

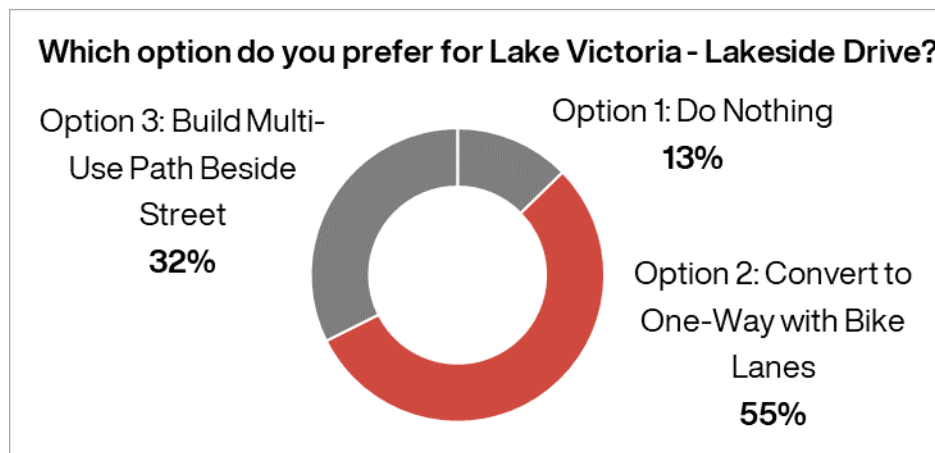


Exhibit 3.8: Response to Lake Victoria – Veterans Drive Options

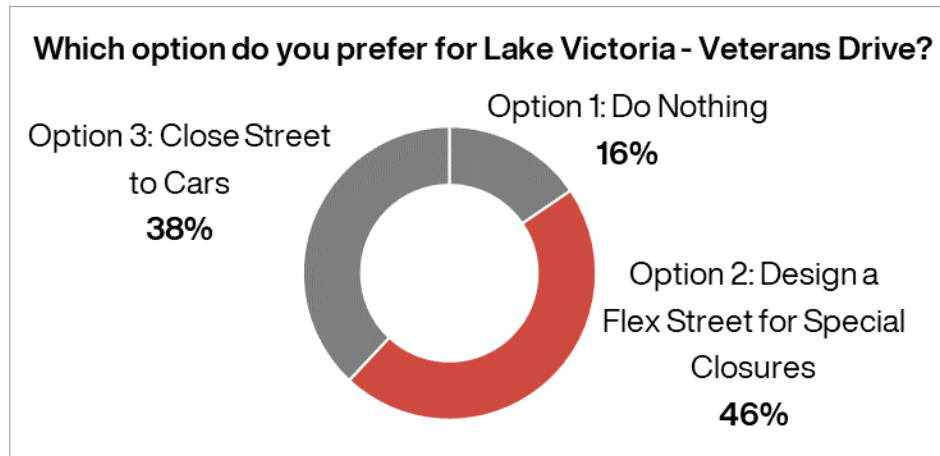


Exhibit 3.9: Response to Douro Street Options

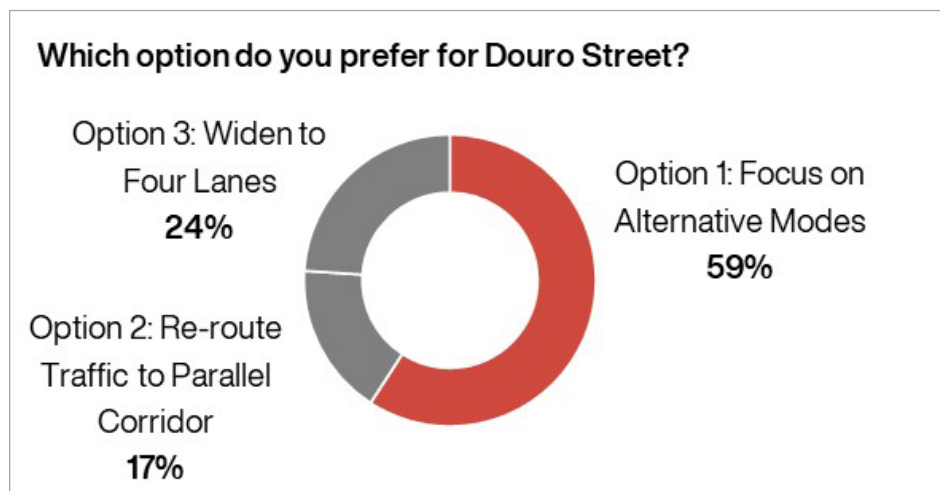
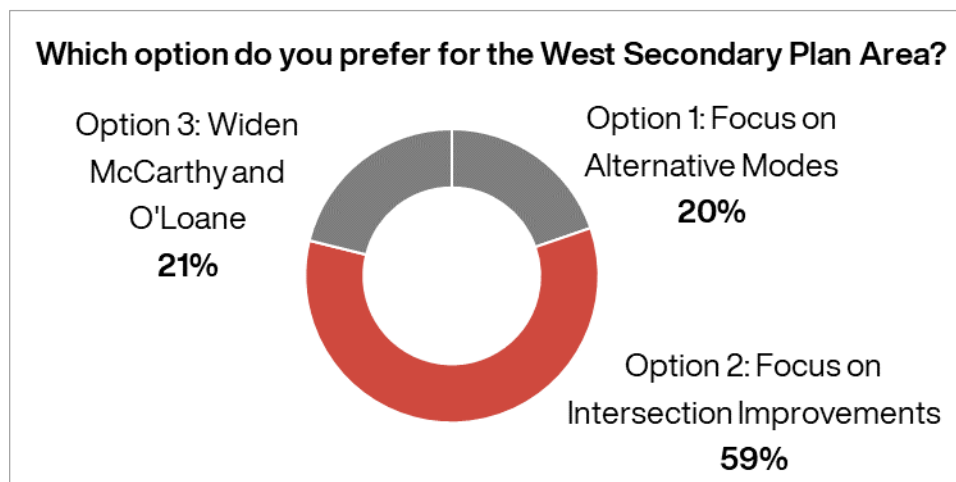


Exhibit 3.10: Response to West Secondary Plan Area Options

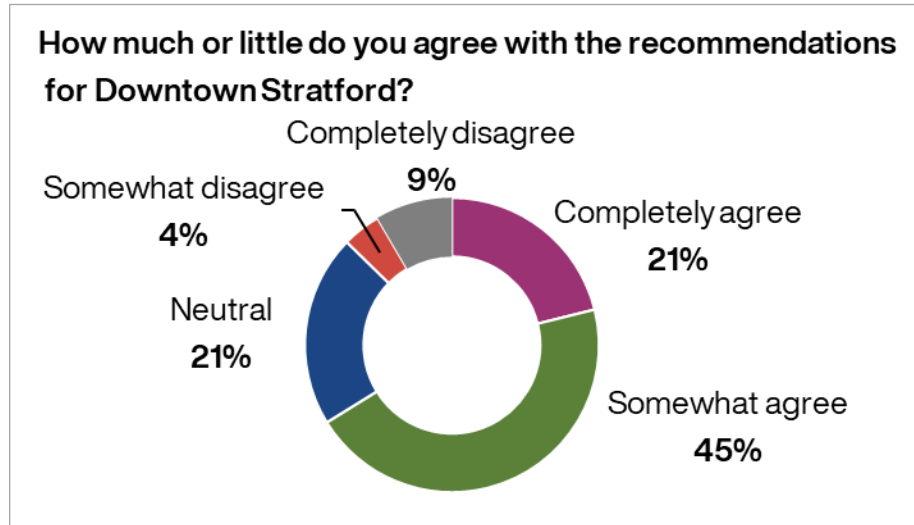


Participants were also prompted, **“Please feel free to add any additional comments related to the questions in the section above.”** Free-form responses relating to this focus area are summarized as follows:

- Road diets should not be considered along provincial connecting links.
- Improvements and optimizing traffic efficiency should be refocused to Romeo Street and Delamere Avenue (e.g. traffic control lights), as this intersection sees the majority of traffic in the area.
- A pedestrian cross-over at Romeo Street and McCarthy Avenue is an interim solution, and a roundabout is needed in the long-term.
- A multi-use trail along Lakeside Drive would only serve pedestrians, leaving no capacity for cyclists; a dedicated cycling path is needed.
- Converting Lakeside Drive to one-way would push traffic and congestion onto adjacent streets (e.g. Ontario Street, Waterloo Street).
- Consider making Veterans Drive one-way with bike lanes, consistent with Lakeside Drive.
- Important to maintain vehicular access along Veterans Drive / Lakeside Drive to access parks and theatres.
- Extend Douro Street east as an alternative route to Ontario Street.
- Improve left-turn operations from Ontario Street south to Erie Street.
- Roundabout needed for southbound traffic in the West Secondary Plan Area.

Survey participants were also asked about the recommendations outlined by the 2021 Downtown Traffic Study – **“How much or little do you agree with the recommendations for Downtown Stratford?”** Results are summarized in Exhibit 3.11. There is strong support for the recommendations, with 21% of respondents indicating that they completely agree with the recommendations, and a further 45% somewhat agreeing.

Exhibit 3.11: Response to Downtown Stratford Study Recommendations



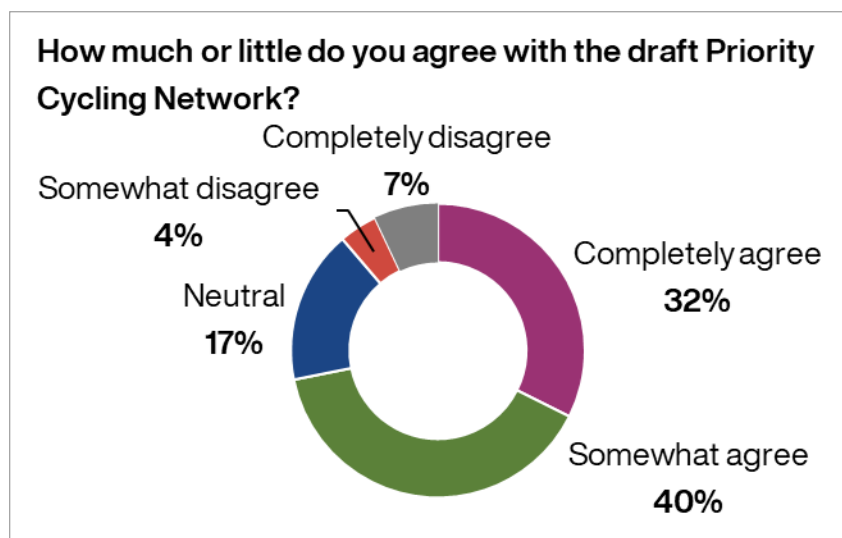
Free-form responses relating to Downtown Stratford are summarized as follows:

- Roundabout is needed at Huron Street and Church Street.
- Improvements at Ontario Street and Waterloo Street are needed for westbound left-turning vehicles due to poor visibility.
- Pedestrians at Ontario Street and Waterloo Street are an impediment to vehicular traffic flow, and their crossing times should be limited to avoid conflict with turning traffic.
- Narrow Ontario Street to two lanes, remove parking and widen sidewalks.
- Curb extensions along Ontario Street are unnecessary and will cause issues (e.g. for snow plowing, parking loss, traffic efficiency etc.).
- Build a roundabout at the Downie Street and Waterloo Street intersection.
- Maintain a left- and right-turn lane from Church Street onto Huron Street / Ontario Street.
- Reduce truck through traffic movement through the Downtown.

Draft Priority Cycling Network

The draft Priority Cycling Network will serve as the core network with accelerated implementation and a focus on higher order cycling facilities. Participants were asked, “**How much or little do you agree with the draft Priority Cycling Network?**” Results are summarized in Exhibit 3.12. There is overall strong support for the cycling network, with 32% of respondents completely agreeing with the draft network, and 40% somewhat agreeing.

Exhibit 3.12: Response to Draft Priority Cycling Network



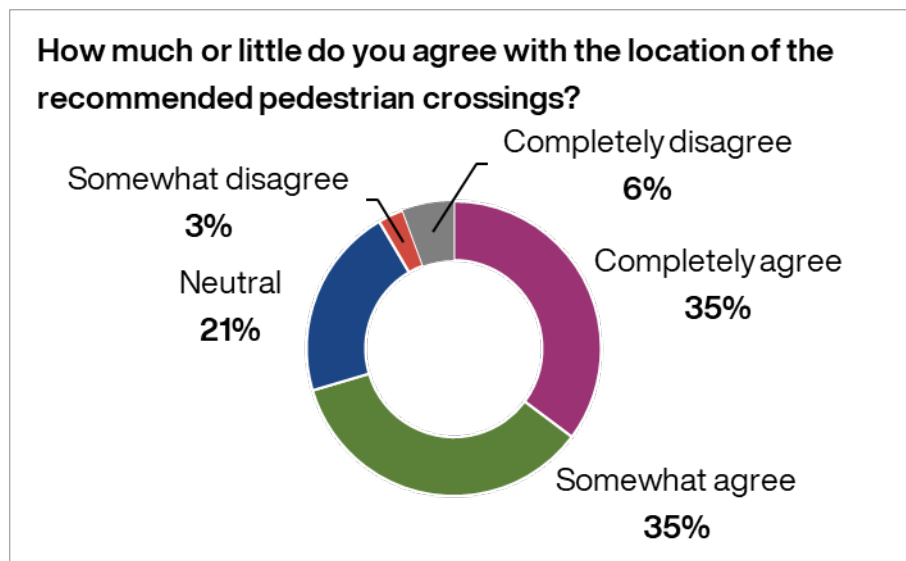
Free-form responses relating to the draft Priority Cycling Network, and relating more generally to cycling, are summarized as follows:

- The Priority Cycling Network represents the future of Stratford, and will help bring cyclists into the city.
- The Priority Cycling Network is inadequate and does not address the safety needs of all cyclists.
- Bike lanes should be maintained of dust and debris, and a lack of maintenance is a top safety concern among cyclists.
- Build more multi-use trails / paths, and prioritize protected bike lanes.
- Separated bike lanes are needed over all river crossings.
- Expand bike parking throughout the City.

Draft Pedestrian Network

The draft pedestrian network builds off the existing pedestrian crossings in Stratford and recommends additional crossing locations to help improve pedestrian safety and prioritize their movement. Participants were asked, **“How much or little do you agree with the location of the recommended pedestrian crossings?”** Results are summarized in Exhibit 3.13. There is overall strong support for the recommended pedestrian crossing locations with 35% of respondents completely agreeing with the locations, and 35% somewhat agreeing.

Exhibit 3.13: Response to Draft Pedestrian Network



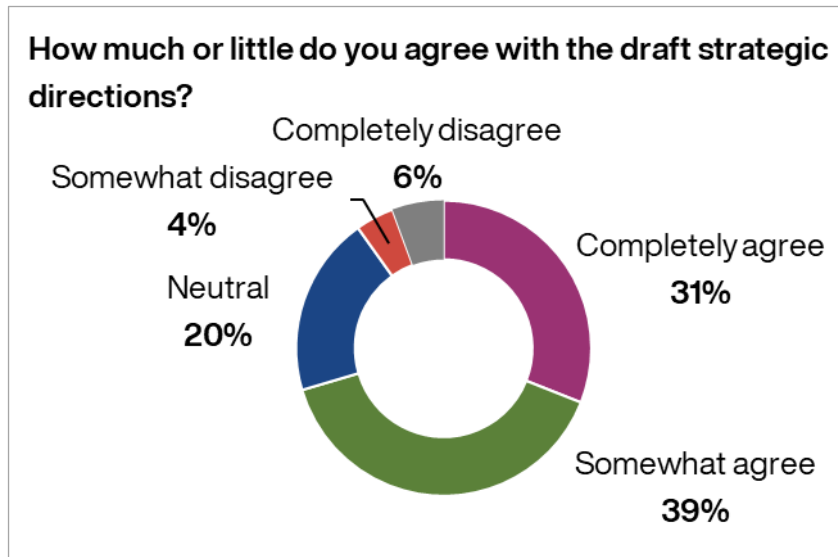
Free-form responses relating to the draft pedestrian network are summarized as follows:

- Install pedestrian crossings at specific locations to improve pedestrian safety (e.g. along Ontario Street between Waterloo Street and Romeo Street, along Downie Street, especially for crossing between the train station, bus terminal and YMCA).

Draft Transit Strategic Directions

Participants were asked, **“Considering the transit strategy, how much or little do you agree with the draft strategic directions?”** Results are summarized in Exhibit 3.14. There is strong support for the draft directions, with 31% of respondents completely agreeing with the directions, and 39% somewhat agreeing.

Exhibit 3.14: Response to Draft Strategic Directions for Transit



Free-form responses relating to the draft strategic directions for transit, and transit in general, are summarized as follows:

- Make transit accessible, efficient, user-friendly and free as a way to reduce car prevalence and support environmental goals.
- Expand transit service operating hours to accommodate shift workers.
- Expand GO Transit service during peak season.
- Consider improving bus routing (e.g. grid system, express buses).
- Expand the use of bus shelters and benches.
- Consider a free transit shuttle between the Cooper lot and the Downtown.

Transportation Budget Expenditure

Survey participants were asked about how the City of Stratford should spend their budget based on their current understanding of municipal spending for the following categories: road network, cycling network, pedestrian network and transit network. **For all categories except road network, the majority of respondents indicated that they would like to see more investment from the City.** The results are summarized in Exhibit 3.15 through Exhibit 3.18.

Exhibit 3.15: Response to Road Network Spending

Based on your understanding of the current level of spending on the road network (e.g. new roads, road improvements, road repair and rehabilitation), the City of Stratford should:

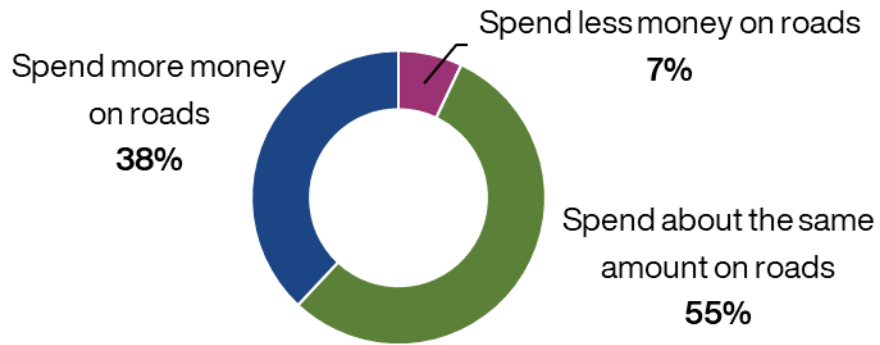


Exhibit 3.16: Response to Cycling Network Spending

Based on your understanding of the current level of spending on the cycling network (e.g. new bicycle lanes, new trails, maintaining existing paths), the City of Stratford should:

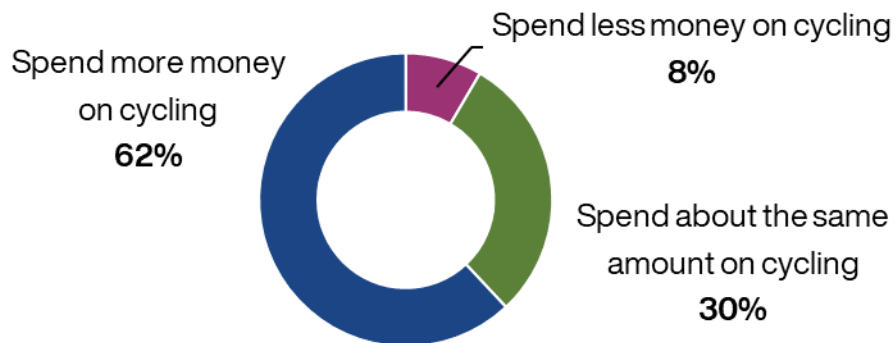


Exhibit 3.17: Response to Pedestrian Network Spending

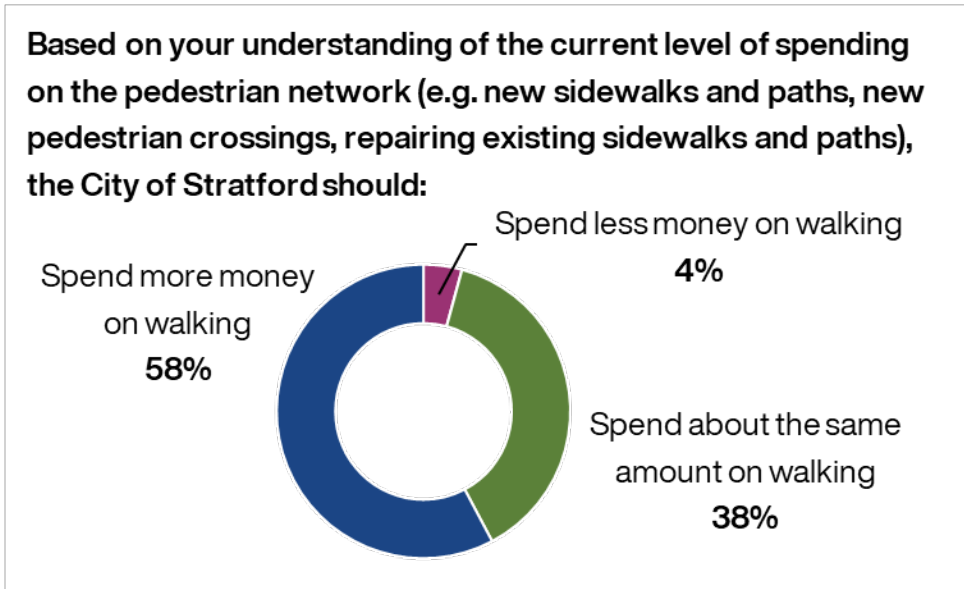
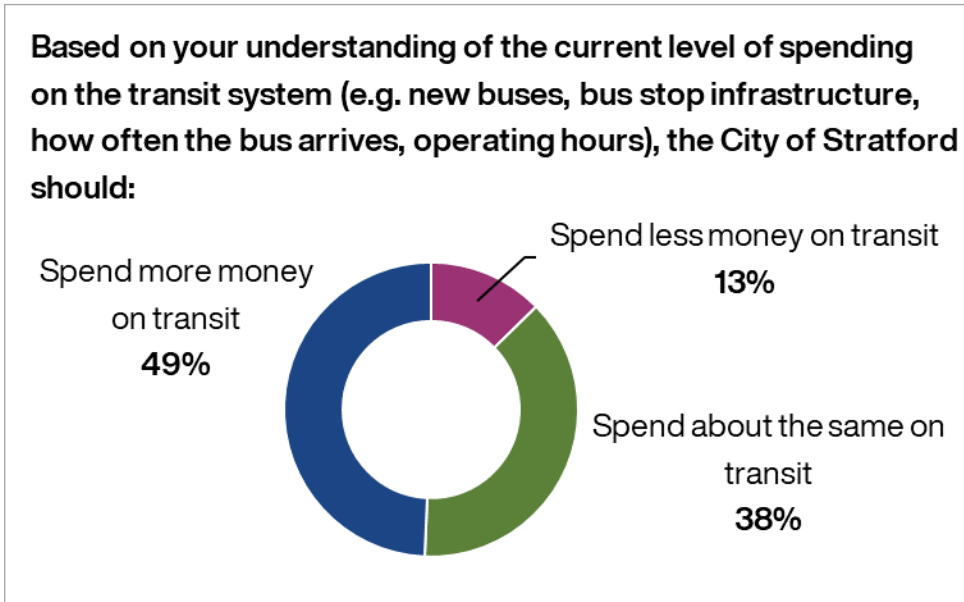


Exhibit 3.18: Response to Transit System Spending



Respondents were also asked, “For the purposes of this question, assume the City has a budget of \$10 to spend annually on capital transportation improvements. In the box below, tell us how you would allocate this budget among the following travel modes:

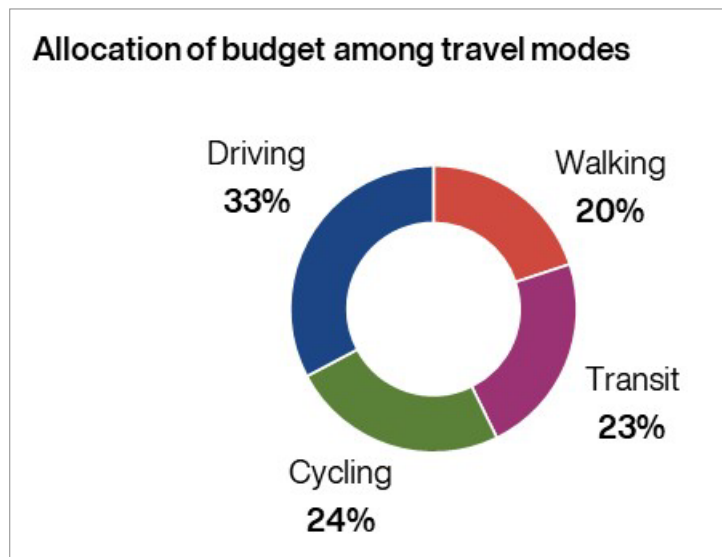
1. Driving (e.g. new roads, road improvements, road repair and rehabilitation)

2. **Transit (e.g. new buses, bus stop infrastructure, more frequent service, longer hours)**
3. **Cycling (e.g. new bicycle lanes, new trails, maintaining existing paths)**
4. **Walking (e.g. new sidewalks and paths, new pedestrian crossings, repairing existing sidewalks and paths)**

Example: Driving: \$4.00 / Transit: \$2.00 / Cycling: \$2.00 / Walking: \$2.00”

Results are summarized in Exhibit 3.19. The majority of respondents indicated a priority in spending on road network improvements, with 33% of the \$10.00 budget allocated toward driving. However, municipal spending on cycling, transit and walking improvements also received a large share of the suggested budget allocation, at 24%, 23% and 20%, respectively.

Exhibit 3.19: Response to Budget Allocation



Other Comments

Additional free-form comments were submitted by respondents pertaining to other aspects of transportation in the City of Stratford. Additionally, the transportation focus area of Lorne Avenue was omitted from the survey, in error. However, survey respondents did provide input regarding commercial vehicle movements and the City’s truck bypass (i.e. Lorne Avenue) through the free-form response question.

A summary of additional input is provided subsequently.

Road Network

- Improve road network operations and visibility at Delamere Avenue and Mornington Street (i.e. construct a roundabout).

Commercial Vehicles

- Enforce the truck bypass route, and restrict / tax trucks along residential streets (e.g. Moderwell Street).
- Divert trucks away from the Downtown to mitigate negative impacts (e.g. noise, congestion).
- Expand the truck bypass / widen Lorne Avenue (e.g. two lanes plus centre turn lane) to encourage commercial vehicle drivers to utilise the bypass route.
- Upgrade Lorne Avenue to accommodate additional truck traffic and help direct trucks away from Huron Street, Ontario Street and Erie Street.
- A widening on Lorne Avenue would ease congestion in the Downtown, and could help justify narrowing Ontario Street between Waterloo Street and Church Street.

Other

- The City must do more to reach Vision Zero and eliminate pedestrian and cyclist fatalities.
- Stratford has an exceptional opportunity to achieve the 15-Minute City.

Summary of Survey Findings

The online survey was a successful means of engaging with the public as part of Phase 2 of the TMP study. With 71 survey submission, feedback received assists the project team with developing transportation solutions that are responsive to the needs and priorities of Stratford.

Some of the recurring themes expressed throughout the survey can be summarized as follows:

- There is strong support for the majority of preliminary preferred transportation options identified for the road network focus area. Greater support was received for a flex street along Veterans Drive, and

a roundabout at McCarthy Road and Romeo Street. Consideration for intersection improvements at Romeo Street and Delamere Avenue instead were also noted.

- There is some concern about roadway lane reductions, and the need to lessen congestion and improve road network efficiency for drivers.
- Recommendations identified as part of the Downtown Traffic Study (2021) received favourable support, with 21% of respondents completely agreeing and 45% somewhat agreeing with them.
- The draft Priority Cycling Network received very good support, and respondents emphasized the need for improved, dedicated and safe cycling infrastructure to support existing cyclists and attract new cyclists.
- The locations of pedestrian crossing received very favourable support, however, additional locations of crossings, as well as improved sidewalk connections, are needed to strengthen safety of vulnerable road users.
- Heavy through trucks in the Downtown and along residential streets are a concern, and improvements to Lorne Avenue (i.e. widening) would make the bypass route more attractive to drivers and help alleviate congestion through the Downtown.
- Supporting transit ridership through network expansion, frequency, reliability, affordability and extended service hours, as well as responding to equity and accessibility needs of residents (i.e. shift workers, people aging out of driving), is an important issue to address.
- Overall, survey participants want to see municipal spending maintained for the road network for drivers, and want to see investments in cycling, walking and transit increase.

3.8 Question Comment Box

A question comment box (dubbed “Ask a Question”) was provided on the TMP study webpage, allowing residents to pose questions and have City staff issue a response. This tool was available throughout the TMP study process. One question was asked since the completion of the first round of engagement, and is included in Appendix E.

3.9 Summary of Findings

The second round of engagement for the City of Stratford TMP study involved numerous engagement opportunities across different groups that resulted in rich feedback to inform the development of the transportation solutions.

Below is a summary of the key themes that were identified as part of the second round of engagement.

- There is strong support for the preliminary preferred transportation options identified for the road network focus areas among both members of the public as well as stakeholders. Greater support was received for a flex street along Veterans Drive, and a roundabout at McCarthy Road and Romeo Street. Consideration for intersection improvements at Romeo Street and Delamere Avenue instead were also noted.
- Addressing congestion and improving traffic efficiency through the Downtown is an important priority, and input received indicated overall support for the recommendations as identified by the 2021 Downtown Traffic Study.
- Lakeside Drive is an important marquee project of the TMP, and supporting the needs of cyclists should be balanced with the needs of drivers, park users and theatre patrons while mitigating negative impacts to adjacent streets (i.e. congestion). Additionally, the closure of Veterans Drive represents a key opportunity to expand and connect park space and support cultural programming (e.g. bandshell performances).
- There is considerable support for cycling infrastructure improvements, however, a focus on implementation and prioritization over the short-term is needed.
- While there is support for the identified locations of pedestrian crossings, improvements at additional locations are needed to support vulnerable road users, and sidewalk infilling of key gaps is critical.
- Supporting transit ridership through network expansion, frequency, reliability, affordability and extended service hours, as well as responding to equity and accessibility needs of residents (i.e. shift workers, people aging out of driving), is an important issue to address.

4 Public Review Period

A formal public review period was undertaken starting with the issuance of the Notice of Completion for the TMP study on August 15, 2023. In accordance with the Municipal Class Environmental Assessment planning process, members of the public were given a minimum 30 days to review and provide feedback on the draft TMP report. Feedback was collected through September 17, 2023.

The Notice of Completion is included in **Appendix A: Notices and Advertisements**.

Nearly twenty submissions were received through the 30-day public review period. All submissions have been reproduced in full and included in **Appendix E: Public Inputs**.

Comments included the following:

- A need for simpler language and visuals for public audiences.
- A lack of consideration of taxis and other ridesharing services.
- Suggestion of westbound traffic for the Lakeside Dr one-way conversion.
- Concern over the integration of street network and cycling/pedestrian project implementation.
- Traffic calming requests for specific locations.
- Suggestion for an additional pedestrian crossover at Huron St and Matilda St.
- A need for higher-order cycling facilities.
- The possible provision of fare-free public transit.
- A lack of consideration for regional transit connections.
- Concern about design details for specific projects.

All submissions were carefully reviewed and considered. In response to the submissions, additional text and actions were added regarding regional bus and rail connections. Responses have been provided directly to all submissions, which are also included in **Appendix E: Public Inputs**.

Appendix A: Notices and Advertisements

ENGAGEMENT SUMMARY
City of Stratford Transportation Master Plan

Notices and Advertisements

Notices and media advertisements provided over the course of this study include the following, copies of which are included in the subsequent pages:

Round 1 Engagement

- Notice of Study Commencement and Public Consultation
- Facebook
- Twitter

Round 2 Engagement

- Notice of Public Consultation
- Facebook
- Twitter
- In-Person Poster Board

Public Review Period

- Notice of Study Completion

Notice of Commencement and Public Consultation

Transportation Master Plan



TMP Overview

The City of Stratford is developing a new **Transportation Master Plan (TMP)**. The TMP will be a long-range planning document that outlines transportation infrastructure needs and priorities to 2041. The TMP will:

- Identify potential transportation improvements for all modes of travel: driving, transit, cycling, walking and goods movement
- Lead the City toward a safer, more accessible, equitable and sustainable transportation network, supporting local and inter-regional connections for all travel modes while strengthening local economic and tourism opportunities
- Define policies and long-term strategies that will respond to the needs, opportunities and priorities of the City of Stratford and its residents

Study Process

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, an approved process under the *Environmental Assessment Act*. The EA process includes extensive public engagement and consultation. Two rounds of consultation are being held, providing opportunities for the public to participate throughout the study.

Virtual Public Open House

April 14 to May 5, 2022
Online at engagestratford.ca

We Want Your Input!

You are invited to participate in the first round of public consultation. Please visit the study's webpage at engagestratford.ca to learn more about the study and to help shape the TMP, where you can:

- Review the online display boards
- Take the public opinion survey to help us identify transportation needs and opportunities
- Leave feedback on the interactive map
- Submit comments and questions

If you have any comments or questions regarding this study, please contact:

Nancy Roulston, P.Eng.
Manager of Engineering
City of Stratford
1 Wellington Street
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nroulston@stratford.ca

Scott Johnston, P.Eng.
Consultant Project Manager
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55 St. Clair Avenue West
Toronto, ON M4V 2Y7
416-596-1930 ext. 65503
sjohnston@ibigroup.com

With the exception of personal information, all comments submitted will become part of the public record of the study. This notice first published April 14, 2022



Notice of Public Consultation Transportation Master Plan



TMP Overview

The City of Stratford is developing a new **Transportation Master Plan (TMP)**. The TMP will be a long-range planning document that outlines transportation infrastructure needs and priorities to 2041. The TMP will:

- Identify potential transportation improvements for all modes of travel: driving, transit, cycling, walking and goods movement
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- Define policies and long-term strategies that will respond to the needs, opportunities and priorities of the City of Stratford and its residents

Study Process

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, an approved process under the *Environmental Assessment Act*. The EA process includes extensive public engagement and consultation.

Virtual Public Open House

Provide feedback by November 20, 2022
Online at engagestratford.ca

We are Presenting Potential Transportation Solutions!

The TMP will help support the City of Stratford's vision for the future. This second round of public consultation will present potential solutions, including options for road improvements and cycling. We need your help shaping the TMP. Visit engagestratford.ca to learn more about the TMP study, as well as to:

- Review the online display boards
- Take the public opinion survey to help shape the recommendations
- Submit comments and questions

If you have any comments or questions regarding this study, please contact:

Nancy Roulston, P.Eng.

Manager of Engineering
City of Stratford
1 Wellington Street
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With the exception of personal information, all comments submitted will become part of the public record of the study. This notice first published November 7, 2022

IBI GROUP

Facebook: April 22, 2022 and May 3, 2022 / November 7, 2022 and November 15, 2022




City of Stratford - The Municipality
May 3 at 11:49 AM · 🌐

TRANSPORTATION MASTER PLAN - HAVE YOUR SAY

The City of Stratford is updating its Transportation Master Plan (TMP), and we want your input on walking, biking, driving or taking public transit in the city.

Join the conversation at www.engagestratford.ca... See more



9 11 Comments 9 Shares

👍 Like 💬 Comment ➦ Share



City of Stratford - The Municipality

April 22 at 4:42 PM · 🌐



WE WANT YOUR FEEDBACK ON TRANSPORTATION

Are you concerned about truck traffic in Stratford?
What would encourage you to walk or cycle more often in the city?
Would you like to see more roundabouts?... [See more](#)



www.engagestratford.ca

12

9 Comments 21 Shares

Like

Comment

Share



City of Stratford - The Municipality

7 November 2022 · 🌐

TRANSPORTATION MASTER PLAN – PHASE 2

The City of Stratford is moving forward with the next phase of its Transportation Master Plan (TMP), a long-term strategy to guide the planning and management of the City's transportation system. That includes driving, walking, cycling or taking public transit.

During the first round of public consultation, we asked for your feedback on the study's vision and objectives, and your help in identifying transportation needs and opportunities.

Now, we're asking you to provide your input on potential transportation solutions and projects to meet those needs, opportunities and priorities.

Please visit the Transportation Master Plan project at <https://engagestratford.ca/transportation-master-plan>, and view our virtual display boards, which outline potential solutions.

Then complete the online survey to help shape the recommendations.



ENGAGESTRATFORD.CA

Transportation Master Plan

What is this project about? The City of Stratford is updating its Tran...

👍 7

4 shares

👍 Like

💬 Comment

➦ Share



City of Stratford - The Municipality

15 November 2022 · 🌐

TRANSPORTATION MASTER PLAN – PHASE 2

There's still time to give us your feedback on the next phase of Stratford's Transportation Master Plan (TMP), a long-term strategy to guide the planning and management of the City's transportation system. That includes driving, walking, cycling or taking public transit.

Please visit the Transportation Master Plan project at <https://engagestratford.ca/transportation-master-plan>, and view our virtual display boards, which outline potential solutions to identified transportation needs and opportunities.

Then complete the online survey to help shape recommendations. The survey will be available until November 20.



ENGAGESTRATFORD.CA

Transportation Master Plan

What is this project about? The City of Stratford is updating its Tran...

👍 6

6 shares

👍 Like

💬 Comment

➦ Share

Twitter: April 14, 2022 / November 15, 2022



cityofstratford
@cityofstratford



The City of Stratford is updating its Transportation Master Plan (TMP), and we want your input. What is your experience with driving, walking, biking or taking public transit in Stratford? Please give us your feedback at engagestratford.ca



3:55 PM · Apr 14, 2022 · Twitter Web App

1 Retweet 1 Like





cityofstratford
@cityofstratford



There's still time to give us your feedback on the next phase of Stratford's Transportation Master Plan (TMP). Please visit the TMP project at engagestratford.ca/transportation... to view our virtual display boards, and then complete a survey to help shape recommendations.



engagestratford.ca
Transportation Master Plan
What is this project about? The City of Stratford is updating its Transportation Master Plan (TMP). A TMP is a long-rang...

2:35 pm · 15 Nov 2022

2 Retweets 3 Likes





Transportation Master Plan

Public Consultation Round 2 | Transportation Solutions

The City of Stratford is developing a new **Transportation Master Plan (TMP)**. The TMP is a long-term strategy to guide the planning and management of the City's transportation system. An updated TMP provides an opportunity to integrate the planning of all transportation modes with an increased emphasis on safety and the environment.

The TMP will be a comprehensive document that identifies improvements for **multi-modal transportation**: driving, transit, cycling, walking and goods movement.

The **draft transportation networks** respond to the needs and opportunities identified earlier in the study. Take this opportunity to review the online display boards at engagestratford.ca and learn more about our proposed road solutions, the draft cycling network, and our approach to responding to pedestrian and transit needs.



PHASE 1 Assess Transportation Needs

Public Consultation 1

Held in April 2022, we asked you to identify transportation needs and opportunities.



PHASE 2 Evaluate Alternative Solutions

Public Consultation 2

We are here! We need your feedback on the identified transportation solutions and projects.



PHASE 3 Prepare TMP Report

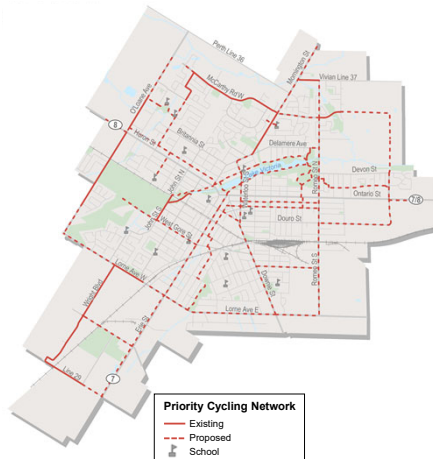
Public Review Period

You will have the opportunity to comment on the draft TMP during the 30-day public review period.

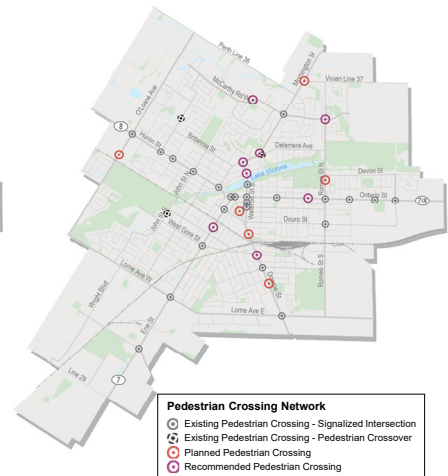
Road Network Focus Areas



Priority Cycling Network



Pedestrian Network



Virtual Public Open House Provide feedback by November 20, 2022
Online at engagestratford.ca

Review the Draft Potential Transportation Solutions!

We need your help shaping the TMP. Visit engagestratford.ca to learn more about the TMP study, as well as to:

- Review the online display boards
- Take the public opinion survey to help shape the recommendations
- Submit comments and questions



Notice of Study Completion Transportation Master Plan



Overview

The City of Stratford has completed a new **Transportation Master Plan (TMP)**. The TMP is a long-range planning document that identifies strategies and infrastructure solutions to the City's transportation needs over the short-, medium-, and long-term to a planning horizon of 2041, intended to achieve the TMP's vision:

Stratford's transportation system will facilitate a safe, vibrant, prosperous, and complete community while reflecting the principles of equity, accessibility, inclusivity, and environmental sustainability.

Highlights of the Transportation Master Plan include the following:

- Integration of a **complete streets** approach and policy that emphasizes multi-modal mobility and safety.
- Nine **street network projects** that aim to improve safety, reduce delays, and support the City's growth.
- A **priority cycling network**, including five "quick-win" projects, that aims to deliver a safe, connected grid of routes in the short-term as well as an ultimate cycling network that represents the long-term vision.
- Sixteen locations for improved **pedestrian crossing** facilities.
- Strategic **transit directions** that aim to increase convenience, equity and accessibility, and sustainability.
- **Supporting strategies** in eight focus areas, including safety and vision zero, sidewalks, traffic calming, goods movement, land use planning, and emerging technologies.

Study Process

The Transportation Master Plan study followed the Municipal Class Environmental Assessment planning process for Master Plans under the Environmental Assessment Act. Major projects identified by the TMP will require further study and design as well as require approvals through City Council prior to implementation.

Consultation and Engagement

Two rounds of public and stakeholder engagement were held throughout the study, including two virtual public information centres, interactive activities for the public to share feedback, and various stakeholder meetings. Feedback received shaped outcomes of the TMP so that solutions meaningfully respond to local priorities. Feedback highlighted an interest in improved safety and road operations, support for cycling connections, the need for improved transit, and the need to respond to congestion and truck traffic.

Public Review Period

The draft TMP Report was first presented to Council on August 14, 2023. The City of Stratford is now hosting a 30-day public review period, providing the public the opportunity to comment on the draft report, which is available online at:

www.engagestratford.ca/transportation-master-plan

Please submit written comments by **September 17, 2023** to:

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nroulston@stratford.ca

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With the exception of personal information, all comments submitted will become part of the public record of the study. This notice first published **August 15, 2023**.



IBI GROUP

Appendix B: POH Display Boards

ENGAGEMENT SUMMARY
City of Stratford Transportation Master Plan

City of Stratford

TRANSPORTATION MASTER PLAN



Corey Seeman_flickr



Public Consultation Round 1

Transportation Needs and Opportunities

April 2022

STUDY BACKGROUND AND CONTEXT



Why do we need a Transportation Master Plan?

The City of Stratford is updating its Transportation Master Plan (TMP), a long-term strategy to guide the planning and management of the multi-modal transportation system.

A new TMP will help support the City of Stratford's vision for its future transportation network by developing recommendations and strategies that respond to current issues. An updated TMP provides an opportunity to consider integrating all transportation modes with an increased emphasis on safety, the environment and climate change.

At this point in the study, we are establishing the transportation needs and opportunities that the TMP will respond to.

The TMP will:

- Replace the 2010 TMP and the 2014 Bike and Pedestrian Master Plan with a new, comprehensive document that identifies potential improvements for **multi-modal transportation**: driving, transit, cycling, walking and goods movement
- Lead the City toward a more safe, accessible, equitable and sustainable transportation network, supporting local and inter-regional connections for all travel modes while strengthening local economic and tourism opportunities

SHAPE THE TMP

Share your input to help the TMP best reflect the values of Stratford residents.

We want to hear your priorities, concerns and issues about the transportation system to help identify what the TMP should address.

To provide your input during Phase 1 of the TMP study, visit engagestratford.ca where you can:

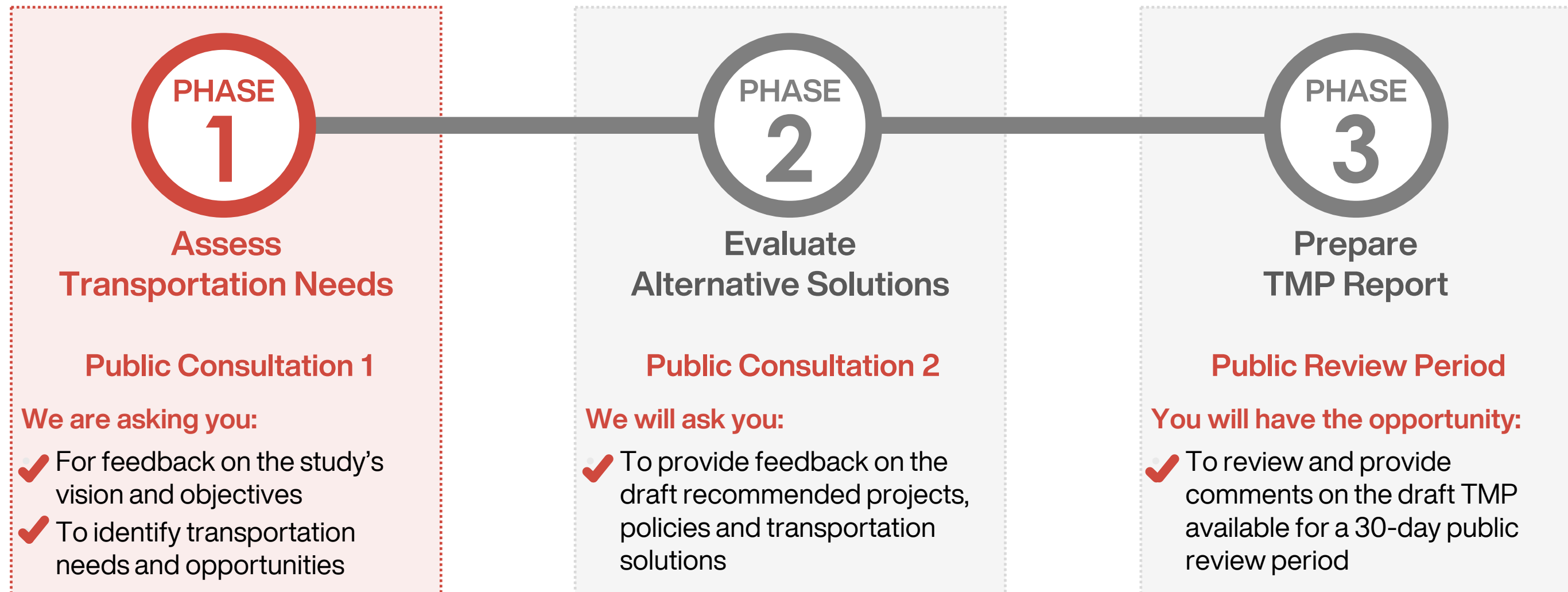
- Complete the online survey
- Pinpoint areas of concern on a virtual map
- Submit comments and questions
- See the latest updates

Consultation Objectives

The purpose of this consultation is to:

- ✓ Introduce the TMP study to the public
- ✓ Invite feedback on the transportation vision and objectives
- ✓ Identify transportation needs, issues, priorities and opportunities

STUDY PROCESS



The TMP looks toward three planning horizons:

- **2026 (Short-term):** Priorities over the next few years
- **2031 (Medium-term):** Priorities over the next decade
- **2041 (Long-term):** Time frame for ultimate recommendations, subject to future TMP updates

The TMP is following the Municipal Class Environmental Assessment Master Plan process. This timeline above shows the public consultation involved throughout the study.

Planning and Policy Connections

The TMP is informed by municipal and provincial plans and policies, and requires a coordinated approach between land use and transportation system planning.

This will ensure the TMP meaningfully reflects the values of the City and conforms to direction by the Province.

CITY OF STRATFORD PLANS AND POLICIES

- Official Plan (2016)
 - Northeast Secondary Plan
 - West Secondary Plan
- Strategic Priorities (2019)
- Master Transportation Plan (2010)
- Pedestrian and Bike Master Plan (2014)
- Greenhouse Gas Reduction Plan (2021)

PROVINCIAL AND REGIONAL PLANS AND POLICIES

- Provincial Policy Statement (2020)
- Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario (2020)
- Transportation Plans and Initiatives of Adjacent Municipalities:
 - County of Perth
 - Township of Perth East
 - Township of Perth South
 - Region of Waterloo
 - City of London



Connecting the Southwest

Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario is a provincial strategy to improve transportation in the region. The Plan can be viewed [here](#).

The Plan outlines 43 actions to improve transportation across the region. Some actions that impact transportation in Stratford are highlighted below:

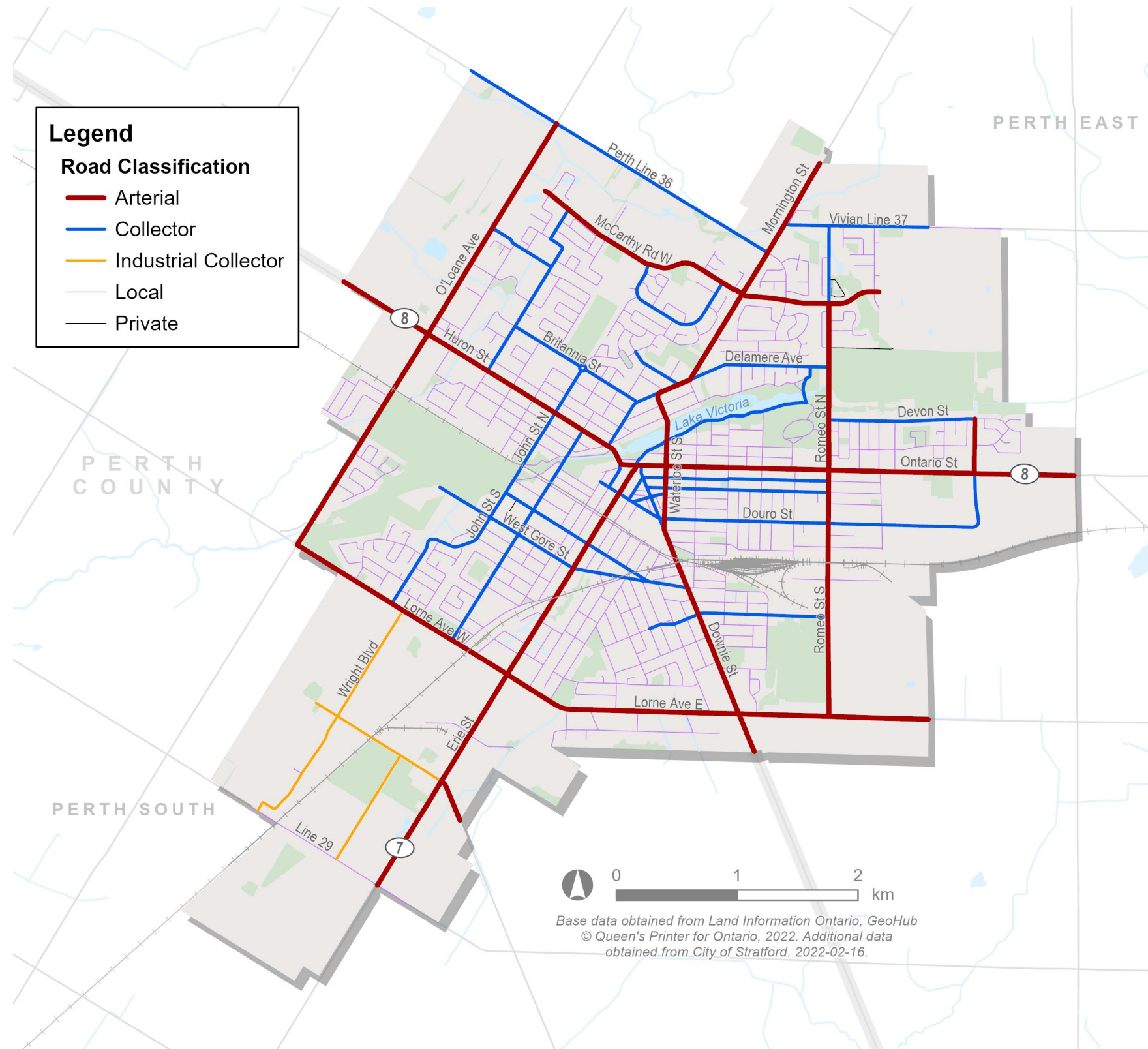
- **Action 1:** Improve intercommunity bus service
- **Action 2:** Connect communities with the Community Transportation Grant program
- **Action 4:** Provide funding to municipalities to improve municipal transit through Ontario's Dedicated Gas Tax Funds for Public Transportation Program.
- **Action 5:** Repair roadways to improve connections through the Connecting Links Program.
- **Action 7:** Increase passenger rail service
- **Action 12:** Support active transportation links
- **Action 14:** Expand commuter parking lots
- **Action 34:** Identify actions to integrate travel modes

The TMP study will consider opportunities to leverage resources, develop strategies and identify partnership opportunities with the Province to help Stratford residents get moving.

CITY CONTEXT

The TMP's study area is the entire City of Stratford, measuring about 30 km². The TMP will identify transportation improvements and strategies within Stratford.

- Stratford's railway legacy is visible today at the **Grand Trunk Community Hub site**, a major development and place-making opportunity. Major growth will shift transportation patterns in the city.
- The **compact nature of the city** can lead to shorter travel distances, which can lead to more trips made by active travel (e.g. walking or cycling).
- The Avon River, Lake Victoria and other **natural heritage assets** help shape Stratford's identity. However, they create a barrier and cause bottlenecks for travel between areas to the north and to the south.
- The Stratford Festival is an important **tourist draw**, adding to its vibrancy and cultural heritage. However, during peak season, its popularity creates higher demand for road space for traffic and parking needs.
- Tourism, the arts, and growing manufacturing and technology industries are important **drivers of the economy**. Connections to Provincial Highways 7/8 provide convenient access for residents, workers, and tourists, as well as for industry to connect to markets.



STRATFORD IS GROWING

Annexation Lands

To support a growing economy and to meet housing needs, the City of Stratford undertook a series of land annexations between 2001 and 2020.

These annexations are highlighted on the map together with the year the land was annexed by the City. Annexed lands are designated for residential growth, employment and industrial growth, mixed residential-commercial growth, and agricultural uses.

Annexed lands are a key consideration for the TMP. New lands for development mean a growing population, new roads and increased travel demand.

The TMP will consider strategies to improve mobility for all road users, while also considering enhanced safety by improving cycling and walking connections.

The City of Stratford has grown to a population of over **33,200** people and is projected to grow to over **41,500** by 2041!



WHERE RESIDENTS WORK

Commuting Connections

According to the 2016 Census, of the nearly **14,000 employed residents** of Stratford with a fixed place of work:

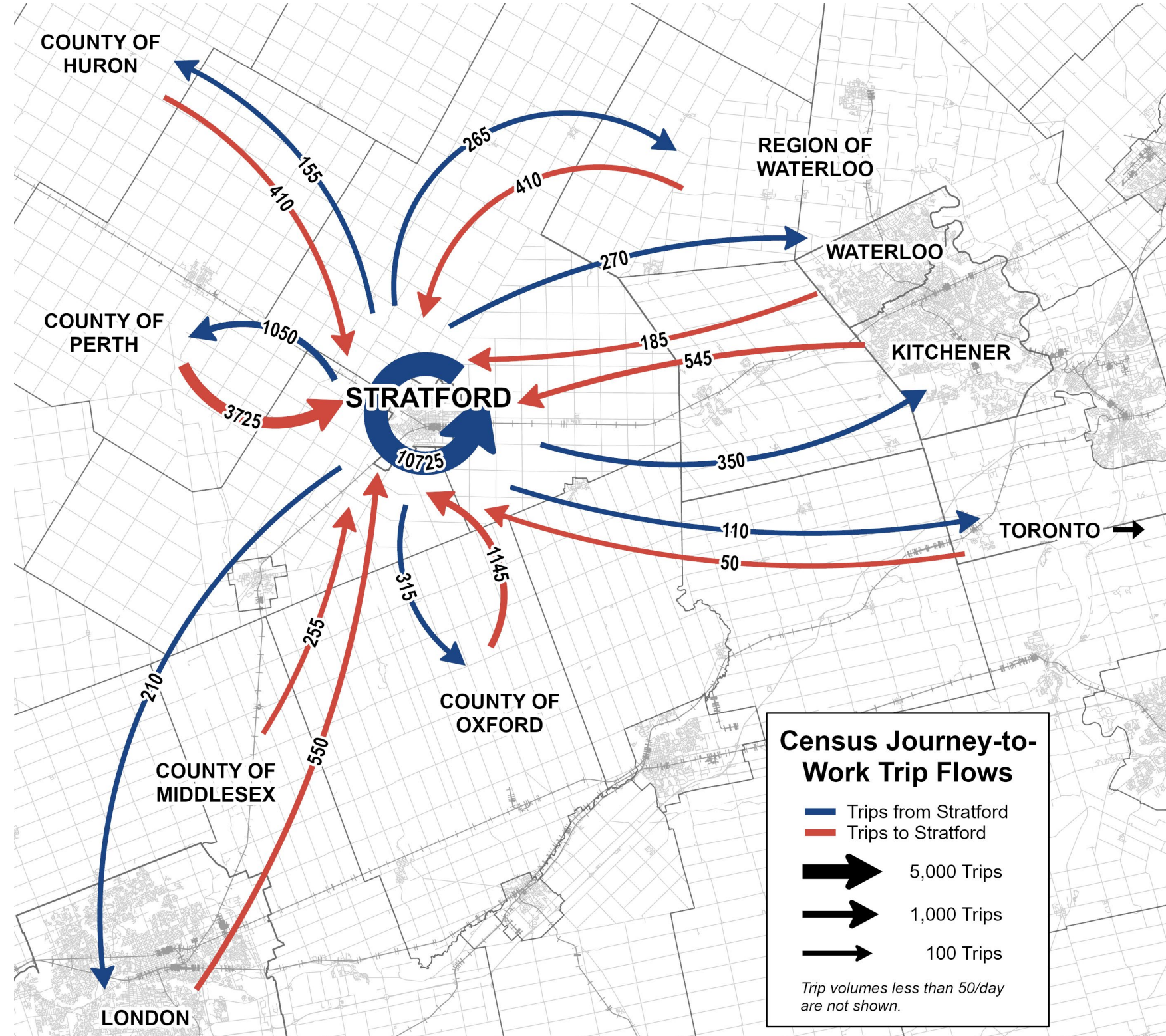
- 79% work within Stratford
- 8% work in Perth County
- 6% work in the Region of Waterloo
- 2% work in London

Reliable transportation connections and a focus on both local and inter-regional trips are needed for residents and workers to reach their places of employment.

Changing travel patterns and the potential for long-lasting societal changes as a result of the COVID-19 pandemic necessitate a re-assessment of the traditional commute-based approach to transportation planning.

SHAPE THE TMP 

Please share any comments you may have on how travel needs may be changing in Stratford by taking the survey at engagestratford.ca



HOW RESIDENTS GET TO WORK

Commuting

- 85% of Stratford residents use a car to get to work*
- 11% of Stratford residents walk and cycle to work*, more than any nearby communities
- Stratford residents benefit from shorter commute times (all modes) than nearby communities, with 63% of commutes lasting less than 15 minutes*

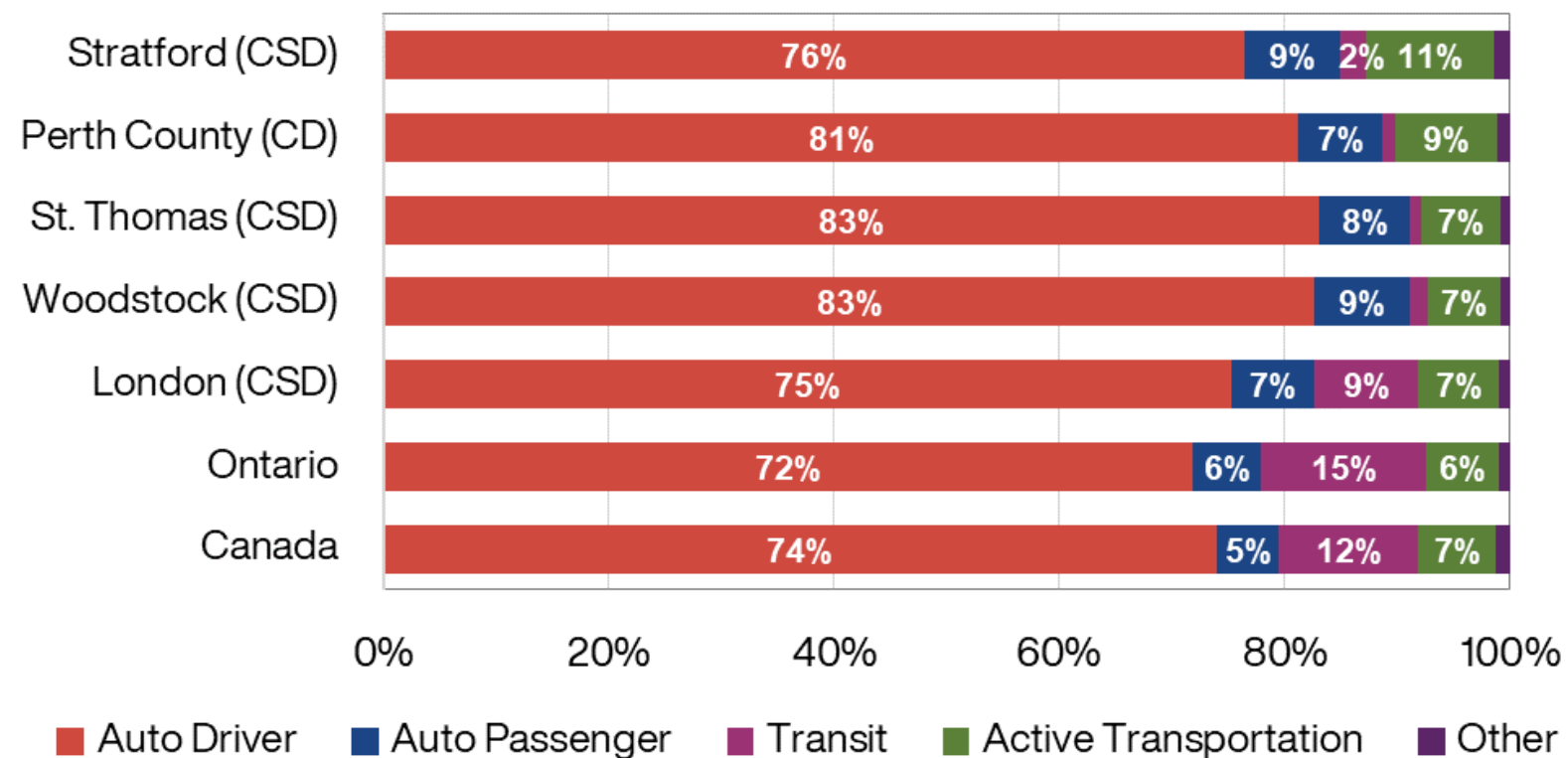
*Source: 2016 Census Journey-to-Work

The **COVID-19 pandemic** has presented an opportunity for people to shift to full-time or part-time remote work, and has weakened the need to reside as close to one's place of employment as in the past.

This gives Stratford an opportunity to attract more younger people and families to the City. Providing the right mix of transportation infrastructure and services is a key aspect to providing the type of active, close-knit urban communities younger families seek.

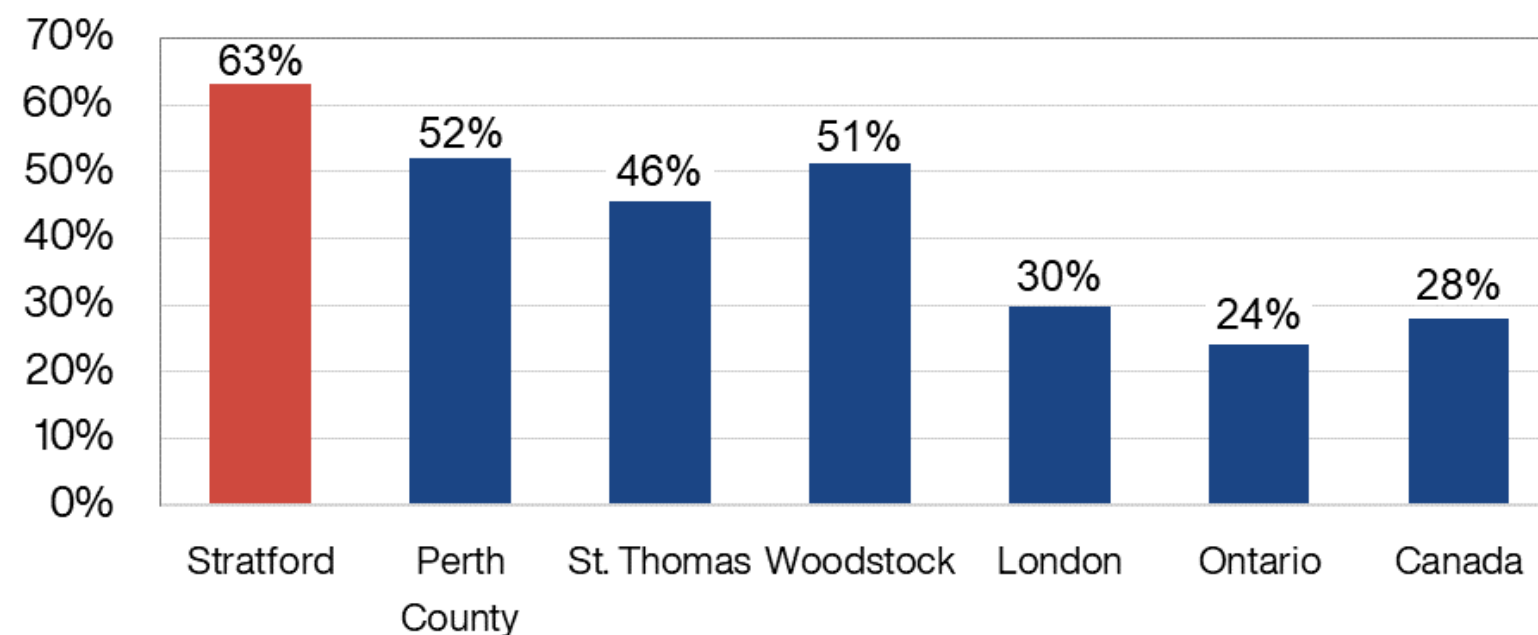
Meanwhile, providing effective transit service and connected sidewalks and trails can offer enhanced mobility for Stratford's older population as they have fewer work-related trips and start to age out of driving as their main mode of travel.

Commuting Travel Mode Share in Stratford and Selected Cities



Source: 2016 Census Journey-to-Work

Proportion of Commutes Under 15 Minutes



Source: 2016 Census Journey-to-Work

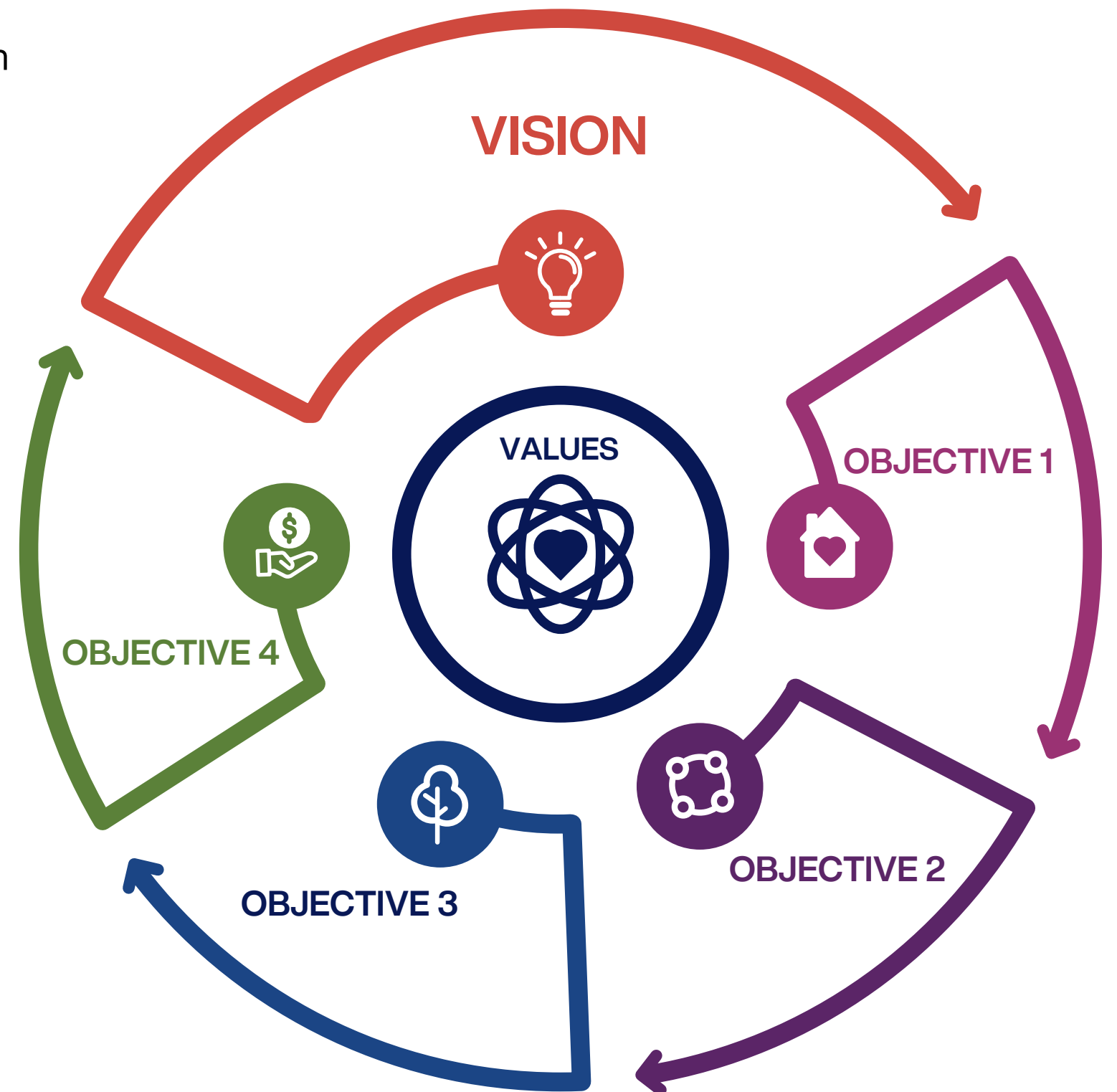
VALUES, VISION AND OBJECTIVES



PLANNING VALUES

The planning **values** are at the core of the TMP and inform the transportation vision and four objectives. The core values build from current transportation and community planning best practices and will guide the development of the study. They are as follows:

1. Enable safe movement for residents, visitors and goods.
2. Contribute to building a healthy and complete community.
3. Plan for an efficient, reliable and connected multi-modal network.
4. Plan for accessibility and equity and ensure that the transportation system meets the mobility needs of all residents and travel modes.
5. Assess recommendations through a climate change lens, with an eye towards reducing greenhouse gas emissions.
6. Entrench community values and hold the public's best interest in all recommendations.
7. Consider innovative solutions and strategies to meet future needs.
8. Apply an integrated approach to transportation and land use planning including annexed lands and the Grand Trunk site.
9. Enable meaningful public and stakeholder engagement.
10. Optimize fiscal responsibility through responsible stewardship and planning integrity to deliver programs and services into the future.



DRAFT TRANSPORTATION VISION

The draft **transportation vision** is a general statement that summarizes the aspirations of the TMP and indicates the desired future state of Stratford as it relates to its transportation system. It shapes decision-making and helps direct the City to where it wants to be at the end of the TMP planning horizon.

The draft vision was developed as part of this study by building on the Official Plan, Council's Strategic Priorities and other previously approved planning documents. It will be updated based on your input.

Recommendations within the TMP will help progress toward achieving the vision.



Stratford's transportation system will facilitate a safe, vibrant, prosperous and complete community while reflecting the principles of equity, accessibility, inclusivity and environmental sustainability.

SHAPE THE TMP 

Does the vision reflect how you envision the City of Stratford and its transportation system by 2041? Share your input by taking the survey at engagestratford.ca

DRAFT OBJECTIVES

The draft **objectives** stem from the vision and represent a set of desired outcomes of the TMP.

Defining the study's objectives is a necessary step in the Environmental Assessment process. It is important that the objectives align with what the residents and stakeholders in City of Stratford want the transportation system to look like, as the objectives will be used to evaluate possible transportation projects further into the study. Share your feedback on these objectives by visiting engagestratford.ca

HEALTHY, SAFE AND COMPLETE COMMUNITY



- Provide safe and inclusive transportation facilities that enable complete, vibrant communities.
- Improve road safety to work toward Vision Zero.
- Develop a safe, accessible and connected active transportation network.
- Increase mode share for walking, cycling and transit.

REDUCED ENVIRONMENTAL IMPACTS



- Reduce greenhouse gas emissions from transportation.
- Become more resilient to climate change impacts on the transportation system.
- Protect the City's natural environment, heritage and open space system.

ECONOMIC PROSPERITY



- Increase access to opportunity for residents and businesses by ensuring efficient and accessible multi-modal transportation options.
- Protect and enhance Stratford's distinct character, charm, cultural heritage and tourist appeal.
- Enable the efficient and safe movement of goods.

FISCAL RESPONSIBILITY



- Ensure the continued maintenance and operation of existing infrastructure.
- Invest in new infrastructure responsibly, considering full life-cycle costs.
- Enable transportation infrastructure that responds to changing demands and new technologies.

NEEDS AND OPPORTUNITIES



NEEDS AND OPPORTUNITIES

What are Needs and Opportunities?

During the first phase of the TMP study process, the main objective is to analyze the existing transportation system and projected future conditions (e.g. population and employment growth, travel demand forecast, etc.) in order to identify what needs or issues the TMP will respond to.

- Collectively, **needs** encompass the problems or issues that the TMP aims to solve. A need arises from a gap between what we want the TMP to achieve (embodied in the values, vision and objectives) and the existing conditions or future conditions.
- An **opportunity** presents a chance to help achieve the vision and objectives. An example of an opportunity could be something like a provincial funding program provides additional investment in the transportation system.

The following slides present the road network, active transportation network and transit network and ask that you provide input to help **identify transportation needs, opportunities, issues and priorities**.

SHAPE THE TMP

The next four slides present preliminary information regarding the **road** network, **truck route** network, **active transportation** network and **transit** network.

But we need to hear from you! We want you to share your existing transportation issues and needs and what the City's priorities for the future should be.

To provide your input during Phase 1 of the TMP study, visit engagestratford.ca where you can:

- Complete the online survey
- Pinpoint areas of concern on a virtual map
- Submit comments and questions
- See the latest updates

ROADS

This map shows selected needs, challenges and opportunities with the City's **road network**.

The TMP will develop strategies to address these challenges and to act on opportunities to better accommodate travel demand growth in Stratford.

Complete Streets are streets planned and designed with the needs of all road users in mind – people who walk, bicycle, take transit, drive and park, and carry commercial goods.

Complete Streets improve public health and promote livability by improving the safety, comfort and accessibility of all people regardless of age or ability.

Complete Streets can be achieved through new construction or by re-allocating existing road space from car-oriented uses (e.g. parking, excess travel lanes) to other modes.

Legend

Roads

- Arterial
- Collector
- Local/Private
- + + Railway
- City of Stratford
- Waterbody

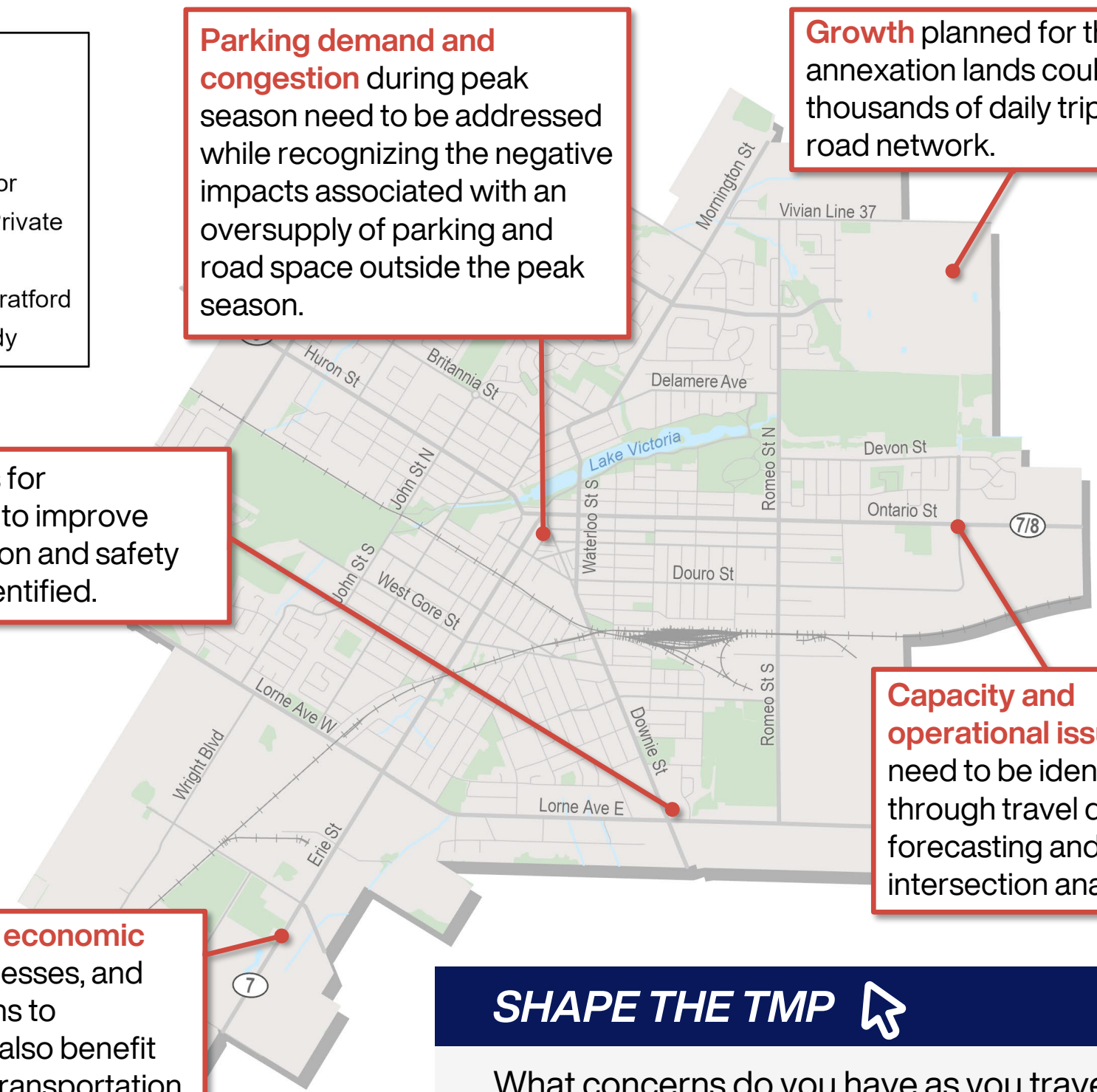
Parking demand and congestion during peak season need to be addressed while recognizing the negative impacts associated with an oversupply of parking and road space outside the peak season.

Growth planned for the annexation lands could add thousands of daily trips to the road network.

Opportunities for **roundabouts** to improve traffic operation and safety need to be identified.

Capacity and operational issues need to be identified through travel demand forecasting and intersection analysis.

Trucks support the economic vitality of local businesses, and the City's connections to provincial highways also benefit manufacturing and transportation industries. Trucks may also create negative impacts such as noise, emissions and safety concerns that the TMP can respond to.



SHAPE THE TMP

What concerns do you have as you travel the City's road network? What issues should the TMP address? Share your input by taking the survey at engagestratford.ca

ACTIVE TRANSPORTATION




Active Transportation (AT) includes any human-powered mode of travel. The most common in Stratford are walking and cycling, but any other type of rolling (e.g. skateboard, scooter) as well as travel with the use of mobility aids are considered active transportation.

This map shows the existing **cycling network** in Stratford.

The TMP develops priorities for the cycling and pedestrian networks, including sidewalks and pedestrian crossings, multi-use trails and on-street cycling facilities, as well as supporting strategies to enhance active transportation.

Vision Zero is a City-wide strategy to eliminate all traffic-related fatalities and severe injuries. It focuses on the safety of the most vulnerable road users such as cyclists and pedestrians.

Legend

-  Bike Lane
-  Signed Route
-  Multi-Use Trail

Need to **fill gaps in cycling routes** and develop a priority network of safe routes for riders of all ages and abilities.

Opportunity to **leverage new development** to connect future growth areas with suitable AT facilities.

Need to **connect major focus areas** like Stratford General Hospital, Downtown Stratford, Lake Victoria, Walmart Supercentre and post-secondary institutions with safe and direct routes

Need to continue to **fill gaps in the sidewalk network and build better crossings** to ensure safe mobility for people on foot.

SHAPE THE TMP

Where do you want to see improvements in active transportation facilities? Let us know by pinpointing locations on the map at engagestratford.ca



TRANSIT

This map shows the existing **transit network** in Stratford. The TMP will develop strategies to improve the City's transit network based on the following key directions:

Convenience:

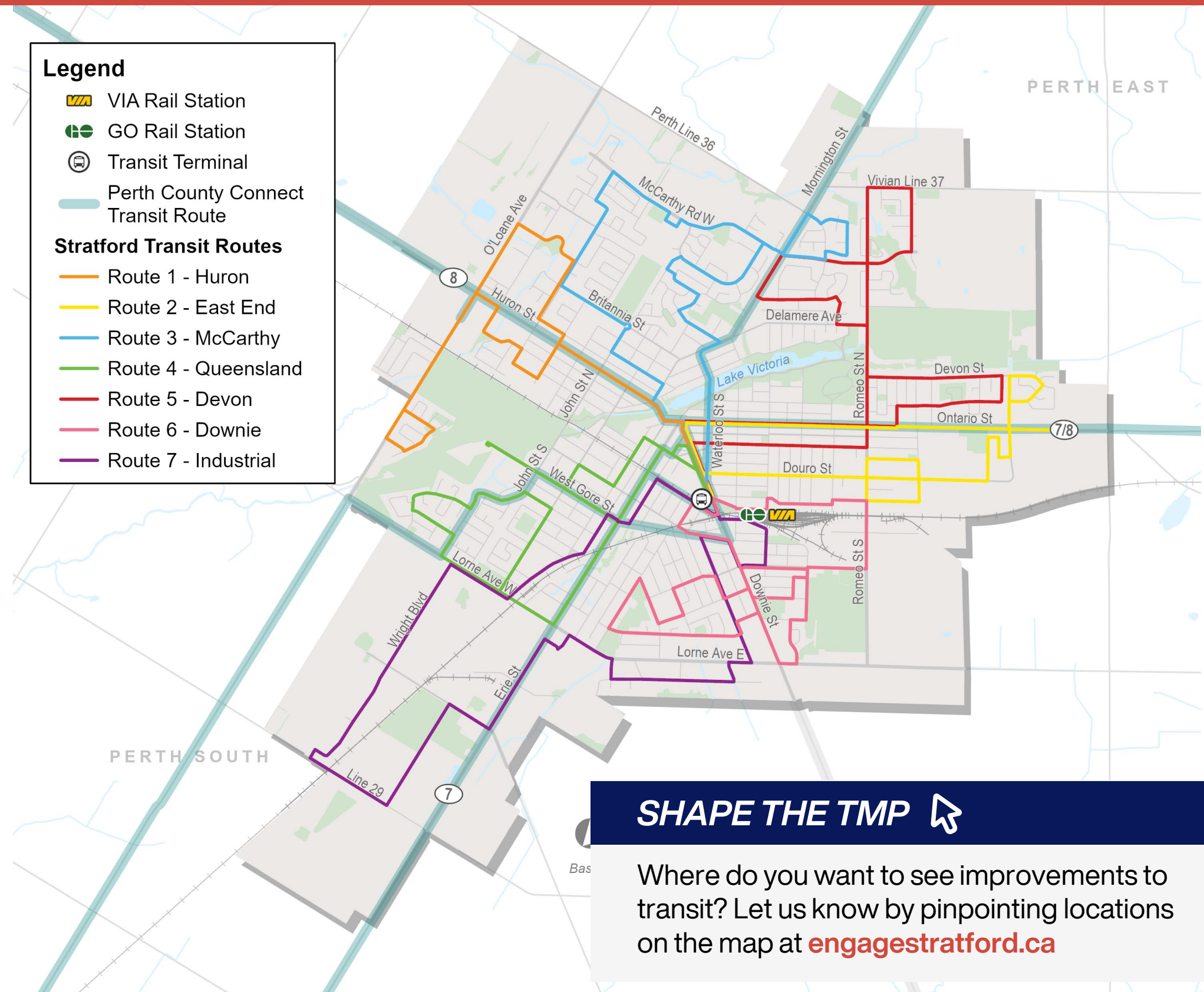
- Improve transit travel times
- Accommodate growth
- Increase frequency of service where it is needed
- Consider digital fare payment options
- Expand on-demand transit service

Equity:

- Improve transit affordability and accessibility of fares
- Ensure transit network meets the needs of vulnerable users like night shift workers and students
- Service new growth and annexation areas

Sustainability:

- Transition to zero-emission buses
- Increase transit ridership
- Explore partnership with Stratford Festival to improve effectiveness of transit services



NEXT STEPS

Following Public Consultation Round 1, we will:

- Review public feedback to better understand the priorities of Stratford residents and stakeholders
- Finalize the values, vision and objectives based on your input
- Outline the transportation needs, issues and opportunities, building on your input
- Commence Phase 2 of the TMP study, and develop recommended infrastructure projects and supporting policies and strategies
- Present recommended projects, strategies and other solutions at the second round of public consultation, expected to take place in Fall 2022

Who's Listening?

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SHAPE THE TMP

Provide your feedback on the draft vision and objectives, your thoughts on transportation issues, and your suggestions on where we can best focus transportation improvements in Stratford.

Help shape the TMP study by visiting engagestratford.ca to:

- ✓ Read the Frequently Asked Questions and learn more about the TMP Study
- ✓ Complete the online survey
- ✓ Pinpoint your ideas or areas of concern in the mapping activity
- ✓ Submit questions or comments to the project team
- ✓ See the latest updates and future public consultation opportunities

THANK YOU

Submit your feedback at www.engagestratford.ca



 **Public Consultation Round 1**
Transportation Needs and Opportunities



City of Stratford

TRANSPORTATION MASTER PLAN



Public Consultation Round 2 Transportation Solutions

November 2022



STUDY UPDATE



Why do we need a Transportation Master Plan?

The City of Stratford is developing a new Transportation Master Plan (TMP). The TMP is a long-term strategy to guide the planning and management of the City's transportation system.

The TMP will help support Stratford's vision for its transportation network by developing recommendations and strategies that respond to current and future needs. An updated TMP provides an opportunity to integrate the planning of all transportation modes with an increased emphasis on safety and the environment.

The TMP will:

- Replace the 2010 TMP and the 2014 Bike and Pedestrian Master Plan with a new, comprehensive document that identifies improvements for **multi-modal transportation**: driving, transit, cycling, walking and goods movement
- Lead the City toward a safe, accessible, equitable and sustainable transportation network, supporting local and inter-regional connections for all travel modes while strengthening local economic and tourism opportunities

SHAPE THE TMP

Share your input to help the TMP best reflect the desires of Stratford residents.

We want to hear your ideas about transportation solutions and project options.

To provide input during Phase 2 of the TMP study, visit engagestratford.ca to:

- Complete the online survey
- Submit comments and questions
- See the latest updates

Consultation Objectives

The purpose of this consultation is to:

- ✓ Update the public on the TMP study
- ✓ Invite feedback on the various transportation solutions
- ✓ Identify any additional changes required to further align solutions to study vision and objectives

STUDY PROCESS



The TMP looks toward three planning horizons:

- **Short-term (2026):** Priorities over the next few years
- **Medium-term (2031):** Priorities over the next decade
- **Long-term (2041):** Time frame for ultimate recommendations, subject to future TMP updates

The TMP is following the Municipal Class Environmental Assessment Master Plan process. This timeline above shows the public consultation involved throughout the study.

TMP OBJECTIVES

The **TMP objectives** were presented in the first round of consultation and have been updated based on the input received.

Potential transportation solutions will be evaluated based on how well they address the stated needs, as well as how well they align with these objectives.

SHAPE THE TMP

We need your help to identify which options work best. Input will help shape the future of transportation in Stratford. Take the survey at engagestratford.ca

Support a healthy, safe and complete community

- Provide safe and inclusive transportation facilities that enable complete, vibrant communities.
- Improve safety for all road users to work toward Vision Zero (*i.e. City goal of eliminating road fatalities*).
- Develop a safe and connected active transportation network.
- Increase mode share for walking, cycling and transit.

Reduced environmental impacts

- Build resiliency to severe weather events and other impacts from climate change and mitigate impacts to the transportation system.
- Reduce greenhouse gas emissions and other factors contributing to climate change.
- Protect the City's natural environment, heritage and open space system.

Improve connectivity to support economic prosperity

- Increase access to opportunity for residents and businesses by ensuring efficient and accessible multi-modal transportation options.
- Protect and enhance Stratford's distinct character, charm, cultural heritage and tourist appeal.
- Enable the efficient and safe movement of goods.

Be an outcome of fiscal responsibility

- Ensure the continued maintenance and operation of existing infrastructure.
- Invest in new infrastructure and consider alternatives responsibly, with an eye toward full life-cycle costs as well as environmental costs.
- Enable transportation infrastructure that responds to changing demands and new technologies.

As part of the first round of public consultation in Spring 2022, a mapping tool, survey and comment portal received over **350 submissions!** Below are some of the things we heard from you.



CARS

North America's dependence on the private vehicle is not normal, not necessary, and not sustainable. Stratford is a compact city and has the opportunity to re-shape perceptions of mobility.

TOURISM

As Stratford attempts to redesign and re-grow from the very real financial effects of the loss of revenue from tourists, the future needs to be focused on those tourists and promoting walking and biking.

ACTIVE TRAVEL

Cyclists should have dedicated lanes with concrete separation on major arteries. Pedestrians should have safe and convenient ways to cross arterial and collector roads.

SPEEDING

Speed limits should be reduced to 30 km/h on all residential roads, and should be enforced, or made possible with speed humps or other traffic calming measures.

TRANSIT

Bus service needs to extend later in the evening. Even theatre patrons expect to catch a bus after evening performances.

TRUCKS

Move heavy truck traffic out of the downtown to the periphery roads.

TRAFFIC

We need to have access to more roads with all the new subdivisions. All the current main roads are clogged with traffic.

NEW MOBILITY

I also would like to see a plan for EV charging stations in the TMP.

NEEDS & OPPORTUNITIES

Click to learn about more about transportation needs and opportunities in the [Phase 1 Report](#)

Transportation needs and opportunities were identified through technical analysis as well as stakeholder and public input from the first round of consultation.

The **problem or opportunity statements** below summarize the needs of the different components of the transportation system and serve as the launch pad for the identification of potential infrastructure solutions and other strategies.

Implement a complete streets approach to transportation planning to meet the needs of a growing city and destination

Expand active transportation connections to support Stratford as a complete community

Improve transit service and operations to increase convenience, equity and accessibility, and sustainability

Develop policies and strategies to support Stratford's safe, connected and reliable transportation system

HELPFUL TMP TERMS

Some less familiar terms that may be helpful to know throughout the TMP study include the following:

- ✓ **Active Transportation (AT):** Human-powered travel such as walking and cycling, as well as travel with the use of mobility aids.
- ✓ **Complete Streets:** Streets planned and designed with the needs of all road users in mind – people who walk, cycle, take transit, drive and park, and carry goods.
- ✓ **15-Minute City/Neighbourhood:** A community where most daily activities can be reached by walking or cycling from home within 15-minutes.
- ✓ **Road Diet:** The removal in the number of traffic lanes or the reduction of the roadway width, and the repurposing of that space for other uses like bike lanes or pedestrian space.
- ✓ **Roundabout:** A circular intersection that allows traffic to flow uninterrupted from one road to another. Benefits include improved safety, as well as improved congestion as cars don't need to stop to make a turn.
- ✓ **Transportation Demand Management (TDM):** The use of strategies to reduce or redistribute transportation demand on the road network.

ALTERNATIVE SOLUTIONS

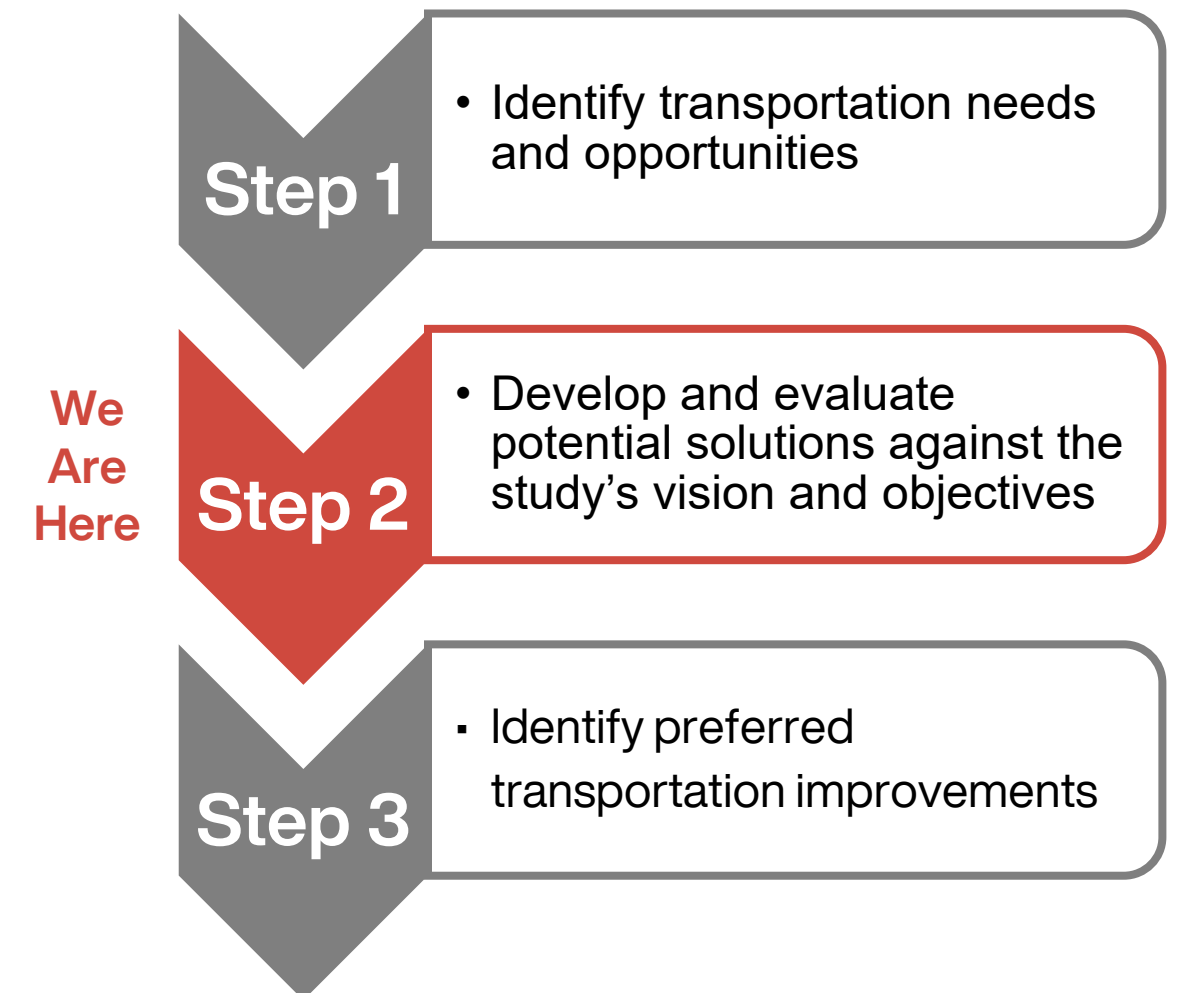
The next step in the TMP study involves identifying a range of potential solutions to address the needs and opportunities identified for the City. These take different forms across different modes of travel:

- **Roads:** For each issue area identified, three potential solutions have been developed, and are presented in later slides. These potential solutions will be evaluated on how well they address the stated need or opportunity, how they advance the objectives of the study, and against the trade-offs in each option.
- **Cycling:** A network approach was undertaken, and recommendations are presented as two draft networks: A Priority Cycling Network (to be implemented over the next 10 years) and an Ultimate Cycling Network that represents the longer-term vision. Routes were assessed against alternatives through a detailed feasibility review consisting of analysis of existing and future conditions (e.g. traffic volumes and speeds), ease and cost of implementation, and preliminary facility types.
- **Walking:** A gap analysis was undertaken to identify areas where safe road crossings were needed. Sidewalk infill is being undertaken through a policy approach.
- **Transit:** The TMP is addressing the City's transit needs and opportunities through a higher-level, long-term strategy focused on identifying key directions.

SHAPE THE TMP

We need your help to identify which options work best. Input will help shape the future of transportation in Stratford. Take the survey at engagestratford.ca

Alternative Solutions Process





DRIVING



DRAFT ROAD NETWORK

Road network needs were identified to improve the transportation system and adopt a **complete streets** approach to support a growing city and destination.

This map shows the location of road network project areas based on the needs and opportunities analysis conducted as part of Phase 1 of the TMP. The slides to follow provide additional details on the specific need or opportunity and present **three potential solutions** that have undergone **preliminary evaluation** against the study's vision and objectives to determine the preferred TMP recommendations.

- 1 **Huron Street** (under construction)
- 2 **Erie Street**
- 3 **Lorne Avenue**
- 4 **McCarthy Road and Romeo Street**
- 5 **Lake Victoria – Lakeside Drive**
- 6 **Lake Victoria – Veterans Drive**
- 7 **Douro Street**
- 8 **West Secondary Plan Area**
- 9 **Downtown Stratford** (carried forward from 2021 Downtown Traffic Study)

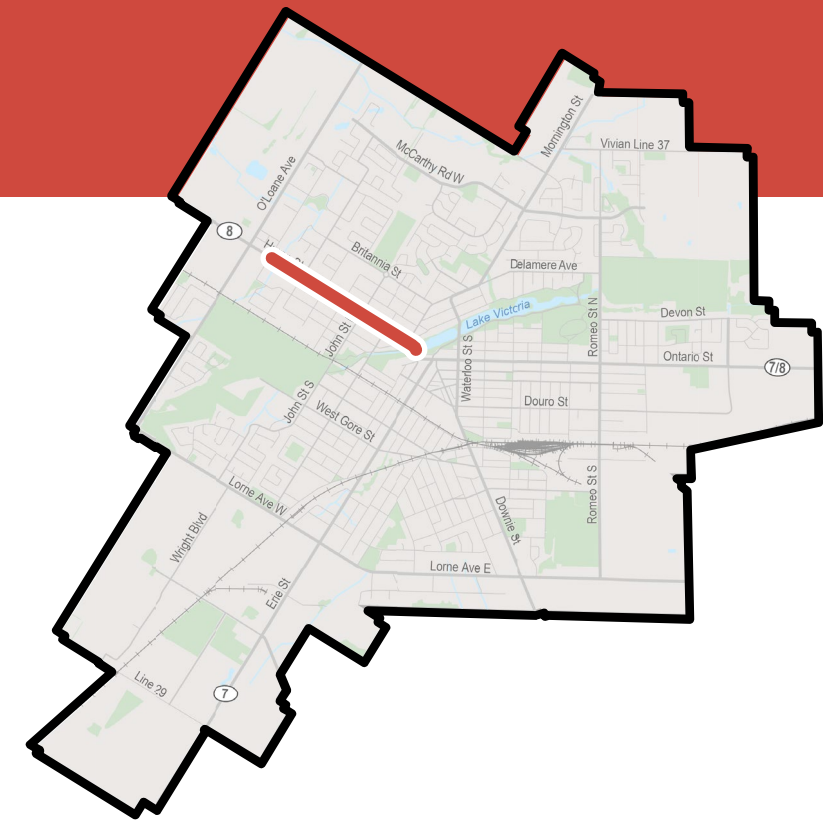


ROAD NETWORK OPTIONS

1 Huron Street

Changes are underway along Huron Street to replace old sewers and water pipes, and to improve the safety and operations of the street. Phase 1 (between the Huron St bridge and John St), is under construction. Phase 2 to Matilda Street is dependent on future funding.

A **road diet** is underway: four travel lanes will be replaced by a single lane of traffic in each direction and a shared left-turn lane in the centre of the street. Reclaimed space will be used to improve boulevard space and sidewalks.



Preferred Option

Implement a Road Diet (4 lanes to 3 lanes)

Pros

Opportunity to increase boulevard space, improve sidewalks, improve intersections, improve safety and traffic operations

Cons

Potential for increased delay during busy periods

Opportunity

Underground infrastructure renewal is needed, presenting an opportunity to re-think the function of Huron Street and re-construct the street to fit a more modern transportation vision.

Challenge

Balancing the diverse needs of road users, including drivers, cyclists, and pedestrians, within this arterial corridor.

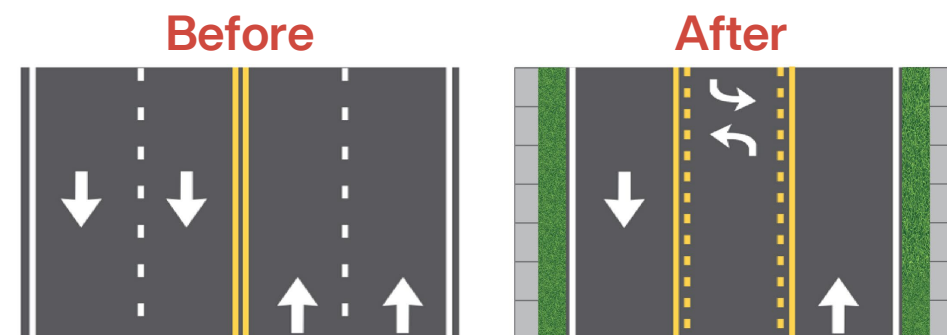
Why a Road Diet?

Benefits of the road diet include:

- Improved safety for all road users
- Shorter pedestrian crossings / more boulevard space
- Traffic calming and reduced travel speeds
- Reduction in conflict points between vehicles
- More consistent traffic flow
- Improved operations from updated traffic signals
- Less congestion caused by left-turning vehicles

Drawbacks of the road diet include:

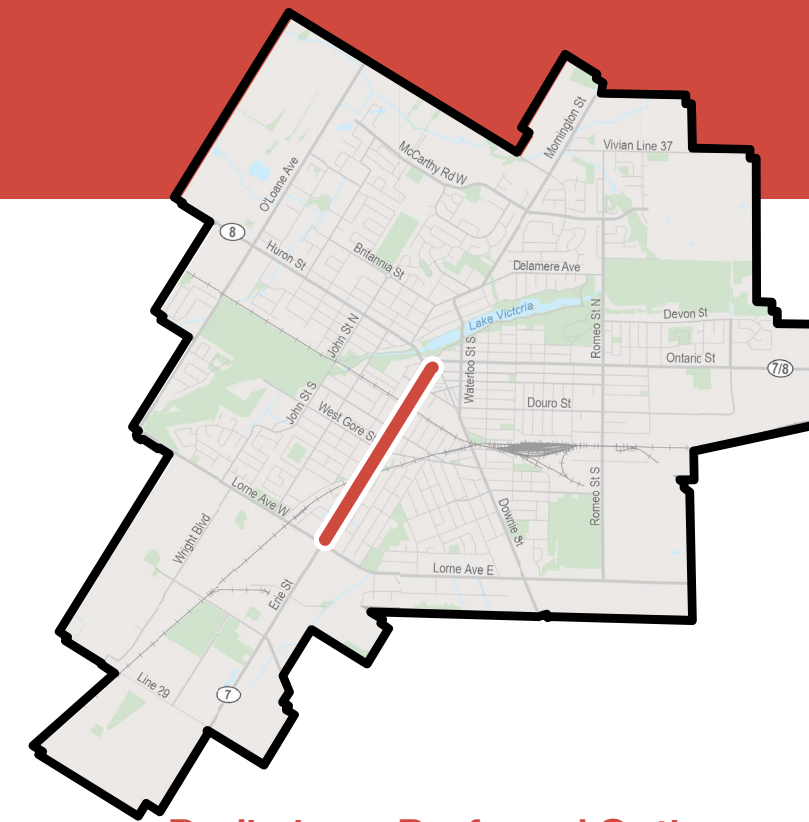
- Potential for increased travel delays during busy periods



ROAD NETWORK OPTIONS

2 Erie Street

There is an opportunity to improve Erie Street by implementing a Complete Street. Based on existing and forecasted traffic, Erie Street is a good candidate for a road diet, similar to what is being done on Huron Street. A road diet would allow space to be repurposed for parking, cycling, walking or other public realm improvements.



Preliminary Preferred Option

Opportunity

Implement a road diet to better reflect the different needs of the community, using the reclaimed space for alternative modes.

Challenge

Balancing the diverse needs of road users, including drivers, cyclists, and pedestrians, within this arterial corridor.

Option 1: Do Nothing

Pros
Maintains existing configuration and capacity for vehicles; No new capital costs

Cons
Does not address the needs of all road users; Maintaining excess capacity may attract more traffic

Option 2: Narrow to 2 Lanes

Pros
Provides significant space that can be reclaimed for parking, cycling, walking and other uses

Cons
2-lane cross-section significantly inhibits traffic flow and increases delays

Option 3: Narrow to 2 Lanes + Centre Turn Lane

Pros
Reclaimed space can be used to add cycling facilities or other uses; Centre turn lane enables efficient traffic movements

Cons
Potential for increased delay during busy periods

3 Lorne Avenue

Lorne Avenue serves as an important arterial route, moving trucks and cars through and around Stratford and provides important connections to the southern part of the City, where future industrial growth is expected. There are capacity constraints at the intersections of Romeo Street, Downie Street and O’Loane Avenue. Existing intersection configurations lead to delays caused by left-turning vehicles and are not sufficient to meet traffic demand during peak periods.



Preliminary Preferred Option

Need

Capacity improvements are needed at intersections along the corridor to reduce delay and improve traffic operations.

Challenge

Constraints include steep grading adjacent to the intersection at O’Loane Ave, and constricted space due to the hydro corridor at Downie St.

Option 1: Focus on Alternative Modes

Pros
Some new demand absorbed by cycling, walking and transit uses; Lowest-cost option

Cons
May not be as successful with relieving demand on road network; Needs of trucks remain unresolved

Option 2: Widen Roadway to 3 Lanes

Pros
Operational improvements and improved traffic flow

Cons
Additional capacity may attract more driving, worsen congestion; Most expensive option

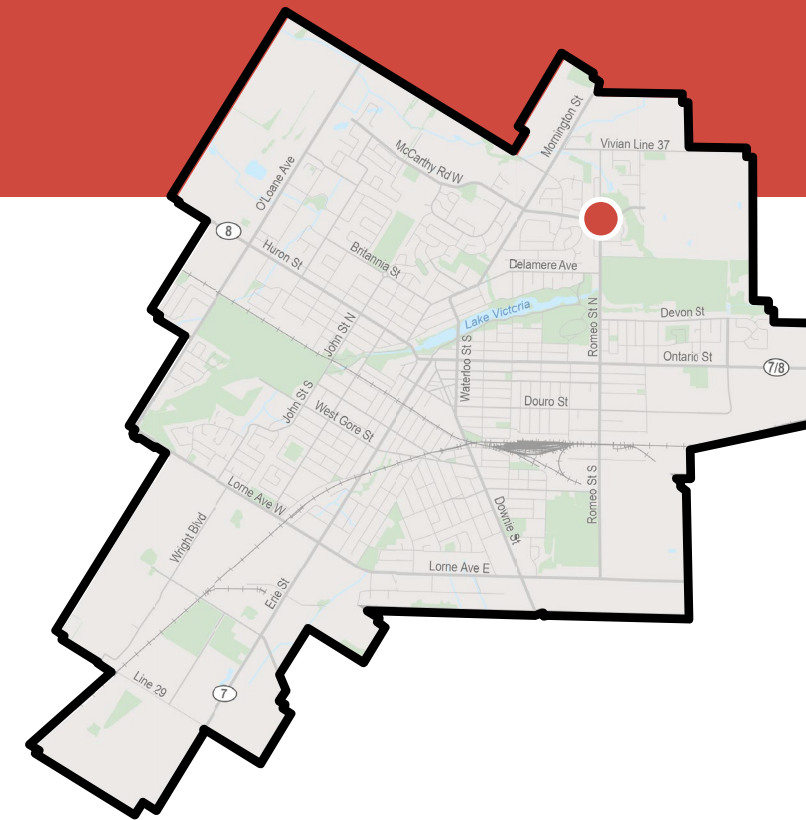
Option 3: Focus on Intersection Improvements *

Pros
Roundabouts, turning lanes, or traffic signals improve traffic operations; Less expensive than full road widening

Cons
May not address mid-block capacity constraints

4 McCarthy Road and Romeo Street

About 25% of future growth in Stratford will occur in the Northeast Secondary Plan Area. McCarthy Road will eventually be a key connector between two important growth areas for the City. The existing two-way stop on McCarthy Rd is insufficient to meet future demand, leading to road user safety concerns, especially for pedestrians and cyclists using the uncontrolled crossing.



Need

Modifications are needed to address growing traffic capacity by 2041 with a more immediate need for improved pedestrian crossing.

Challenge

Aligning the timing of the needs of pedestrians with the need for operational improvements for drivers.

Preliminary Preferred Option

Option 1: Install a Pedestrian Crossover

Pros

Minimal disruption to traffic; Low cost; Doesn't prohibit future changes (e.g. roundabout) when warranted

Cons

Does not manage traffic growth and address operational concerns into the future

Option 2: Install Traffic Signals

Pros

Improve traffic flow; Cheaper to install than roundabouts; Improves pedestrian safety

Cons

More expensive to maintain in the long-run than roundabouts

Option 3: Install a Roundabout

Pros

Reduces severity of collisions; Maintains traffic flow; Cheaper in the long-term

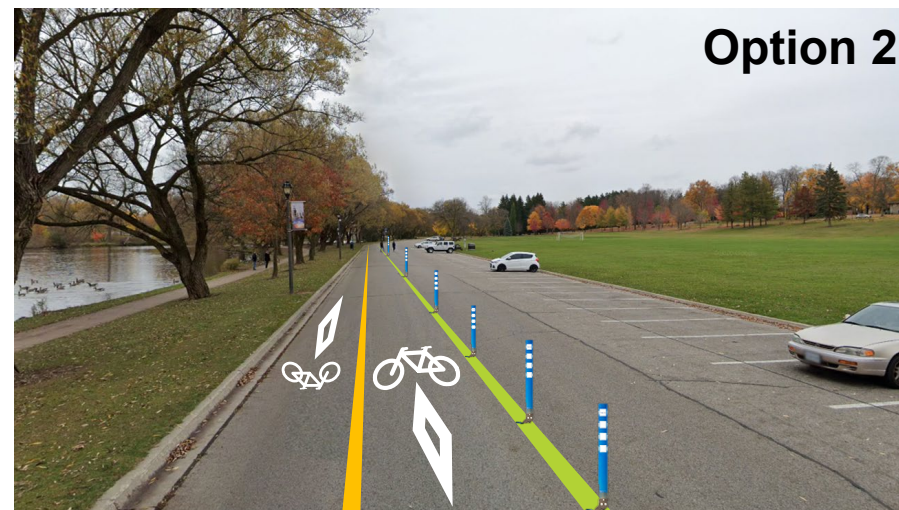
Cons

Most expensive option to design and implement; Pedestrian crossing distances may be increased

ROAD NETWORK OPTIONS

5 Lake Victoria – Lakeside Drive

Lake Victoria is an important destination for both residents and tourists. There is a need to re-balance existing road space to better balance the needs of recreation and active transportation, other park users, theatre patrons, and other visitors to this beautiful and important destination.



Preliminary Preferred Option

Need

Existing lake trail insufficient to accommodate pedestrian and cyclist demand, and Lakeside Drive only provides space for cars.

Challenge

Limited road width to host both two-way traffic and cyclists. Maintain access to key destinations and parking. Mitigate impacts to surrounding road network.

Option 1: Do Nothing

Pros
Maintains status quo and no disruption to traffic;
No cost

Cons
Needs of AT users remain unsolved;
Potential of Lakeside Drive and surrounding parks not realized

Option 2: Convert to One-Way with Bike Lanes *

Pros
Maintains car access and parking to amenities;
Provides dedicated on-road space for cyclists;
Retrofit option is relatively inexpensive

Cons
May result in some back-tracking vehicle trips to access destinations

Option 3: Build Multi-Use Path Beside Street

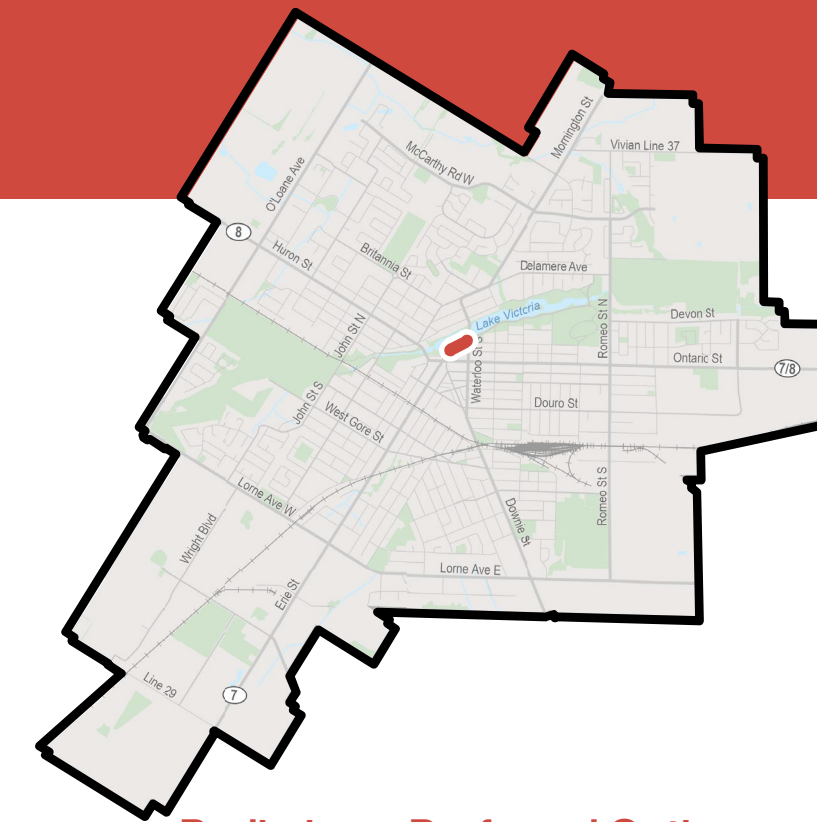
Pros
Provides space for pedestrians, runners and cyclists outside of roadway; No changes to vehicular access to Lakeside Drive

Cons
Most expensive option; new trail would take space from existing park

* Direction of one-way to be determined

6 Lake Victoria – Veterans Drive

Repurposing streets for pedestrians and cultural events is a growing trend across Canadian municipalities. Veterans Drive represents an important opportunity to re-assess the role of Veterans Drive along Lake Victoria, to improve the public realm, re-connect two sections of parkland, and better serve both residents and visitors.



Preliminary Preferred Option

Opportunity

Re-imagine the function and role Veterans Drive to re-connect the parks on either side, unlock year-round event space, and improve safety for vulnerable road users within the parks.

Challenge

Ensure potential road closure does not have negative impacts to surrounding roads.

Option 1: Do Nothing

Pros
Maintains traffic connection for drivers utilizing Veterans Drive

Cons
Needs of park and AT users remain unsolved; High potential of Veterans Drive area as a destination not realized

Option 2: Design a Flex Street for Special Closures

Pros
Disruption to car access seasonally or only for special events; Retrofit option is relatively inexpensive

Cons
Minimal disruption to local traffic expected

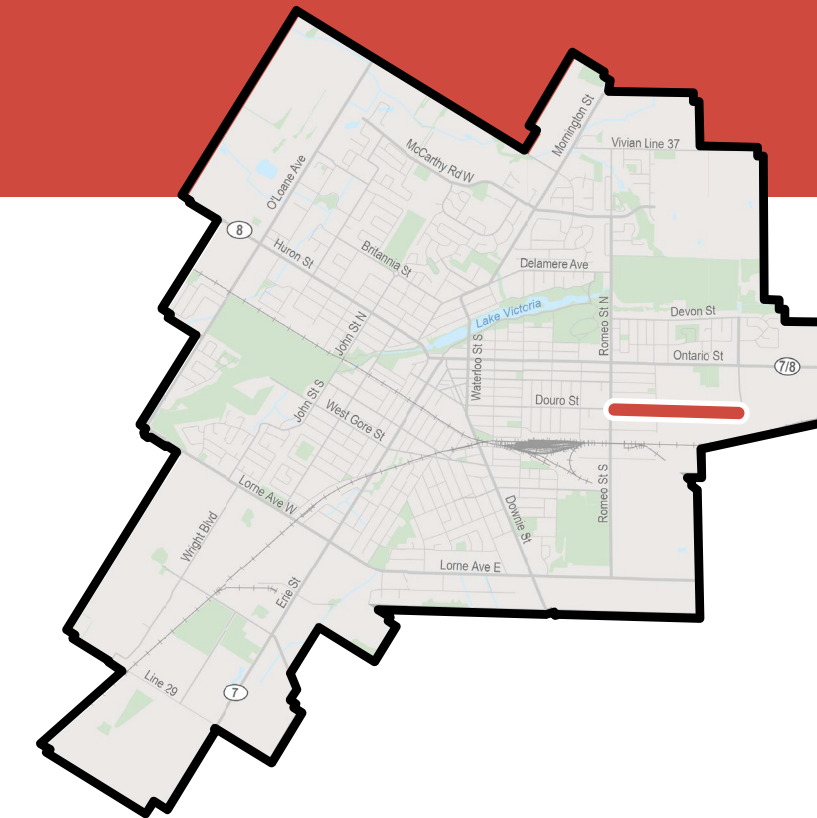
Option 3: Close Street to Cars

Pros
Permanent solution to accommodating park users; Prioritizes recreation and active transportation

Cons
Some disruption to local traffic expected

7 Douro Street

Traffic has exceeded capacity east of Romeo Street during peak periods. Anticipated commercial and residential development as part of the Stratford East Special Policy Area will add to the growing demands of the area.



Need

Address peak period capacity constraints and growing demand for travel east of Romeo Street.

Challenge

Addressing capacity needs a challenge due to high cost, and negative outcomes to environmental and city-building objectives.

Preliminary Preferred Option

Option 1: Focus on Alternative Modes

Pros
Some new demand absorbed by AT and transit uses; Positive environmental outcome; Lowest-cost option

Cons
Needs of commercial traffic destined for local business remain unresolved

Option 2: Re-route Traffic to Parallel Corridor

Pros
Addresses capacity constraints by re-routing traffic to parallel route (e.g. Ontario Street)

Cons
Ontario Street traffic volumes already high; No room or desire to widen Ontario St; No other parallel alternative.

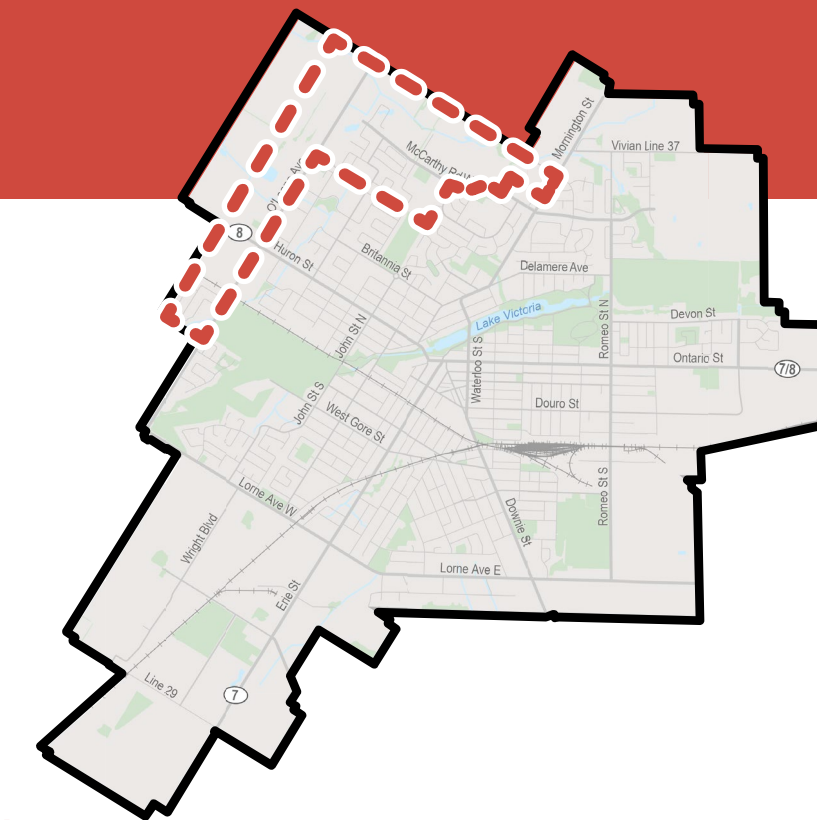
Option 3: Widen to Four Lanes

Pros
Improves traffic flow in short to medium term; Supports local industry

Cons
High cost; Additional capacity, especially outside of peak periods; May attract new traffic to the area

8 West Secondary Plan Area

More than 60% of future growth in Stratford through 2041 will occur in this area, placing pressure on the existing capacity of the road network. McCarthy Road and O’Loane Avenue, as arterial roads, are expected to face the highest new demand. Improved connections are already being planned, as an extension of McCarthy Road to O’Loane Avenue is currently being designed separate from this TMP study.



Need

A comprehensive approach is needed to address existing and future traffic demands and potential capacity constraints.

Challenge

Balancing the needs of traffic with the high financial and environmental costs of road widening as well as building vibrant, complete communities.

Option 1: Focus on Alternative Modes

Pros
Some new demand absorbed by AT and transit uses; Positive environmental outcome; Lowest-cost option

Cons
May not be as successful with relieving demand on road network as other options

Preliminary Preferred Option

Option 2: Focus on Intersection Improvements

Pros
Lower cost than road widening option; Improvements can help address capacity needs

Cons
May not fully address capacity issues if growth accelerates; Intersection rebuilds may require more land

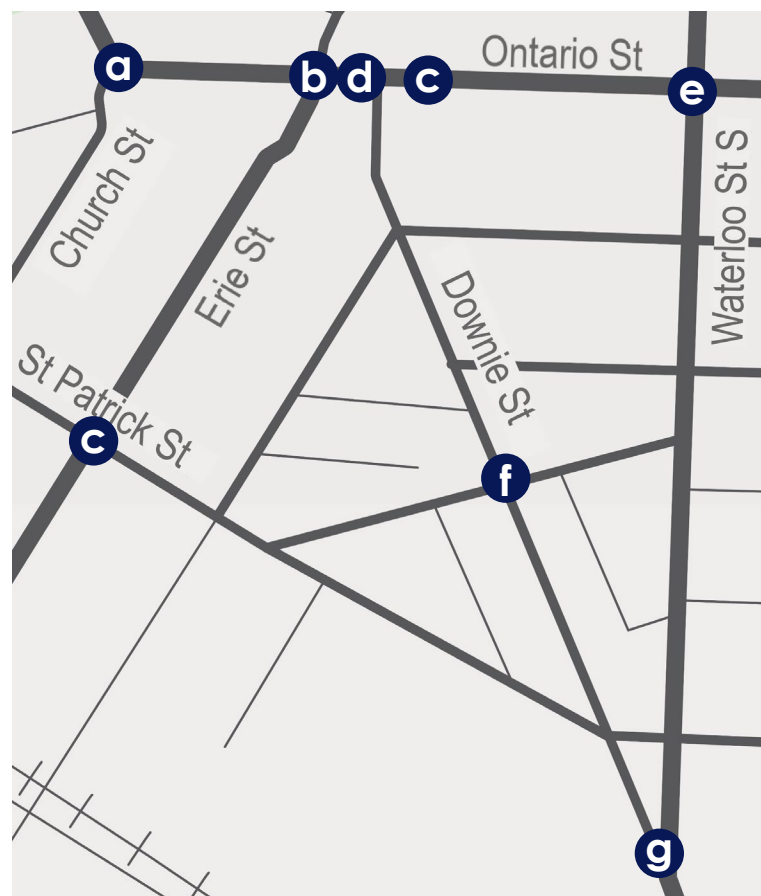
Option 3: Widen McCarthy and O’Loane

Pros
Increases road network capacity

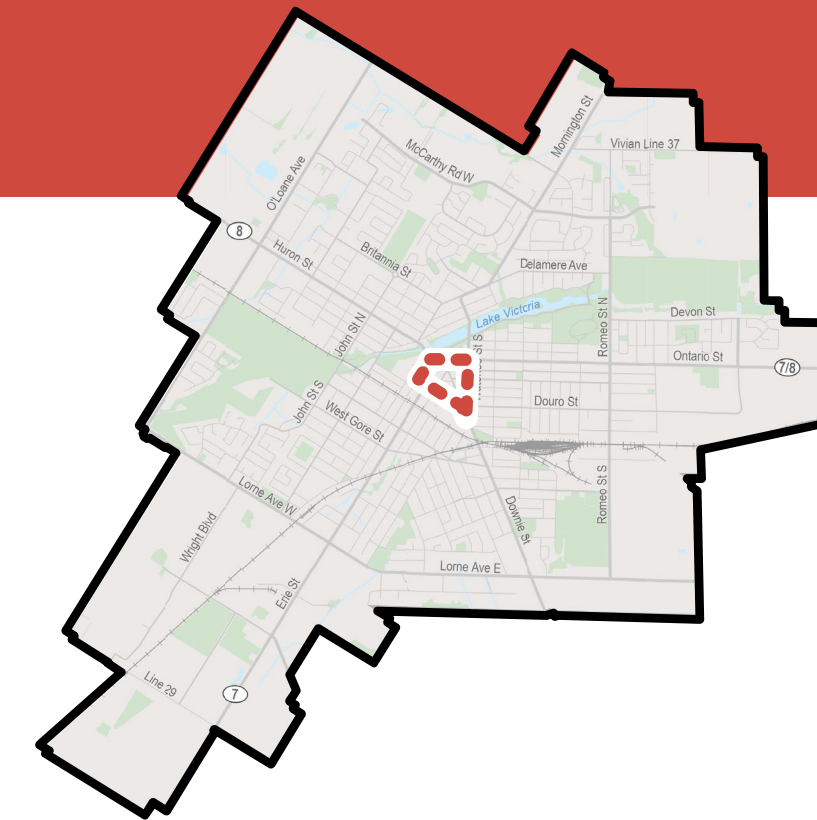
Cons
Road widenings are not likely to fix congestion in the longer term; Most expensive option; Least environmentally sound option

9 Downtown Stratford

The **Downtown Traffic Study** conducted in 2021 determined it was not possible to widen Ontario Street as a response to congestion and operational concerns. Instead, intersection improvements were recommended and are expected to improve operations along Ontario Street, as well as to improve pedestrian crossing safety. The TMP recommends carrying forward these recommendations.



- a** Curb extensions at the southwest and southeast corner of Huron St and Church St will decrease crossing pedestrian distances
- b** Reducing the width of the Erie St approach at Ontario St will reduce collisions among southbound traffic
Removing the centre median pedestrian barricade at Erie St will improve visibility and safety
Removing the eastbound right-turn lane at Erie Street will help keep traffic moving and improve pedestrian safety
- c** Upgrading signal timing at Downie St and Ontario St, Erie St and Ontario St, and Erie St and St Patrick St will improve traffic flow along the corridor
- d** Curb extensions at all corners of Erie St and Downie St will decrease pedestrian crossing distances
- e** Curb extensions at all corners of Waterloo St and Ontario St will decrease distances for pedestrians crossing Ontario St
- f** A new pedestrian crossover, and curb extensions at all corners, will improve pedestrian safety at Downie St and George St
- g** Reconfiguring the intersection of Downie St and Waterloo St will improve visibility and safety for all road users



Example of curb extensions recommended for Huron Street and Church Street





CYCLING, WALKING AND TRANSIT



CYCLING NETWORK DEVELOPMENT

The development of a new cycling network involves many phases. The proposed network may be revised based on input from members of the public and key stakeholders.



To expand the cycling network and help progress Stratford toward the 15-Minute City, where many daily activities can be safely reached through cycling, the following are recommended:

- A **Priority Cycling Network** will serve as the core network with accelerated implementation (within 10 years) and a focus on higher order cycling facilities
- An **Ultimate Cycling Network** will guide long-term decision making and fill connections between the priority network

DRAFT PRIORITY CYCLING NETWORK

The **Priority Cycling Network** is intended to provide a complete, connected network of safe and comfortable cycling routes within the first ten years after the adoption of the Transportation Master Plan.

Facility types are based on a review of existing and future traffic volumes and speeds, implementation feasibility and costs, and guidance from the Ontario Traffic Manual Book 18. Facility types include:

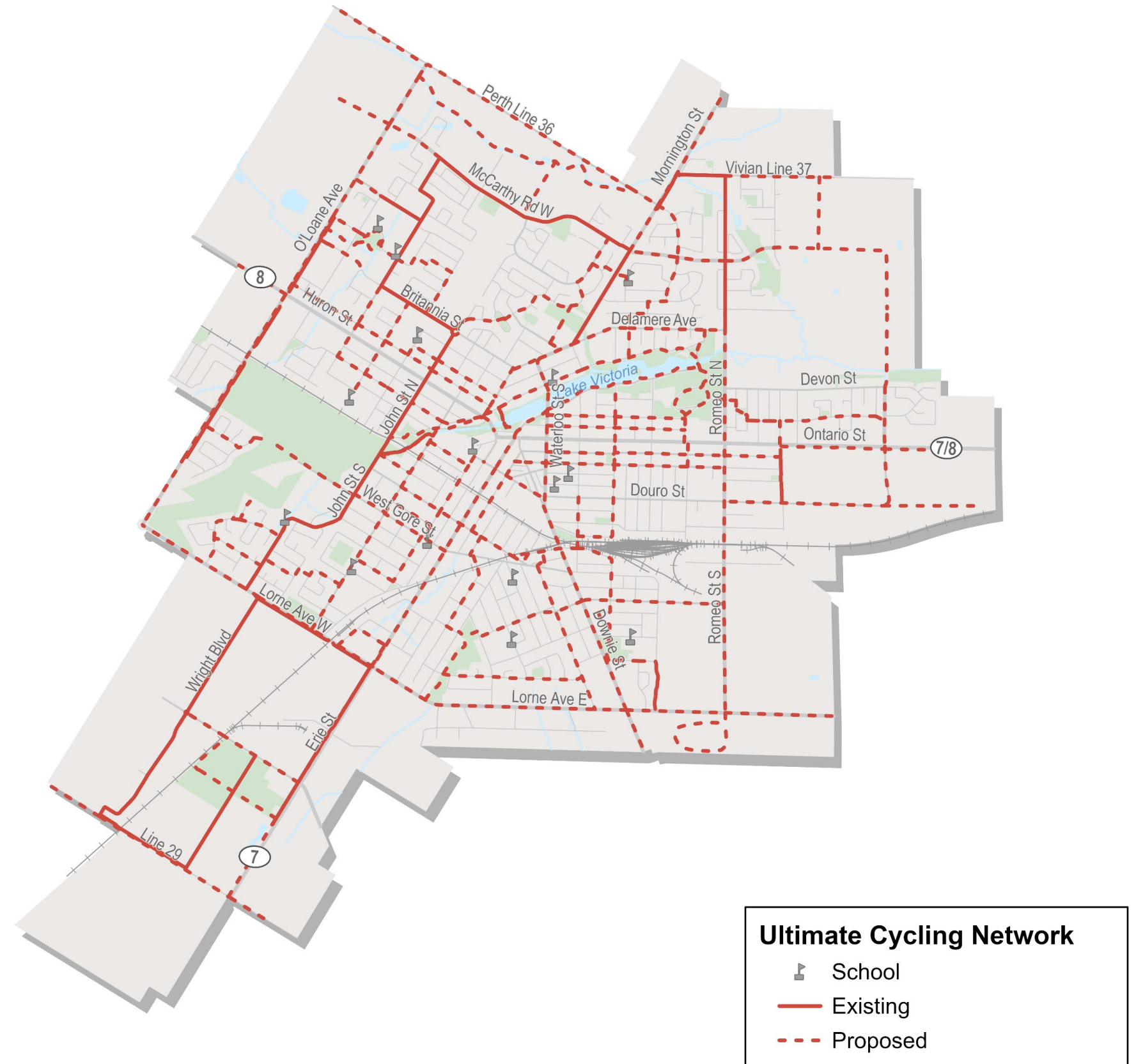
- **Signed routes:** Lower-traffic streets
- **Bicycle boulevards:** Lower-traffic streets where cyclists share the roadway with cars, but with elements prioritizing cycling movement and safety
- **Bike lanes / buffered bike lanes:** Painted on-street lanes dedicated for cycling
- **Protected bike lanes / cycle tracks:** Physically separated on-street cycling facilities
- **Multi-use path / trail:** Intended for pedestrians, cyclists and other forms of active transportation, either within the boulevard or through non-road corridors.
- **Buffered / paved shoulders:** A portion of a rural roadway adjacent to the travelled lanes, and used to accommodate stopped cars, emergency vehicles, pedestrians and cyclists.



DRAFT ULTIMATE CYCLING NETWORK

The **Ultimate Cycling Network** represents the longer-term vision for the cycling network in Stratford. It combines the Priority Cycling Network, with additional routes to be implemented beyond the first 10-years after the adoption of the TMP.

The Ultimate Cycling Network will help guide decision-makers on where and when cycling facilities should be incorporated into other infrastructure projects such as road work, sewer or wastewater work, under the banner of the City's Complete Streets principles.



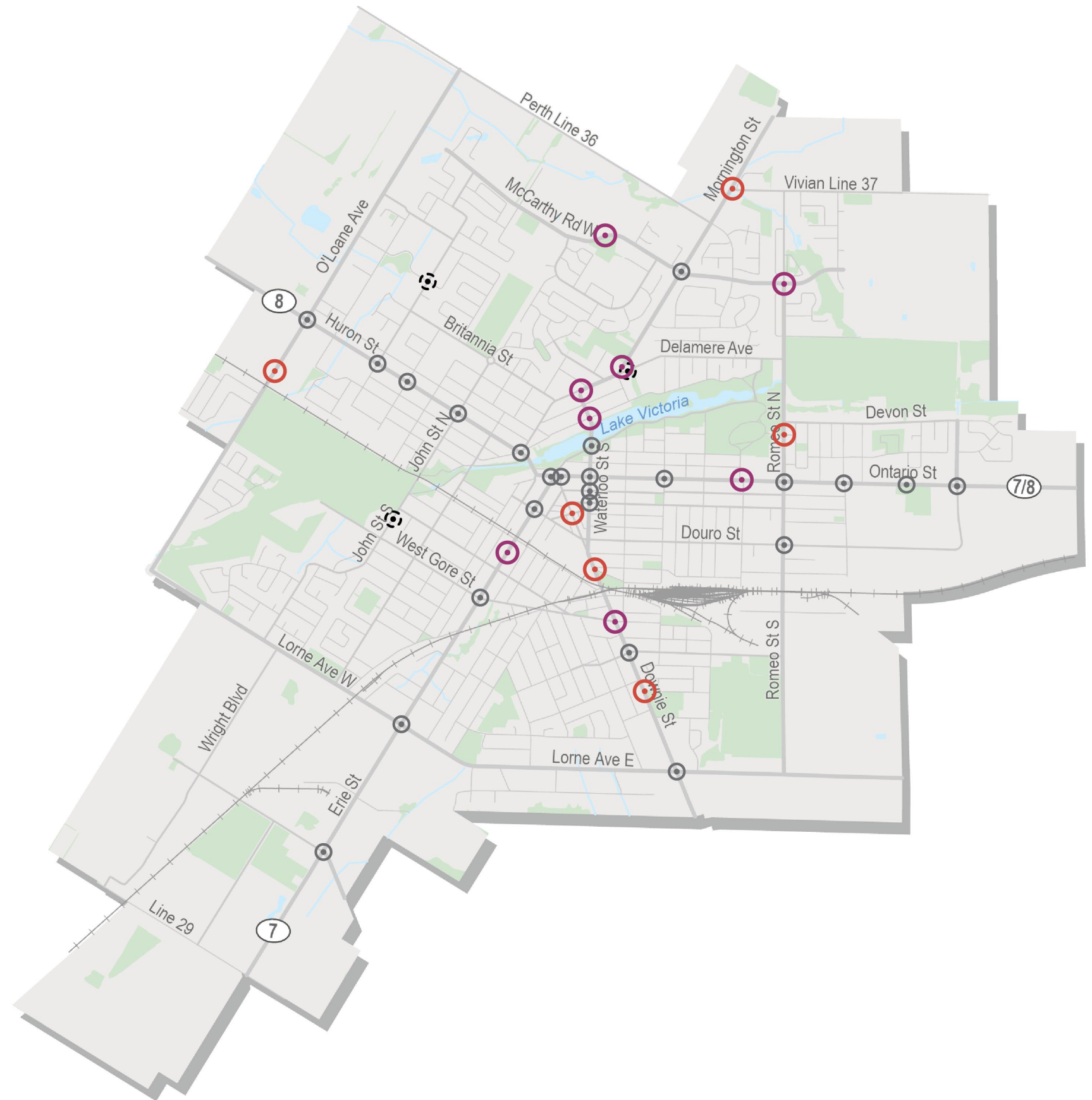
DRAFT PEDESTRIAN NETWORK

Pedestrian crossings are an important component of the pedestrian network, allowing people to cross the street at a signalized intersection or other dedicated crossing.

Building on recent efforts by the City, the TMP recommends the implementation of additional pedestrian crossings along arterial roads, as shown on the map. These locations were identified based on technical analysis and public input.

Filling in **gaps in the sidewalk network** is also an important component to improving pedestrian safety. A policy approach to sidewalk infilling as a strategic outcome will be developed as part of the TMP further into the study.

- Existing Pedestrian Crossing - Signalized Intersection
- Existing Pedestrian Crossing - Pedestrian Crossover
- Planned Pedestrian Crossing
- Recommended Pedestrian Crossing



DRAFT TRANSIT STRATEGY

This map shows the existing **transit network** in Stratford. The TMP is addressing the City's transit needs through a longer-term, higher-level strategy, rather than a more detailed network review. The following key directions form the basis for the draft transit strategy:

Convenience:

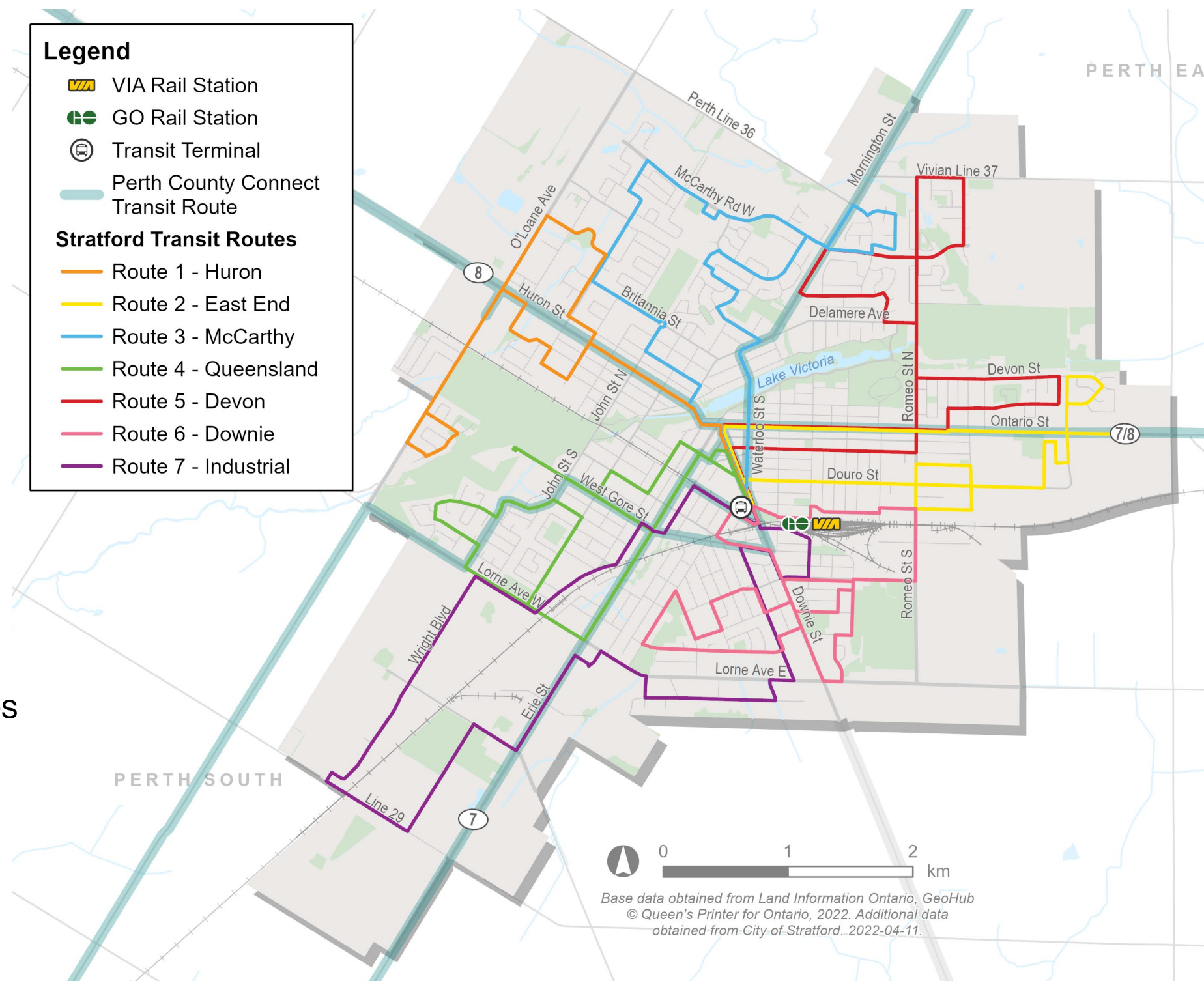
- Improve transit travel times to better compete with other modes
- Adapt the transit routes to serve new growth areas
- Increase frequency of service to improve convenience and attract new riders
- Consider digital fare payment options
- Expand on-demand transit service

Equity:

- Improve transit affordability and accessibility of fares
- Ensure transit network meets the needs of vulnerable users like night shift workers and students

Sustainability:

- Transition to zero-emission buses
- Implement ridership growth strategies
- Explore partnership with Stratford Festival to improve effectiveness of transit services



NEXT STEPS

Following Public Consultation Round 2, we will:

- Undertake a detailed analysis of the presented road network options to confirm the preferred solutions, including incorporating your input for how you would like to see the City's needs addressed
- Incorporate your input to finalize the walking and cycling networks, as well as the final transit strategy
- Prepare a Phase 2 report to document the above
- Finalize additional strategies and policies to support the transportation network
- Develop an implementation plan (timing, costs and funding, actions)
- Prepare draft TMP report (expected for public review in 2023)

Who's Listening?

Nancy Roulston, P.Eng.

Manager of Engineering
City of Stratford
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Stratford, ON N5A 6W1
519-271-0250 ext. 226
nroulston@stratford.ca

Scott Johnston, P.Eng.

Consultant Project Manager
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sjohnston@ibigroup.com

SHAPE THE TMP

Provide your feedback on the draft transportation solutions.

Help shape the TMP study by visiting engagestratford.ca to:

- ✓ Read the Frequently Asked Questions and learn more about the TMP Study
- ✓ Complete the online survey
- ✓ Submit questions or comments to the project team
- ✓ See the latest updates and future public consultation opportunities

THANK YOU



 **Public Consultation Round 2**
Transportation Needs and Opportunities

Appendix C: Stakeholder Materials

ENGAGEMENT SUMMARY
City of Stratford Transportation Master Plan

Stakeholder Group Meeting Materials

The following Stakeholder Group meeting materials are included in the subsequent pages:

- Stakeholder Group Meeting 1 presentation slide-deck and minutes
- Stakeholder Group Meeting 2 presentation slide-deck and minutes



City of Stratford Transportation Master Plan Update Stakeholder Group Meeting #1

PRESENTED BY IBI GROUP

APRIL 20, 2022





Agenda

1. WELCOME AND INTRODUCTIONS

2. STUDY OVERVIEW

3. VISION AND OBJECTIVES

4. NEEDS AND OPPORTUNITIES

5. NEXT STEPS AND CLOSING



1. Welcome and Introductions

Welcome

The City of Stratford Transportation Master Plan (TMP) Update:

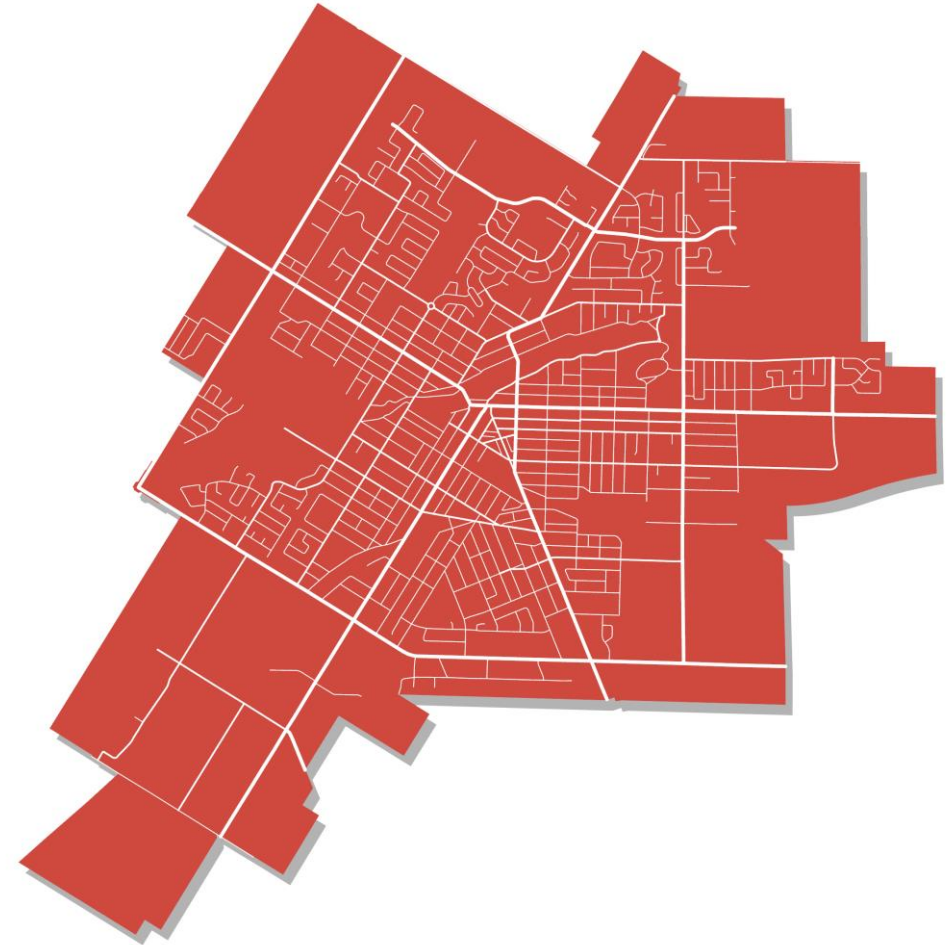
- Will integrate and update the 2010 TMP and the 2014 Bike and Pedestrian Master Plan
- Will be a long-term strategic plan that guides transportation policy and infrastructure to **2026** (short-term priorities), **2031** (medium-term) and **2041** (ultimate recommendations pending future updates)
- Will identify improvements for **multi-modal** transportation: driving, transit, cycling, walking and goods movement

Purpose of today's Stakeholder Group Meeting

- Solicit feedback on the draft **vision and objectives**
- Bring ideas to the table to help **identify needs**, issues and opportunities
- Recognize and respect different **perspectives**

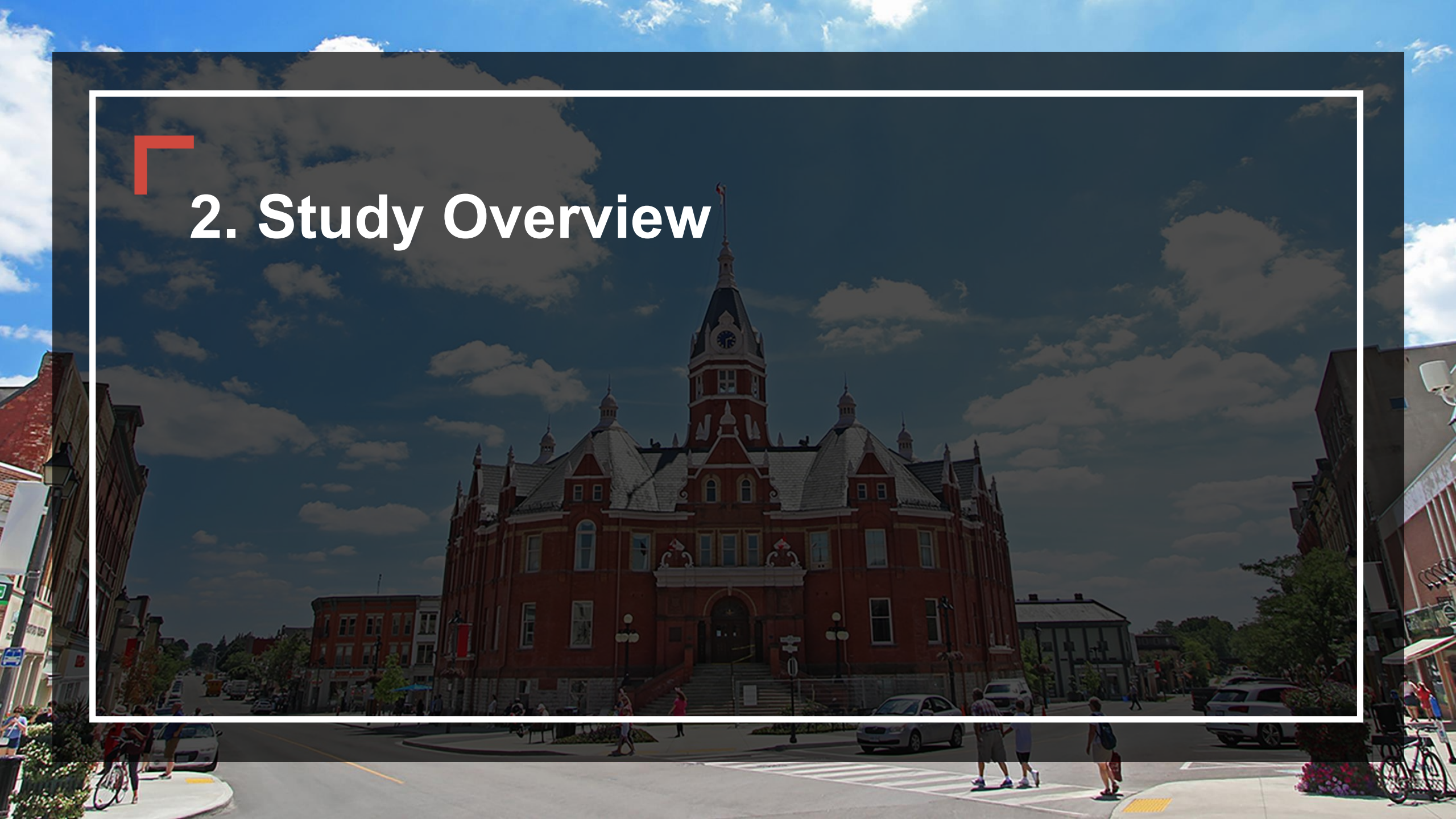
Introductions

- City of Stratford Team
- IBI Group Team
- Stakeholders
 - ✓ What is the key need, issue or opportunity that you would like the TMP to address?



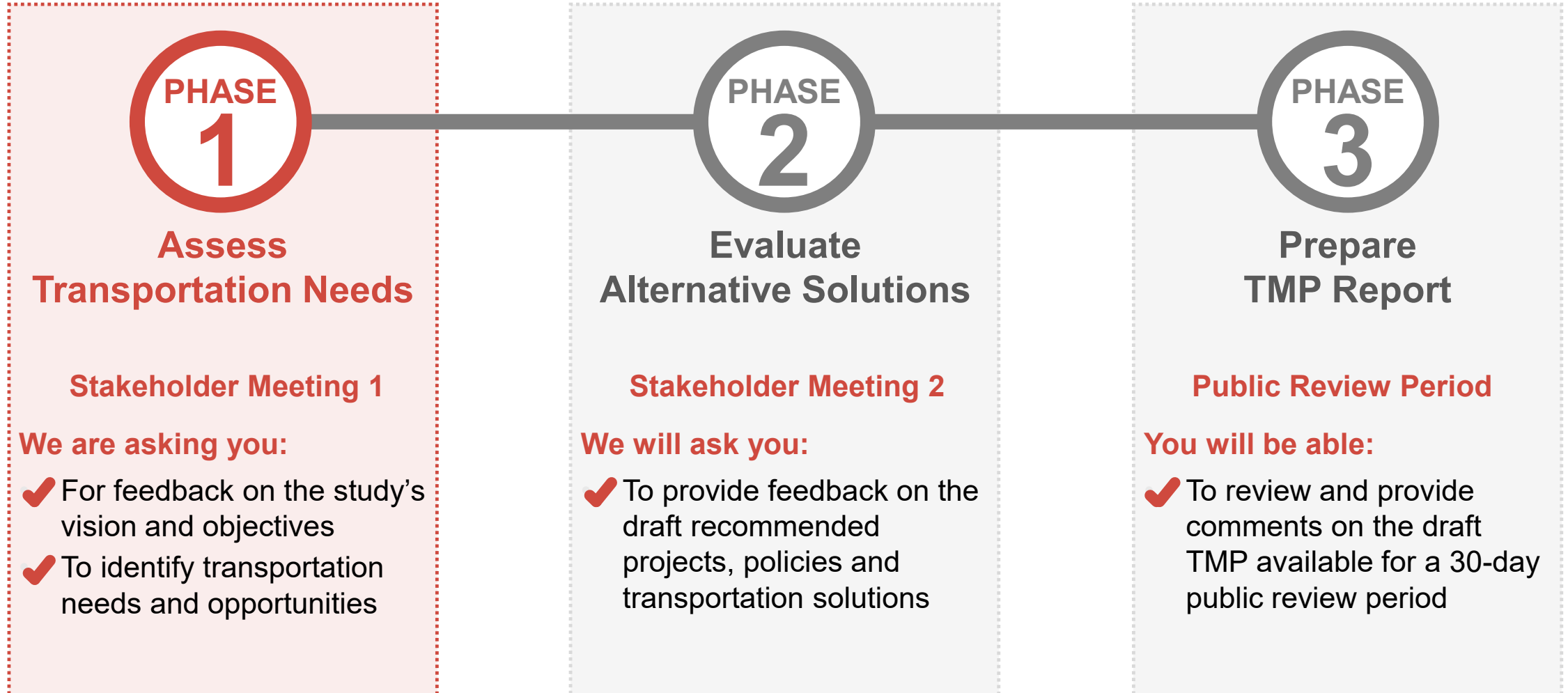


2. Study Overview



Study Process

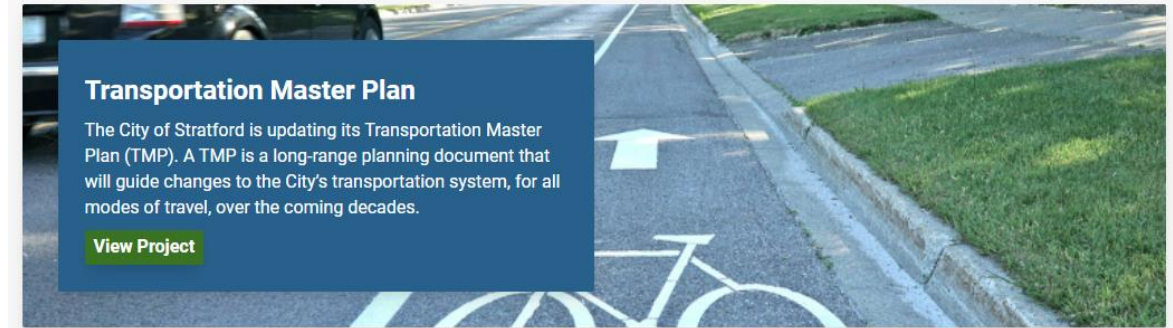
We are here



Virtual Public Open House

- First of two rounds of consultation and engagement planned
- Launched April 14 at engagestratford.ca.
- Engagement activities include:
 - Display boards
 - Video presentation
 - Needs and opportunities survey
 - Mapping tool

Featured Project



City of Stratford
TRANSPORTATION MASTER PLAN

Public Consultation Round 1
Transportation Needs and Opportunities

April 2022

City of Stratford Transportation Master Plan

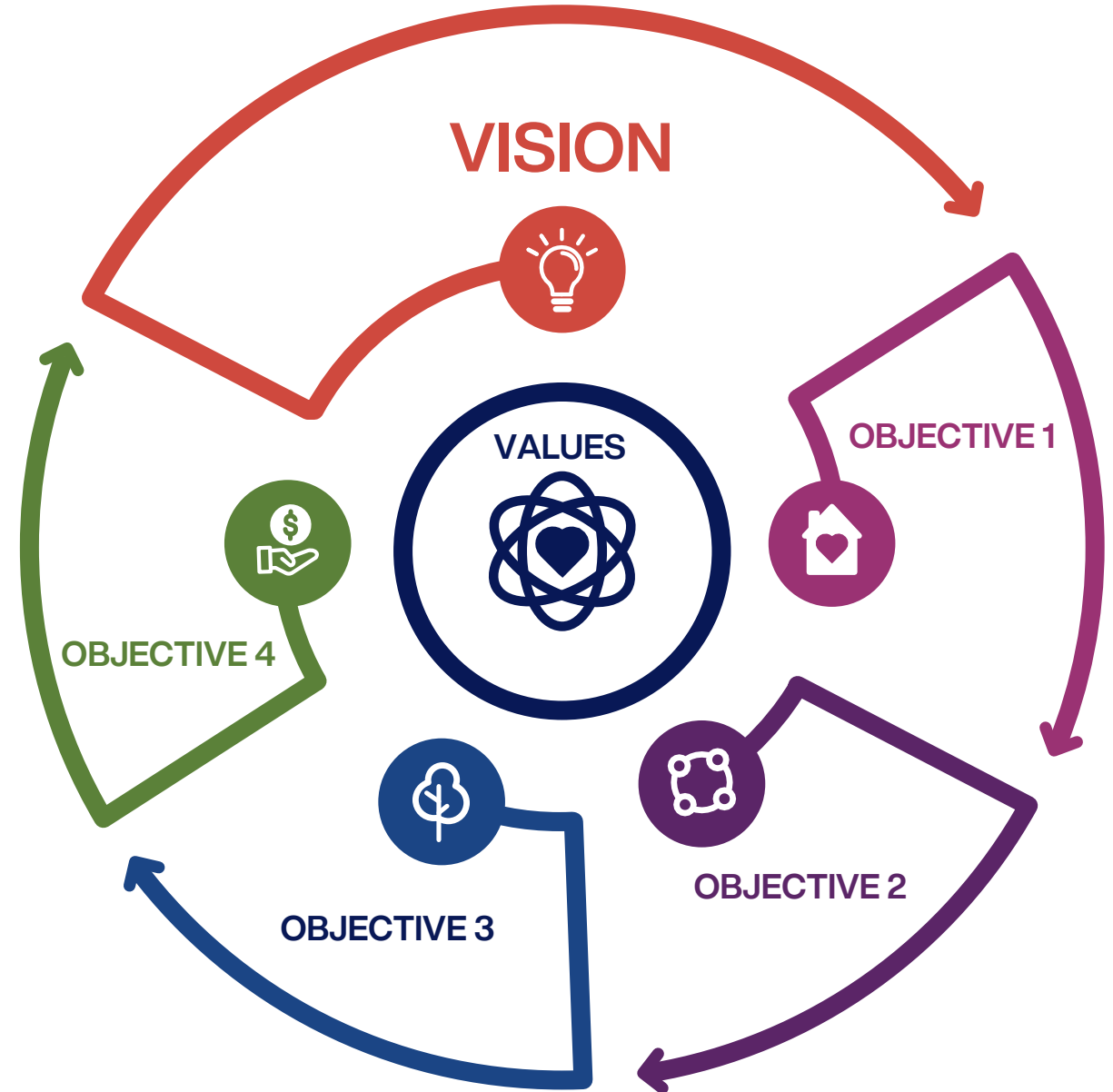
IBI GROUP

A photograph of a city street corner. In the foreground, a blue wheelchair symbol is painted on a brick-paved sidewalk. To the left, a red SUV is partially visible. In the background, there is a large, ornate brick building with a dome and a clock tower. A person is walking on the sidewalk. The image is overlaid with a semi-transparent dark grey rectangle containing the text "3. Vision and Objectives".

3. Vision and Objectives

TMP Strategic Framework

- TMP is guided by the **Strategic Framework** comprising of three components: values, vision and objectives.
- The values are at the core and are based on industry best practices
- The vision and objectives indicate desired TMP outcomes



Draft Vision

- A statement of the TMP's aspirations and will shape decision-making to help lead the City to where it wants to be at the end of the TMP horizon.

Stratford's transportation system will facilitate a safe, vibrant, prosperous and complete community while reflecting the principles of equity, accessibility, inclusivity and environmental sustainability.



Draft Objectives

- Stem from the vision and represent a set of desired outcomes of the TMP.
- Need to align with residents and stakeholder expectations
- Will be used later in the study to evaluate possible solutions, projects and strategies.

HEALTHY, SAFE AND COMPLETE COMMUNITY



- Provide safe & inclusive transportation facilities that enable complete, vibrant communities.
- Improve road safety to work toward Vision Zero.
- Develop a safe, accessible and connected active transportation network.
- Increase walking, cycling & transit mode share.

ECONOMIC PROSPERITY



- Increase access to opportunity for residents and businesses by ensuring efficient and accessible multi-modal transportation options.
- Protect / enhance Stratford's distinct character, charm, cultural heritage and tourist appeal.
- Enable the efficient and safe movement of goods.

REDUCED ENVIRONMENTAL IMPACTS



- Reduce greenhouse gas emissions from transportation.
- Become more resilient to climate change impacts on the transportation system.
- Protect the City's natural environment, heritage and open space system.

FISCAL RESPONSIBILITY



- Ensure the continued maintenance and operation of existing infrastructure.
- Invest in new infrastructure responsibly, considering full life-cycle costs.
- Enable transportation infrastructure that responds to changing demands and new technologies.

Draft Vision and Objectives

- **What are your initial impressions of the draft TMP vision or objectives?**
- To review the vision and goals in more detail, visit engagestratford.ca and submit feedback by e-mail directly or by completing the survey



4. Needs and Opportunities

Road Network

- What are any safety issues that need to be addressed?
- Where do you experience traffic congestion / delays?
- Are there any other opportunities to re-think the way the road network functions?

Legend

Roads

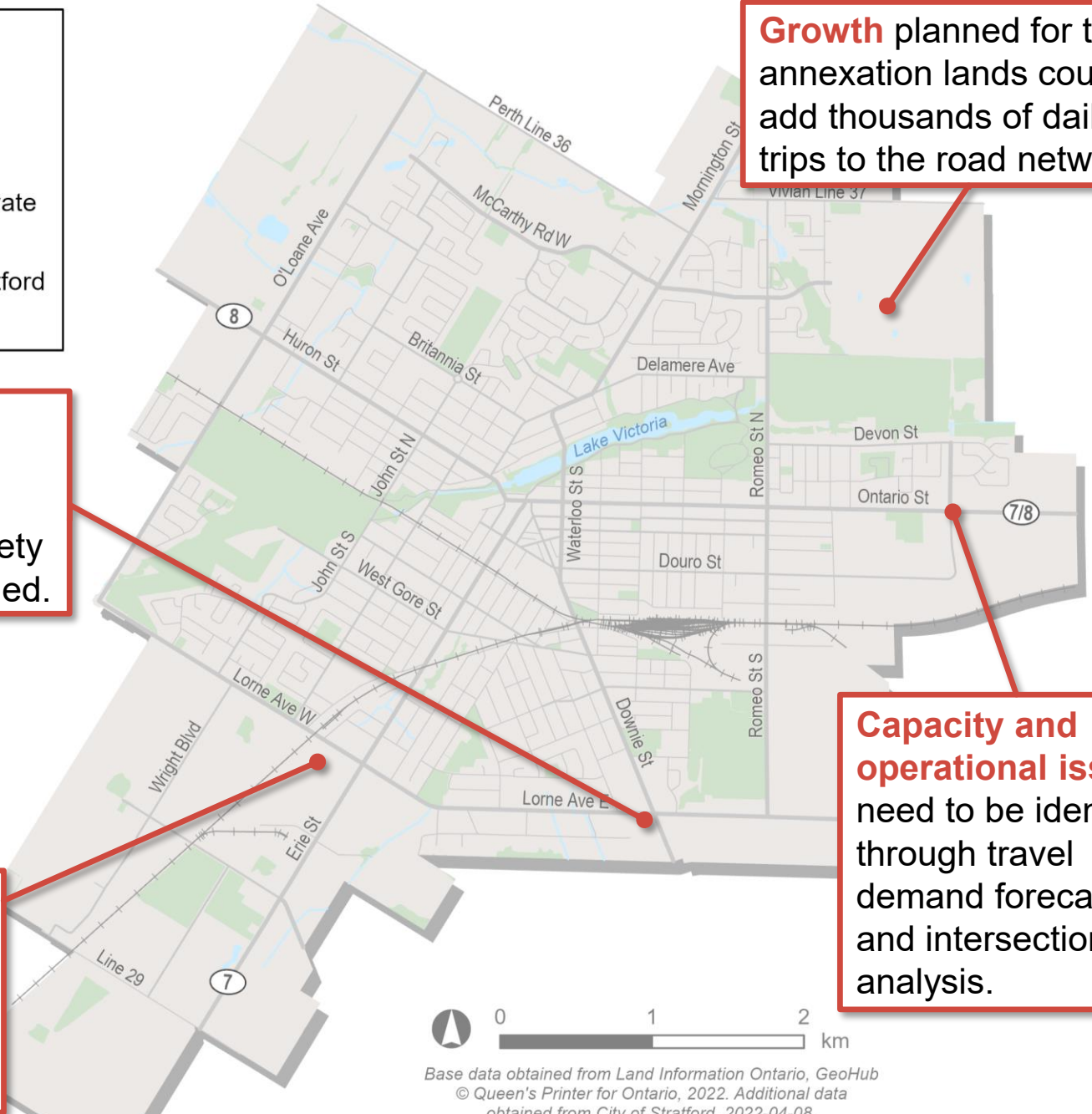
- Arterial
- Collector
- Local/Private
- ++ Railway
- City of Stratford
- Waterbody

Opportunities for **roundabouts** to improve traffic operation and safety need to be identified.

Trucks support the economic vitality of local businesses but may create negative impacts.

Growth planned for the annexation lands could add thousands of daily trips to the road network.

Capacity and operational issues need to be identified through travel demand forecasting and intersection analysis.



Base data obtained from Land Information Ontario, GeoHub
 © Queen's Printer for Ontario, 2022. Additional data
 obtained from City of Stratford. 2022-04-08.

Downtown Area

- How do we balance demand for parking and vehicle travel with desire to maintain Downtown's historic charm and vibrancy?
- How do we meet the needs of cyclists and pedestrians?



Active Transportation

- Where should cycling facilities be prioritized?
- How safe do you feel walking or cycling in Stratford?
- What other strategies would help encourage people to walk or cycling more often?

Legend

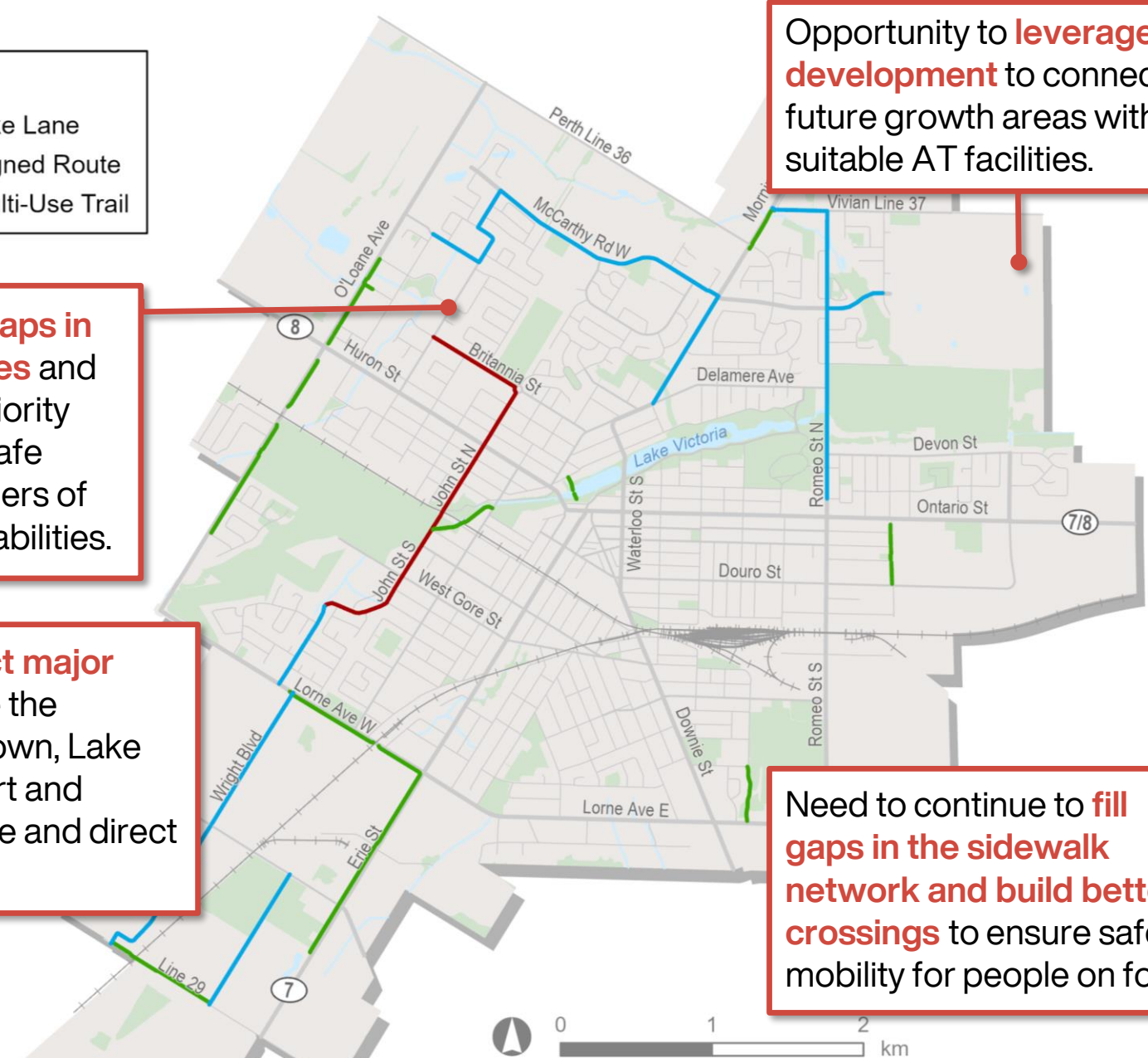
- Bike Lane
- Signed Route
- Multi-Use Trail

Need to **fill gaps in cycling routes** and develop a priority network of safe routes for riders of all ages and abilities.

Need to **connect major focus areas** like the hospital, downtown, Lake Victoria, Walmart and schools with safe and direct routes

Opportunity to **leverage new development** to connect future growth areas with suitable AT facilities.

Need to continue to **fill gaps in the sidewalk network and build better crossings** to ensure safe mobility for people on food.



Base data obtained from Land Information Ontario, GeoHub
© Queen's Printer for Ontario, 2022. Additional data obtained from City of Stratford. 2022-04-08.

Transit

- What would help make transit a more convenient mobility option?
- How can transit meet the needs of more people in Stratford? (e.g., equity considerations, affordability, night shift workers, etc.)
- Any impressions of the on-demand transit service?





5. Next Steps and Closing

Next Steps

- Public engagement period concludes **May 5, 2022**
- Stakeholders should feel free to contact the study team at any time, but are requested to provide input by **May 5, 2022**
- Project team to review all input, update vision/objectives, and integrate into the identification of needs, issues and opportunities
- Phase 1 will be documented in the Needs and Opportunities Report, currently in progress
- Next round of public and stakeholder engagement planned for **Late 2022**

Thank You!



Defining the cities
of tomorrow

FOLLOW US



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Minutes

To/Attention Notes to File **Date** April 22, 2022

From IBI Group **Project No** 136914

Subject City of Stratford Transportation Master Plan
Stakeholder Group Meeting #1
Microsoft Teams
April 20, 2022 - 1:00 p.m. to 2:30 p.m.

Present Nancy Roulston (City of Stratford)
Michael Mousley (City of Stratford)
David Daglish (Active Transportation Advisory Committee)
Peter Zein (Accessibility Advisory Committee)
Roger Koert (Accessibility Advisory Committee)
Sarah Merkel (Active Transportation Advisory Committee)
Geoff Love (Cycle Stratford)
Wayne Sjaarda (Cycle Stratford)
Zac Gribble (Destination Stratford)
Mike Sullivan (Energy and Environment Committee)
Patricia Osoko (Energy and Environment Committee)
Julie Bui (MTO)
Michael Kilgore (MTO)
Sarah Jewell (MTO)
Maggie Martin (PC Connect Transit)
Susanna Reid (Perth County)
Eddie Matthews (Stratford and District Chamber of Commerce)
Kim Griffiths (Stratford City Centre Business Improvement Area)
Joani Gerber (Stratford Economic Enterprise Development Corporation)
Jenna Allain (Upper Thames River Conservation Authority)
Janice White (Avon Maitland District School Board)
Laura Marotta (Avon Maitland District School Board)
Scott Johnston (IBI Group)
Zach Henderson (IBI Group)
Anthony Galloro (IBI Group)

Distribution Attendees

Attachments Meeting slide-deck

Item Discussed**Action By**

Scott Johnston (IBI Group) introduced himself as the consultant project manager. Scott thanked all meeting attendees for their participation and provided an overview of the agenda.

Nancy Roulston (City of Stratford) introduced herself as the City's project manager.

1. Welcome and Introductions

Scott outlined the purpose of the Stakeholder Group Meeting and its importance to the Transportation Master Plan (TMP), which is a long-term strategic plan that guides transportation policy and infrastructure in the City of Stratford up to a horizon year of 2041.

2. Study Overview

Scott outlined the three-phase study process for the TMP, noting we are in the first phase which focuses on assessing transportation needs and opportunities.

The Virtual Public Open House for the TMP launched April 14, 2022, and can be accessed at www.engagestratford.ca.

3. Vision and Objectives

Zach Henderson (IBI Group) provided an overview of the TMP Strategic Framework, comprising of the values, vision and objectives. Meeting participants were encouraged to provide feedback during the meeting or via email afterwards.

Discussion comments:

- **Mike Sullivan (Energy and Environment Committee):**
The RFP did not specify greenhouse gas emissions (GHG). How can the vision and objectives be modified without asking the City to retender the RFP?
Transportation is the source of 40% of GHG in Stratford; more targeted action should be included in the strategic framework to help the City achieve an 80% active transportation/transit mode share. The objectives do not specify any concrete goals about environmental impacts and a targeted mode share shift, which is the most fundamental reason for the TMP.
 - **Geoff Love (Cycle Stratford):** This viewpoint is shared and supported by other stakeholders. The

Item Discussed

Action By

environment objective should be more specific and targeted.

- **Zach Henderson (IBI Group):** The RFP is a starting point, and the project team will consider the feedback from the public and from stakeholders to refine the vision, values and objectives. Additionally, the objectives, including *Reduced Environmental Impacts*, will be used to evaluate future recommendations and strategies. Added, the vision and objectives are supported by previous Stratford plans and policies, building on the City's climate change lens.
- **Scott Johnston (IBI Group):** The TMP study is guided by public and stakeholder input, and our role is to facilitate and respond to that feedback. We cannot commit to reorienting all the objectives to focus on GHG, but there are other points that tie in with overall sustainability. Note, the TMP will not indicate targeted mode shares, as this can lead to challenges.
- **Mike Sullivan (Energy and Environment Committee):** The Official Plan (OP) is being revised, and it is encouraged that the TMP considers this, instead of relying on existing OP plans for sprawl.
 - **Scott Johnston (IBI Group):** The TMP is not intended to drive the OP process, but there is a need for strong interaction. Supporting densification by using transportation and reducing reliance on the car are valid points that can the TMP can speak to.
- **Patricia Osoko (Energy and Environment Committee):** Environmental principles should be embedded throughout the other objectives, specifically in respect to *Fiscal Responsibility*. This objective should be less oblique about the City's support of electric vehicles.
- **Sarah Merkel (Active Transportation Advisory Committee, Huron Perth Public Health):** It is great to see Vision Zero incorporated into the objectives.

Item Discussed

Action By

4. Needs and Opportunities

Scott and Zach presented a mode-by-mode review of preliminary needs and opportunities for the City of Stratford's transportation system.

Stakeholder group members were encouraged to share input throughout the meeting, as well as to provide feedback after the meeting once they have an opportunity to review the presented material.

Discussion comments:

4.1 Roads

- **Mike Sullivan (Energy and Environment Committee):** Can MTO comment on the status of plans for Hwy 7/8 (i.e. bypass)?
 - **Sarah Jewell (MTO):** A transportation planning MCEA study commenced about a decade ago and has yet to be finalized.
- **Kim Griffiths (Stratford City Centre Business Improvement Area):** Is there a plan to expand McCarthy Rd west to connect to O'Loane Ave? This connection would help with congestion seen during the early morning commute.
 - **Nancy Roulston (City of Stratford):** Yes; the City has been working with landowners for several months to progress the project.
- **Sarah Merkel (Active Transportation Advisory Committee, Huron Perth Public Health):**
Roundabouts are a great tool to lower fatality and injury rates, and they have an opportunity to play a significant role in the future. A roundabout should be constructed at Romeo St and Lorne Ave. Additionally, it is important to flag speed of vehicular traffic on local streets, especially in school zones. Having speeds lowered would help congestion through local neighbourhoods, as well.

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- **Kim Griffiths (Stratford City Centre Business Improvement Area):** Businesses are often asking if trucks can be directed off Ontario St.
- **Peter Zein (Accessibility Advisory Committee):** Truck speeds are a concern for vulnerable road users (i.e. wheelchair users), especially in northeast Stratford, on Romeo Street, and for trucks travelling west beyond Mornington Street.

Active Transportation (AT)

- **Geoff Love (Cycle Stratford):** Not much of the 2014 Bike and Pedestrian Master Plan was implemented; are components of this plan being carried forward? The Cycling Club is interested in cycling safety, wayfinding strategy, and an expanded network.
 - **Scott Johnston (IBI Group):** A focus for the AT network plan will be implementation over the short-term.
- **Susanna Reid (Perth County):** There is an opportunity to coordinate with the County of Perth in terms of cycling connections.
- **Mike Sullivan (Energy and Environment Committee):** Stratford does not feel safe for cyclists because a lack of protected cycling facilities. Added, non-arterial roads are not kept clear of snow or gravel in winter, so cyclists are forced into traffic lanes. Stratford has the space to accommodate protected bike lanes.

Putting cycling routes on local roads relegates cyclists to residential areas and drives them away from commercial areas of the city. All road users need to be accommodated on arterial roads.

 - **Patricia Osoko (Energy and Environment Committee):** Agree that cycling does not feel safe on city streets. Reframing the priority of cyclists and pedestrians over cars and trucks on major road is welcome.

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- **Kim Griffiths (Stratford City Centre Business Improvement Area):** The AT network should include a plan to paint bike lanes (e.g. green or terracotta) to enhance visibility.
- **Zac Gribble (Destination Stratford):** Is there a plan for Level 3 Electric Vehicle (EV) Charging Stations given high growth of EV adoption by local residents and visitors? Level 3 charging is required to avoid 8-hour charge times with the slower charging stations.
 - **Mike Sullivan (Energy and Environment Committee):** Note, Canadian Tire just installed two Level 3 chargers and one level 2 charger.
 - **Susanna Reid (Perth County):** How will the TMP envision or incorporate the EV stations? Feedback from EV users note that placement of chargers is relevant to their function. There should be consideration for where people would be for a couple of hours while they are waiting for their vehicles to charge.
 - **Zach Henderson (IBI Group):** This will be important from a tourist and economic development perspective, as well. The TMP will provide general direction and considerations on placement of EV charging stations and note support for EVs in general.
- **David Daghish (Active Transportation Advisory Committee):** To achieve Vision Zero, speed limits need to be enforced (e.g. 60 km/h is very common on 40 km/h streets). Traffic calming, as well as design for use, should be considered to alleviate impacts on cyclists, pedestrians, and other road users.
- **Sarah Merkel (Active Transportation Advisory Committee, Huron Perth Public Health):** A few points to note on behalf of the AAC:
 - Identifying pedestrian connection opportunities / gaps in sidewalk network will help forge a walking culture. Currently, 40% of students are driven to

Item Discussed

Action By

- school, and so prioritizing facilities connecting to school zones should be considered.
- Identify hubs and spokes as part of AT network, and ensure wayfinding opportunities are identified (especially to maximize connections from outside the city to inside the city).
 - A balance should be sought between the needs of different cyclist users throughout the city.
 - Is there a priority of areas where there are more vulnerable road users (e.g. school zones, hospitals)?
 - Pedestrian crossovers are an excellent safety improvement, and hope more are identified as part of TMP.
 - Evaluation is an important tool to help justify cycling facilities (e.g. trail counters can demonstrate use before and after a cycling facility is installed). Capturing the number of cyclists and pedestrians can be used to prioritize implementation. This will also help with funding opportunities and leveraging federal grants.
 - Bike parking facilities should be considered outside of the downtown core, as well (e.g. the mall).
- **Geoff (Cycling Club):** Stratford currently has a disorganized network of routes. Expanding the cycling network should not be done haphazardly (e.g. when roads are scheduled for reconstruction).
 - **Zach Henderson (IBI Group):** Our main goal is to create a connected network that is feasible and implementable, while recognizing that a cycling network should be designed for all ages and abilities.
 - **Joani Gerber (Stratford Economic Enterprise Development Corporation):** The cycling network must consider the business community. Connecting employees, products and customers to businesses via a cycling network is forward thinking (e.g. connections to mall, industrial zone, etc.).

Item Discussed

- **Geoff (Cycling Club):** The City of Stratford, at one point, had the highest share of workers accessing their place of work via AT.
- **Wayne Sjaarda (Cycle Stratford):** The bike lane along Romeo St does not continue over the bridge, rendering the cycling route impractical.

4.2 Transit

- **Mike Sullivan (Energy and Environment Committee):**
A few notes about transit:
 - I am very impressed by Stratford's transit system. However, bus frequencies should be increased, and transit should be free to encourage uptake. It is a great system that is poorly used except for by people who have to use it.
 - The TMP should encourage the federal government to improve VIA Rail service.
 - There should be coordination between VIA Rail/tour bus operators in connecting to Stratford Transit, as well as bike rental opportunities.
- **Roger Koert (Accessibility Advisory Committee):**
Accessibility of all transit stops should be a priority, and the long-term plan should consider load platforms and ramps in the design.

5. Next Steps and Closing

Scott provided an overview of the next steps and key project milestones. Of note, the next round of public and stakeholder engagement is planned for late 2022.

Action: Stakeholders are invited to provide input to the TMP study team via email. Feedback is requested by May 5, 2022.

The meeting concluded at 2:30 p.m.

Action By

Stakeholder
Members



City of Stratford Transportation Master Plan Update Stakeholder Group Meeting 2

PRESENTED BY IBI GROUP

NOVEMBER 16, 2022



IBI GROUP



Agenda

1. WELCOME AND INTRODUCTIONS

2. STUDY OVERVIEW

3. PHASE 1 SUMMARY

4. ALTERNATIVE SOLUTIONS

5. NEXT STEPS AND CLOSING



1. Welcome and Introductions

Welcome

The City of Stratford Transportation Master Plan (TMP) Update will:

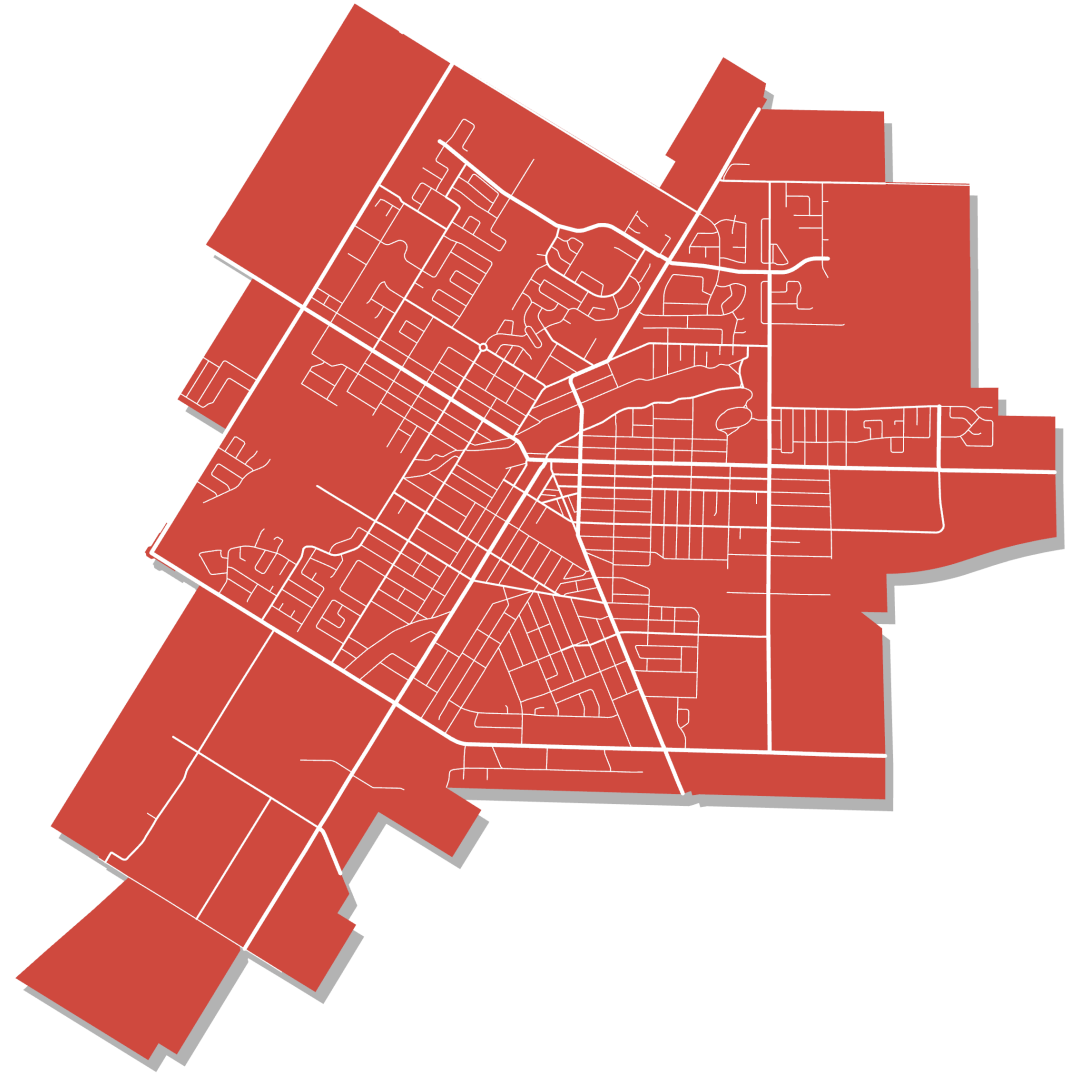
- Integrate and update the 2010 TMP and the 2014 Bike and Pedestrian Master Plan
- Be a long-term strategic plan that guides transportation policy and infrastructure to **2026** (short-term priorities), **2031** (medium-term) and **2041** (ultimate recommendations pending future updates)
- Identify improvements for **multi-modal** transportation: driving, transit, cycling, walking and goods movement

Purpose of today's Stakeholder Group Meeting

- To update key stakeholders on the TMP Update study and recap progress
- To present the preliminary preferred road and cycling networks
- Gather input and address any concerns

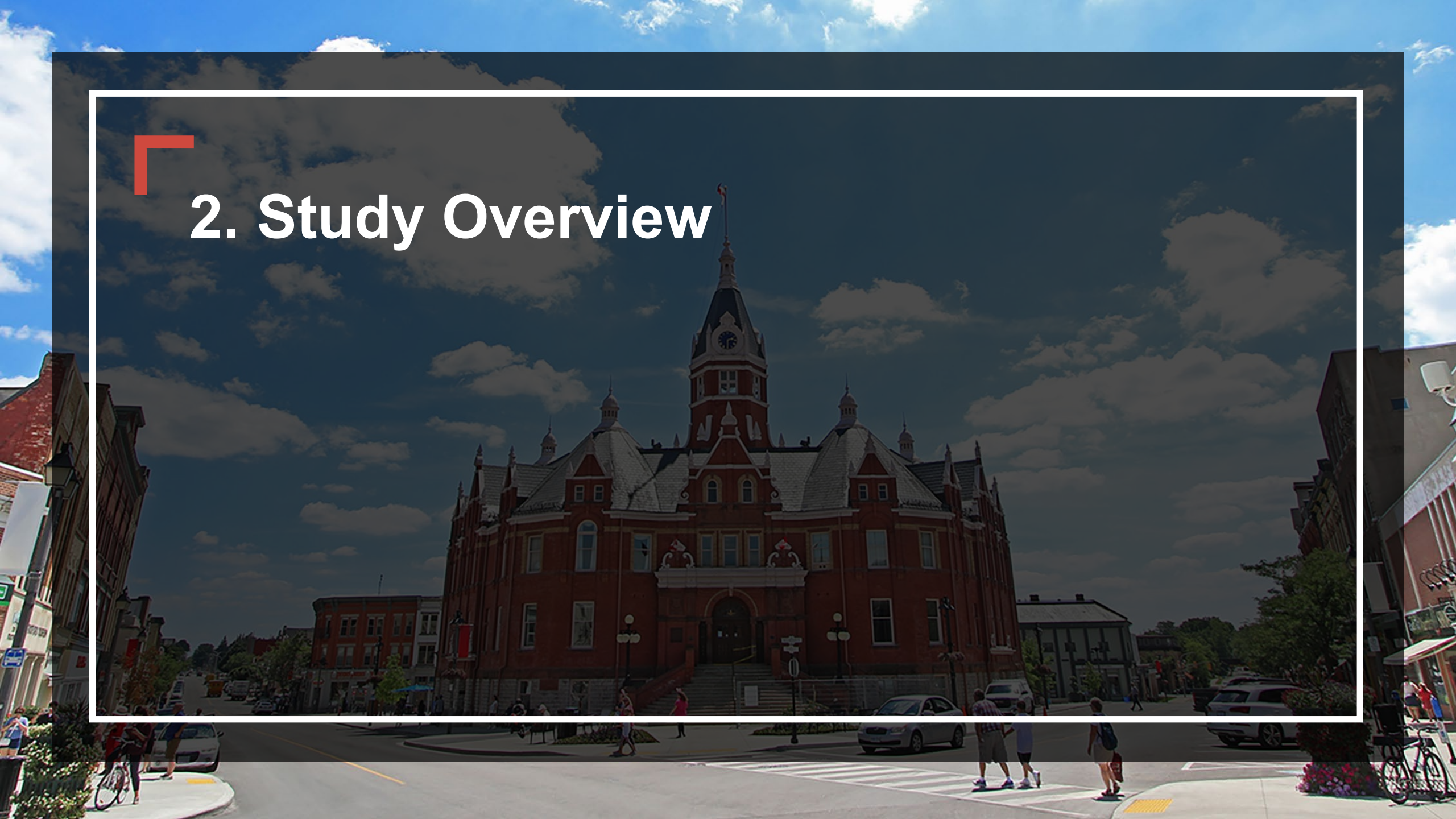
Introductions

- City of Stratford Team
- Arcadis-IBI Group Team
- Stakeholders

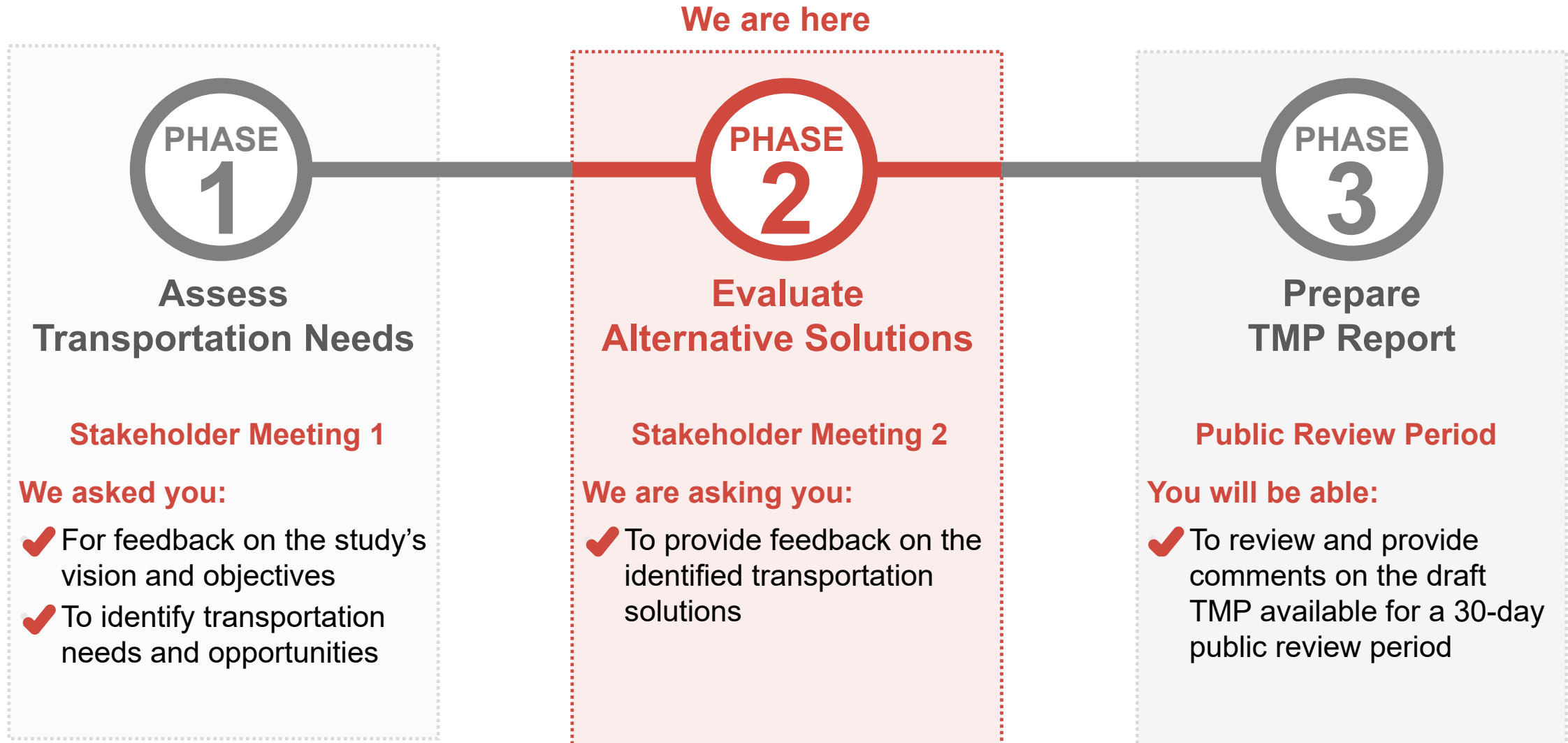




2. Study Overview



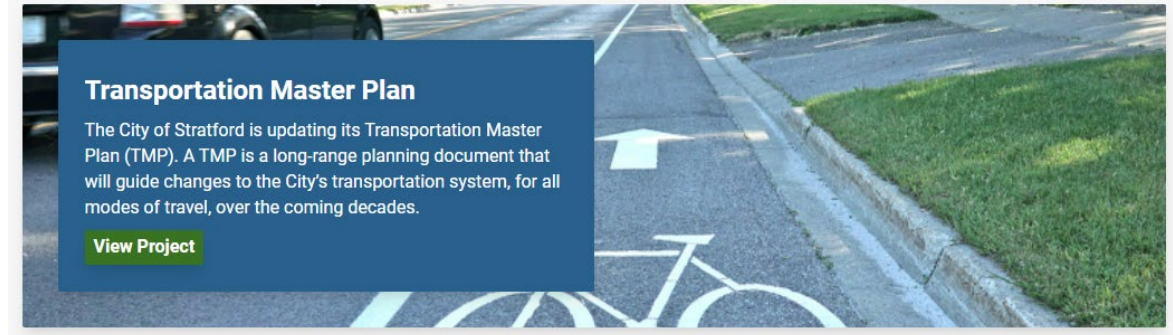
Study Process



Virtual Public Open House

- Second of two rounds of consultation and engagement planned
- Launched November 8, 2022 at engagestratford.ca
- Engagement activities include:
 - Virtual display boards
 - Public survey
 - Comments and questions submissions

Featured Project



City of Stratford

TRANSPORTATION MASTER PLAN

Public Consultation Round 2
Transportation Solutions

November 2022

City of Stratford
ONTARIO, CANADA
Dramatically Different!

ARCADIS
IBI GROUP

City of Stratford Transportation Master Plan

A photograph of a city street corner. In the foreground, a blue wheelchair symbol is painted on a brick-paved area. To the left, a red SUV is partially visible. In the background, there is a large, ornate brick building with a clock tower. The scene is overlaid with a semi-transparent dark grey rectangle containing the text '3. Phase 1 Summary' and a red L-shaped graphic element.

3. Phase 1 Summary

Phase 1 Summary

As part of the first round of public consultation in Spring 2022, a mapping tool, survey and comment portal received over **350 submissions**.

Here are some of the things we heard.

CARS

North America's dependence on the private vehicle is not normal, not necessary, and not sustainable. Stratford is a compact city and has the opportunity to re-shape perceptions of mobility.

ACTIVE TRAVEL

Cyclists should have dedicated lanes with concrete separation on major arteries. Pedestrians should have safe and convenient ways to cross arterial and collector roads.

TRANSIT

Bus service needs to extend later in the evening. Even theatre patrons expect to catch a bus after evening performances.

SPEEDING

Speed limits should be reduced to 30 km/h on all residential roads, and should be enforced, or made possible with speed humps or other traffic calming measures.

TRUCKS

Move heavy truck traffic out of the downtown to the periphery roads.

TOURISM

As Stratford attempts to redesign and re-grow from the very real financial effects of the loss of revenue from tourists, the future needs to be focused on those tourists and promoting walking and biking.

TRAFFIC

We need to have access to more roads with all the new subdivisions. All the current main roads are clogged with traffic.

NEW MOBILITY

I also would like to see a plan for EV charging stations in the TMP.

Phase 1 Summary

Transportation needs and opportunities were identified through technical analysis as well as stakeholder and public input from the first round of consultation.

The **problem or opportunity statements** summarize the needs of the different components of the transportation system and serve as the launch pad for the identification of potential infrastructure solutions and other strategies.

Implement a complete streets approach to transportation planning to meet the needs of a growing city and destination

Expand active transportation connections to support Stratford as a complete community

Improve transit service and operations to increase convenience, equity and accessibility, and sustainability

Develop policies and strategies to support Stratford's safe, connected and reliable transportation system







4. Alternative Solutions

Road Projects – Alternatives Process

1. **Identify need or opportunity** – part of phase 1 of the study, input from technical analysis, public and stakeholder feedback
2. **Identify possible solutions** – will vary by project, aiming to represent a range of realistic solutions to the identified need or opportunity
3. **Evaluation of alternative solutions** – comparing potential responses and outcomes against the study's goals and objectives
4. **Identify preferred alternative**

Evaluation Framework

Example Indicators	Not Effective	Somewhat Effective	Very Effective
 Support a healthy, safe and complete community			
Safety improvements / Support for multi-modal transportation	Insignificantly prioritizes safety / Least represents a Complete Streets implementation	Somewhat prioritizes safety / Somewhat represents a Complete Streets implementation	Prioritizes safety / Most represents a Complete Streets implementation
 Improve connectivity to support economic prosperity			
Traffic delay measure / Impact to City's character and cultural heritage	Traffic outcome is least desirable, with significant impacts to character	Traffic outcome is acceptable, with some impacts to character	Traffic outcome is most desirable, with no impacts to character
 Reduced environmental impacts			
Impacts to the environment GHG emissions / Climate change resiliency	Performs poorly	Performs acceptably	Performs best
 Be an outcome of fiscal responsibility			
Maintenance, operations and life-cycle costs	Highest cost option	Medium cost option	Lowest cost option

Road Projects

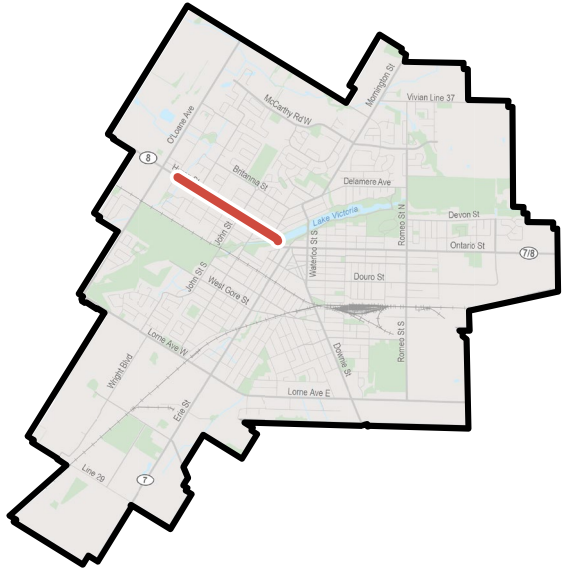
Road network focus areas were identified to improve the transportation system and adopt a complete streets approach to support a growing city and destination.

The following slides present **three potential solutions** that have undergone **preliminary evaluation** against the study's vision and objectives to determine the preferred TMP recommendations.

- 1 **Huron Street** (under construction)
- 2 **Erie Street**
- 3 **Lorne Avenue**
- 4 **McCarthy Road and Romeo Street**
- 5 **Lake Victoria – Lakeside Drive**
- 6 **Lake Victoria – Veterans Drive**
- 7 **Douro Street**
- 8 **West Secondary Plan Area**
- 9 **Downtown Stratford** (carried forward from 2021 Downtown Traffic Study)



Huron Street



Changes are underway along Huron Street to replace old sewers and water pipes, and to improve the safety and operations of the street. Phase 1 (between the Huron St bridge and John St), is under construction. Phase 2 to Matilda Street is dependent on future funding.

Opportunity

Underground infrastructure renewal is needed, presenting an opportunity to re-think the function of Huron Street and re-construct the street to fit a more modern transportation vision.

Challenge

Balancing the diverse needs of road users, including drivers, cyclists, and pedestrians, within this arterial corridor.

Preferred Option

Implement a Road Diet (4 lanes to 3 lanes)

Pros

Opportunity to increase boulevard space, improve sidewalks, improve intersections, improve safety and traffic operations

Cons

Potential for increased delay during busy periods

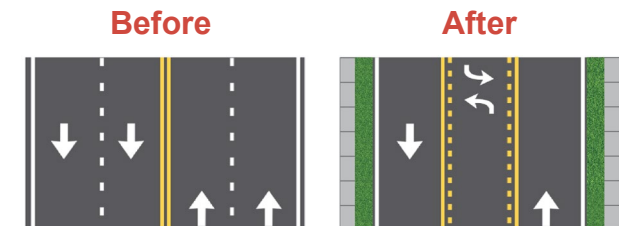
Why a Road Diet?

Benefits of the road diet include:

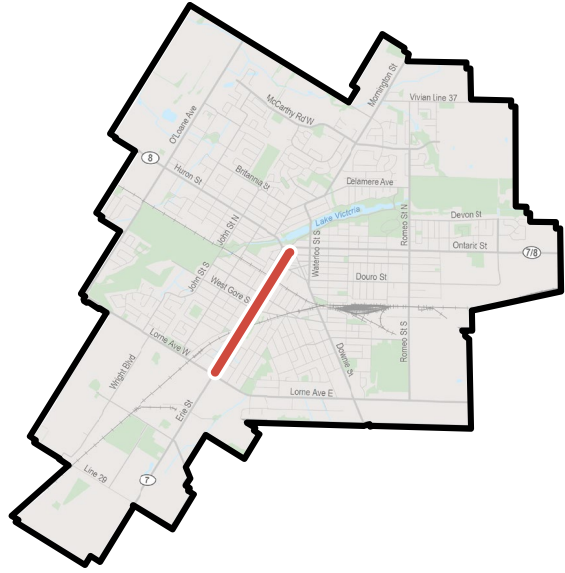
- Improved safety for all road users
- Shorter pedestrian crossings / more boulevard space
- Traffic calming and reduced speeds
- Reduction in conflict points between vehicles
- More consistent traffic flow
- Improved operations from updated traffic signals
- Less congestion caused by left-turning vehicles

Drawbacks of the road diet include:

- Potential for increased travel delays during busy periods



Erie Street



Based on existing and forecasted traffic, Erie Street is a good candidate for a road diet. A road diet would allow space to be repurposed for parking, cycling, walking or other public realm improvements.

Opportunity

Balancing the diverse needs of road users, including drivers, cyclists, and pedestrians, within this arterial corridor.

Challenge

Implement a road diet to better reflect the different needs of the community, using the reclaimed space for alternative modes.



Preliminary Preferred Option

**Option 3:
Narrow to 2
Lanes + Centre
Turn Lane**

Pros
Reclaimed space can be used to add cycling facilities or other uses; Centre turn lane enables efficient traffic movements

Cons
Potential for increased delay during busy periods

**Option 1:
Do Nothing**

Pros
Maintains existing configuration and capacity for vehicles; No new capital costs

Cons
Doesn't address the needs of all road users; Maintaining excess capacity may add traffic

**Option 2:
Narrow to 2
Lanes**

Pros
Provides significant space that can be reclaimed for parking, cycling, walking and other uses

Cons
2-lane cross-section significantly inhibits traffic flow and increases delays

* Options for intersections to be finalized through Environmental Assessment study, separate to the TMP

Lorne Avenue



Lorne Avenue provides important connections to the southern part of the City, where future industrial growth is expected. Existing intersections lead to delays caused by left-turning vehicles and are not sufficient to meet traffic demand during peak periods.

Need

Capacity improvements are needed at intersections along the corridor to reduce delay and improve traffic operations.

Challenge

Constraints include steep grading adjacent to the intersection at O’Loane Ave, and constricted space due to the hydro corridor at Downie St.

Option 1: Focus on Alternative Modes

Pros

Some new demand absorbed by cycling, walking and transit uses;
Lowest-cost option

Cons

May not be as successful with relieving demand on road network; Truck needs unresolved

Option 2: Widen Roadway to 3 Lanes

Pros

Operational improvements and improved traffic flow

Cons

Additional capacity may attract more driving, worsen congestion; Most expensive option

Preliminary Preferred Option

Option 3: Focus on Intersection Improvements *

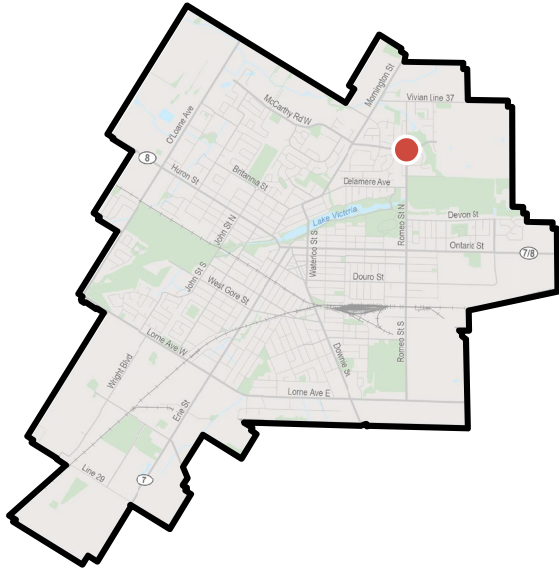
Pros

Roundabouts, turning lanes or traffic signals improve traffic operations; Less expensive than full road widening

Cons

May not address mid-block capacity constraints

McCarthy Road and Romeo Street



The existing two-way stop on McCarthy Road is insufficient to meet future demand, leading to road user safety concerns, especially for pedestrians and cyclists using the uncontrolled crossing.

Need

Modifications are needed to address growing traffic capacity by 2041 with a more immediate need for improved pedestrian crossing.

Challenge

Aligning the timing of the needs of pedestrians with the need for operational improvements for drivers.

Preliminary Preferred Option

Option 1: Install a Pedestrian Crossover

Pros

Minimal disruption to traffic; Low cost; Doesn't prohibit future changes (e.g. roundabout) when warranted

Cons

Does not address traffic growth and operational concerns into the future

Option 2: Install Traffic Signals

Pros

Improve traffic flow; Cheaper to install than roundabouts; Improves pedestrian safety

Cons

More expensive to maintain in the long-run than roundabouts

Option 3: Install a Roundabout

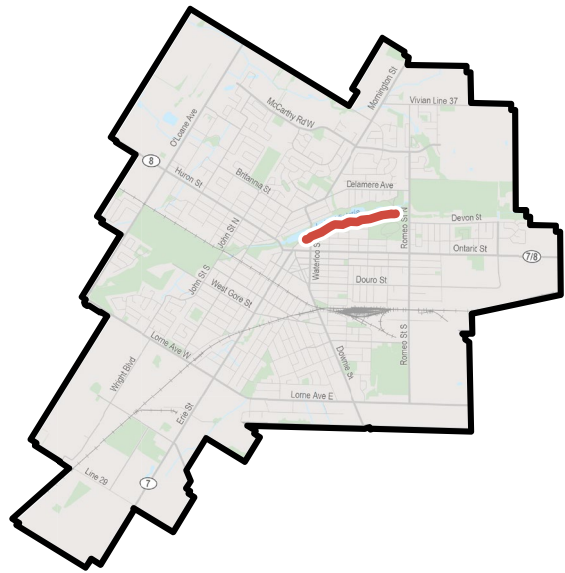
Pros

Reduces severity of collisions; Maintains traffic flow; Cheaper in the long-term

Cons

Most expensive option to design and implement; Pedestrian crossing distances may be increased

Lake Victoria – Lakeside Drive



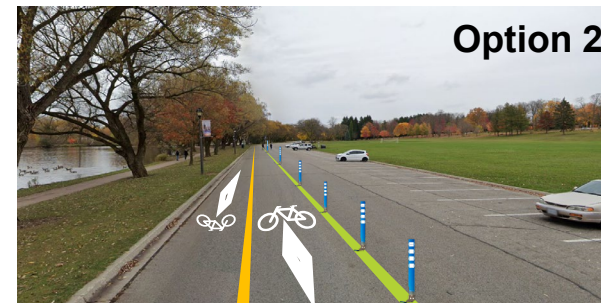
There is an opportunity to re-balance existing road space to better balance the needs of recreation and active transportation, other park users, theatre patrons, and other visitors to this beautiful and important destination.

Need

Existing lake trail insufficient to accommodate pedestrian and cyclist demand, and Lakeside Drive only provides space for cars.

Challenge

Limited road width to host both two-way traffic and cyclists. Maintain access to key destinations and parking. Mitigate impacts to surrounding road network.



* Direction of one-way to be determined

Preliminary Preferred Option

Option 1: Do Nothing

Pros
Maintains status quo and no disruption to traffic; No cost

Cons
Needs of AT users remain unsolved; Potential of Lakeside Drive and surrounding parks not realized

Option 2: Convert to One-Way with Bike Lanes *

Pros
Maintains car access and parking; Provides dedicated on-road space for cyclists; Retrofit option is relatively inexpensive

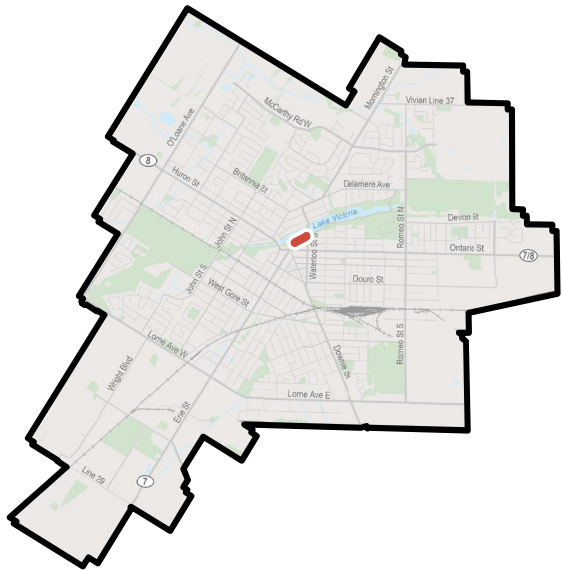
Cons
May result in some back-tracking vehicle trips

Option 3: Build Multi-Use Path Beside Street

Pros
Provides space for pedestrians, runners and cyclists outside of roadway; No changes to vehicular access

Cons
Most expensive option; new trail would take space from existing park

Lake Victoria – Veterans Drive



Repurposing streets for pedestrians and cultural events is a growing trend. Veterans Drive represents an important opportunity to improve the public realm, re-connect two sections of parkland, and better serve both residents and visitors.

Opportunity

Re-imagine the function and role Veterans Drive to re-connect the parks on either side, unlock year-round event space, and improve safety for vulnerable road users.

Challenge

Ensure potential road closure does not have negative impacts to surrounding roads.

Option 1: Do Nothing

Pros
Maintains traffic connection for drivers utilizing Veterans Drive

Cons
Needs of park and AT users remain unsolved; Potential of Veterans Drive as a destination not realized

Option 2: Design a Flex Street for Special Closures

Pros
Disruption to car access seasonally or only for special events; Retrofit option is relatively inexpensive

Cons
Minimal disruption to local traffic expected

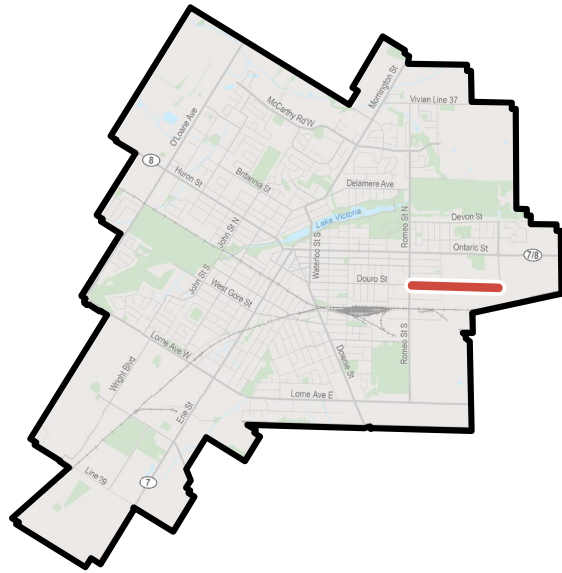
Preliminary Preferred Option

Option 3: Close Street to Cars

Pros
Permanent solution to accommodating park users; Prioritizes recreation and active transportation

Cons
Some disruption to local traffic expected

Douro Street



Traffic has exceeded capacity east of Romeo Street during peak periods. Anticipated commercial and residential development as part of the Stratford East Special Policy Area will add to the growing demands of the area.

Need

Address peak period capacity constraints and growing demand for travel east of Romeo Street.

Challenge

Addressing capacity needs a challenge due to high cost, and negative outcomes to environmental and city-building objectives.

Preliminary Preferred Option

Option 1: Focus on Alternative Modes

Pros

Some new demand absorbed by AT and transit; Positive environmental outcome; Lowest-cost option

Cons

Needs of trucks destined for local business remain unresolved

Option 2: Re-route Traffic to Parallel Corridor

Pros

Addresses capacity constraints by re-routing traffic to parallel route

Cons

Ontario Street traffic volumes already high; No room or desire to widen Ontario St; No other parallel alternative.

Option 3: Widen to Four Lanes

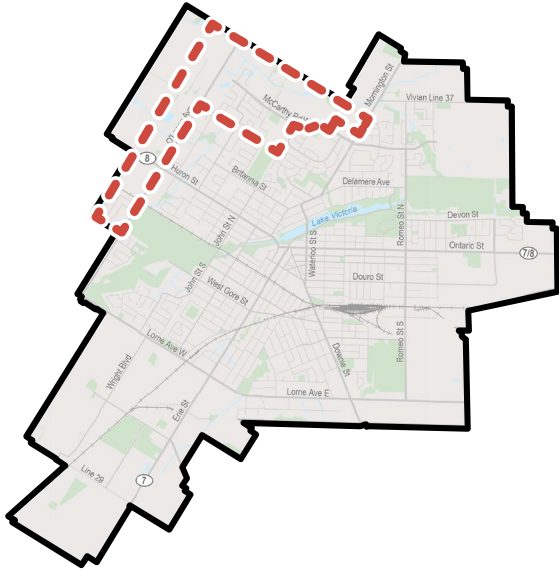
Pros

Improves traffic flow in short to medium term; Supports local industry

Cons

High cost; Additional capacity, especially outside of peak periods; May attract new traffic to the area

West Secondary Plan Area



More than 60% of future growth in Stratford will occur in this area. McCarthy Road and O'Loane Avenue are expected to face the highest new demand.

Need

A comprehensive approach is needed to address existing and future traffic demands and potential capacity constraints.

Challenge

Balancing the needs of traffic with the high financial and environmental costs of road widening as well as building vibrant, complete communities.

Preliminary Preferred Option

Option 1: Focus on Alternative Modes

Pros

Some new demand absorbed by AT and transit; Positive environmental outcome; Lowest-cost option

Cons

May not be as successful with relieving demand on road network

Option 2: Focus on Intersection Improvements

Pros

Lower cost than road widening; Will help address capacity needs

Cons

May not fully address capacity issues if growth accelerates; Intersection rebuilds may require more land

Option 3: Widen McCarthy and O'Loane

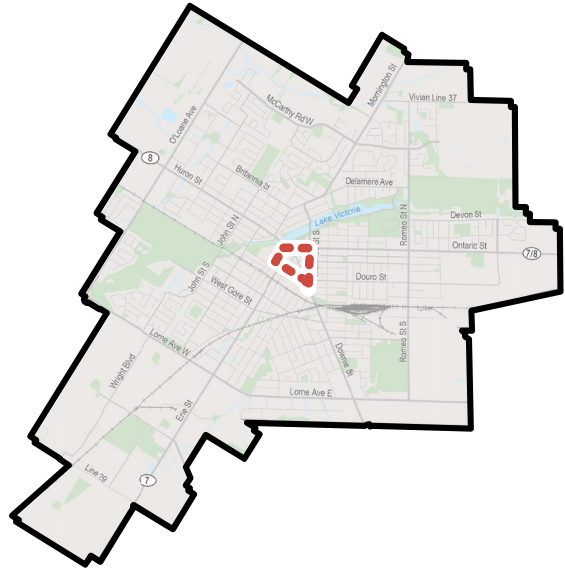
Pros

Increases road network capacity

Cons

Road widenings are not likely to fix congestion in the longer term; Most expensive option; Least environmentally sound option

Downtown Stratford

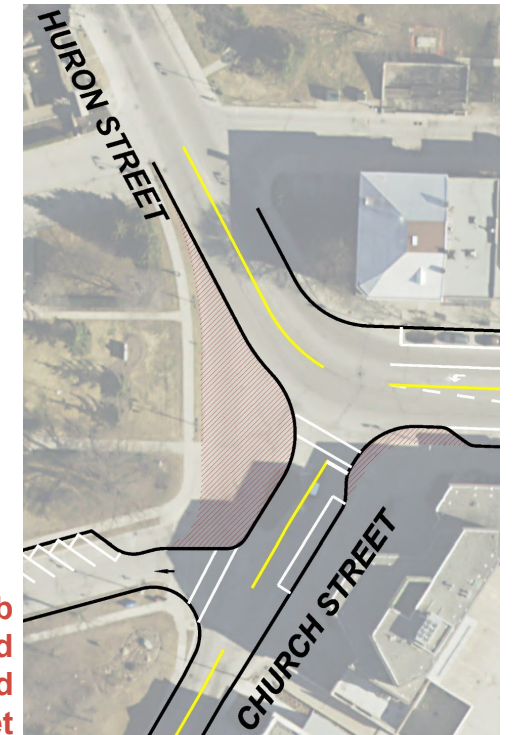


The **Downtown Traffic Study** conducted in 2021 determined it was not possible to widen Ontario Street as a response to congestion and operational concerns. Instead, intersection improvements were recommended to improve operations and pedestrian crossing safety.



- a** Curb extensions at the southwest and southeast corner of Huron St and Church St will decrease crossing pedestrian distances
- b** Reducing the width of the Erie St approach at Ontario St will reduce collisions among southbound traffic
 Removing the centre median pedestrian barricade at Erie St will improve visibility and safety
 Removing the eastbound right-turn lane at Erie Street will help keep traffic moving and improve pedestrian safety

- c** Upgrading signal timing at Downie St and Ontario St, Erie St and Ontario St, and Erie St and St Patrick St will improve traffic flow along the corridor
- d** Curb extensions at all corners of Erie St and Downie St will decrease pedestrian crossing distances
- e** Curb extensions at all corners of Waterloo St and Ontario St will decrease distances for pedestrians crossing Ontario St
- f** A new pedestrian crossover, and curb extensions at all corners, will improve pedestrian safety at Downie St and George St
- g** Reconfiguring the intersection of Downie St and Waterloo St will improve visibility and safety for all road users



Example of curb extensions recommended for Huron Street and Church Street

Cycling Network Development

The development of a new cycling network involves many phases. The proposed network may be revised based on input from members of the public and key stakeholders.



To expand the cycling network and help progress Stratford toward the 15-Minute City, where many daily activities can be safely reached through cycling, the following are recommended:

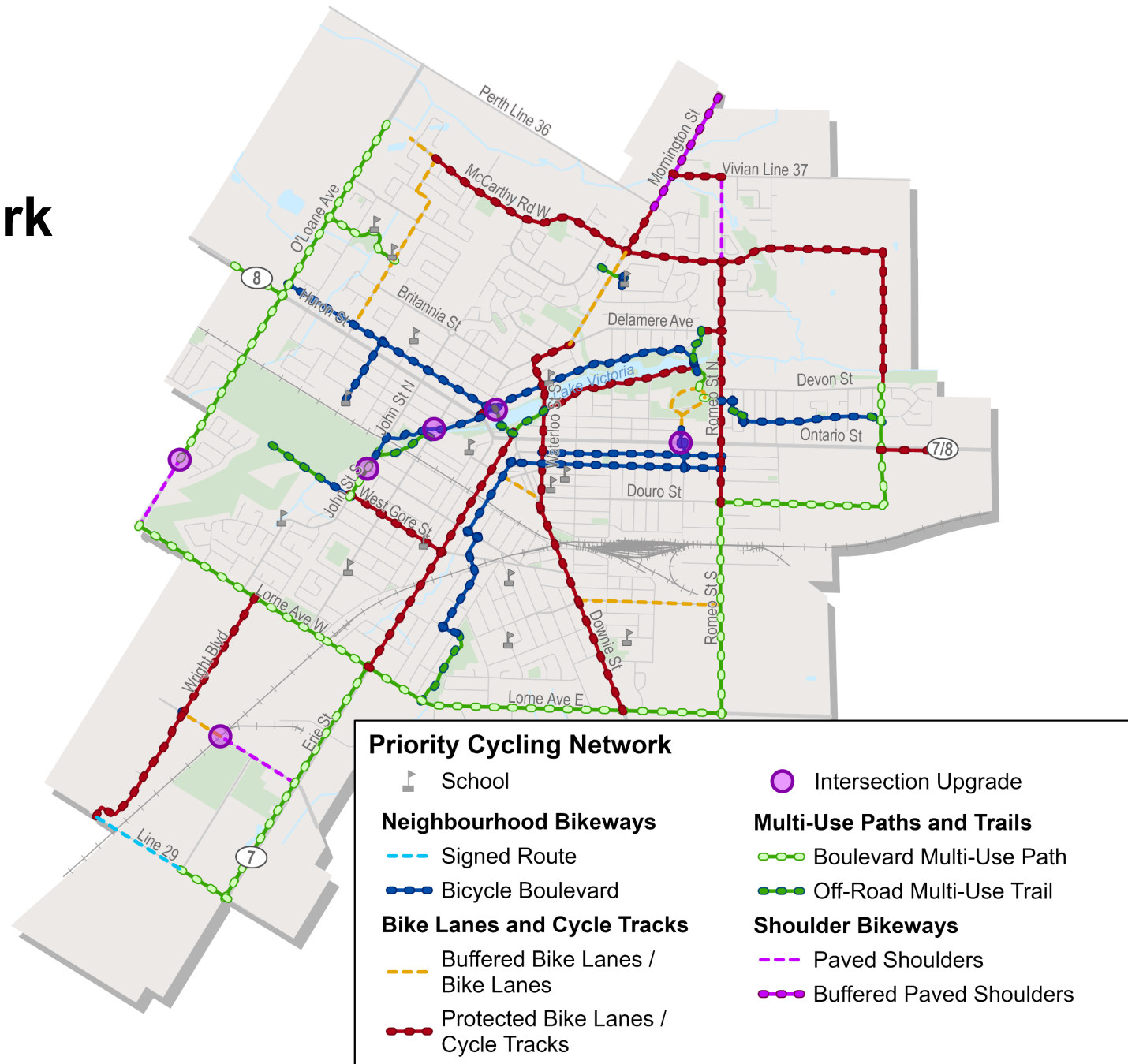
- A **Priority Cycling Network** will serve as the core network with accelerated implementation (within 10 years) and a focus on higher order cycling facilities
- An **Ultimate Cycling Network** will guide long-term decision making and fill connections between the priority network

Draft Priority Cycling Network

The **Priority Cycling Network** is intended to provide a complete, connected network of safe and comfortable cycling routes. Facility types are based on existing and future traffic volumes and speeds, implementation feasibility and costs, and guidance from the Ontario Traffic Manual Book 18.

- **Signed routes:** Lower-traffic streets
- **Bicycle boulevards:** Lower-traffic streets where cyclists share the roadway with cars, but with elements prioritizing cycling movement and safety
- **Bike lanes / buffered bike lanes:** Painted on-street lanes dedicated for cycling
- **Protected bike lanes / cycle tracks:** Physically separated on-street cycling facilities
- **Multi-use path / trail:** Intended for pedestrians, cyclists and other forms of active transportation, either within the boulevard or through non-road corridors
- **Buffered / paved shoulders:** A portion of a rural roadway adjacent to the travelled lanes, and used to accommodate stopped cars, emergency vehicles, pedestrians and cyclists

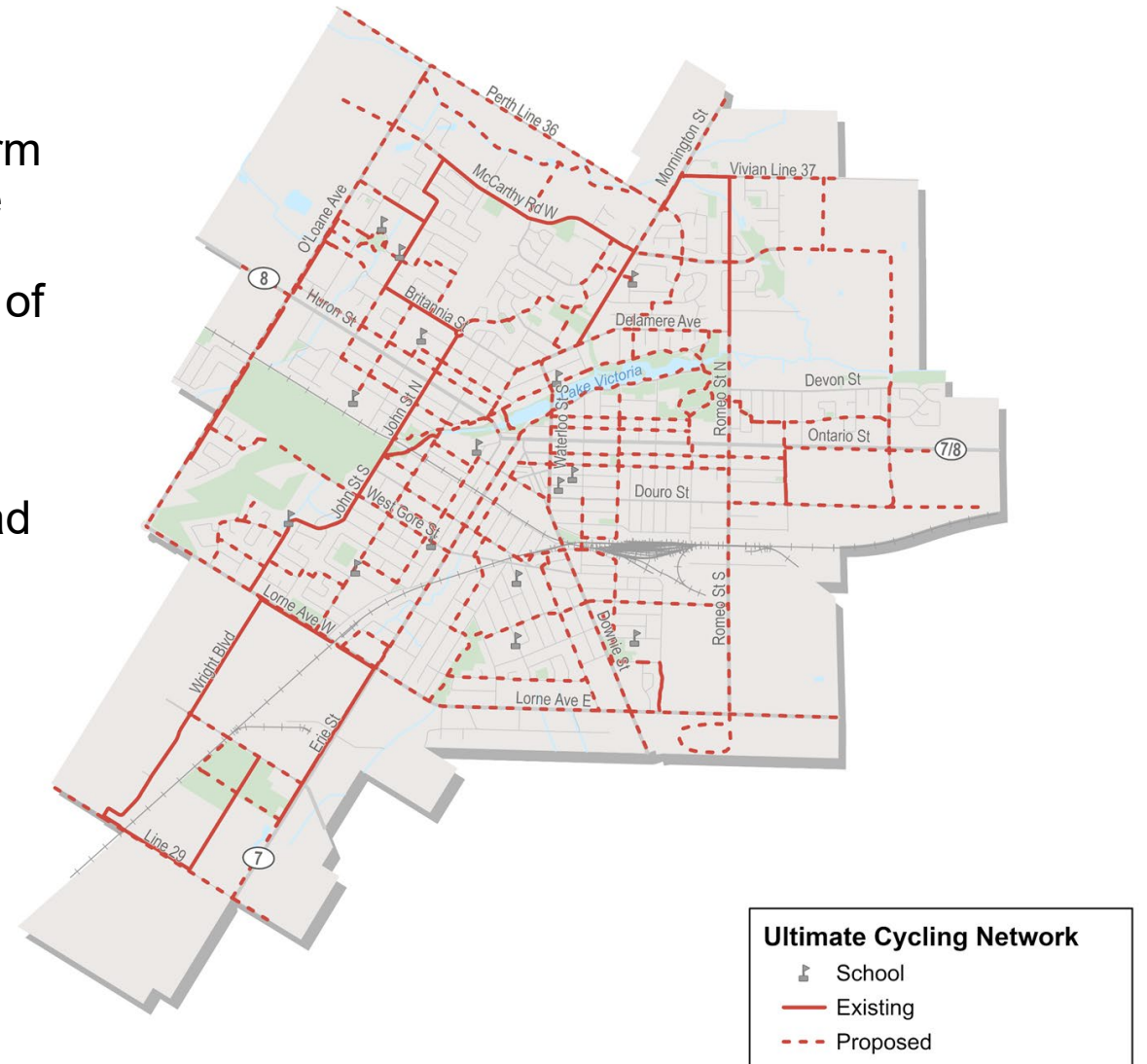
Draft Priority Cycling Network



Draft Ultimate Cycling Network

The **Ultimate Cycling Network** represents the longer-term vision for the cycling network in Stratford. It combines the Priority Cycling Network, with additional routes to be implemented beyond the first 10-years after the adoption of the TMP.

The Ultimate Cycling Network will help guide decision-makers on where and when cycling facilities should be incorporated into other infrastructure projects such as road work, sewer or wastewater work, under the banner of the City's Complete Streets principles.



Draft Pedestrian Network – Crossings

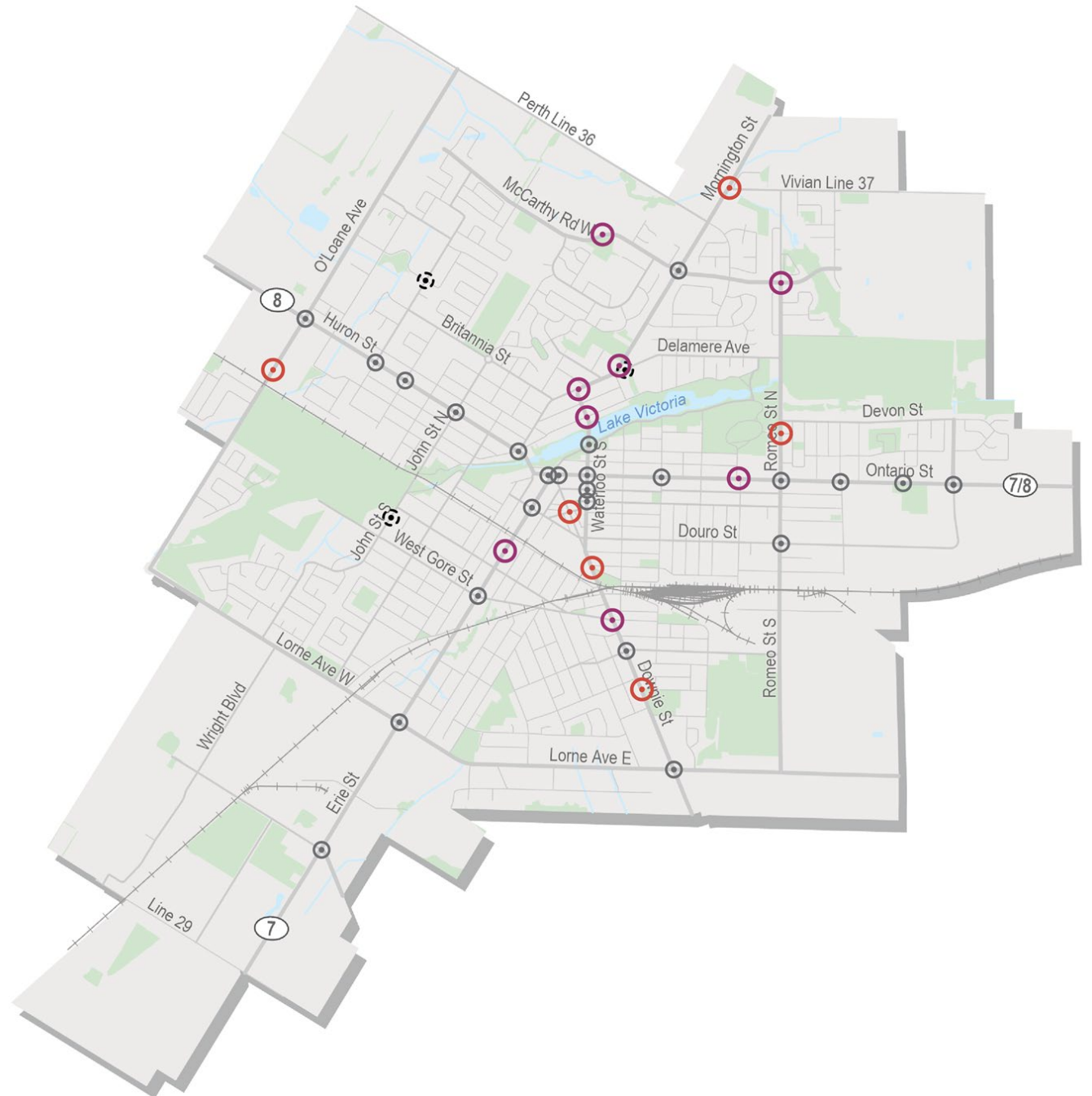
Pedestrian crossings are an important component of the pedestrian network, allowing people to cross the street at a signalized intersection or other dedicated crossing.

The TMP recommends the implementation of additional pedestrian crossings along arterial roads, as shown on the map. These locations were identified based on technical analysis and public input.

Filling in gaps in the sidewalk network is also an important component to improving pedestrian safety. A policy approach to sidewalk infilling as a strategic outcome will be developed as part of the TMP further into the study.

Draft Pedestrian Network – Crossings

- Existing Pedestrian Crossing - Signalized Intersection
- Existing Pedestrian Crossing - Pedestrian Crossover
- Planned Pedestrian Crossing
- Recommended Pedestrian Crossing





5. Next Steps and Closing

Next Steps

- Public engagement period concludes **November 20, 2022**
- Stakeholders should feel free to contact the study team at any time, but are requested to provide input by **December 5, 2022** to be included in this round of consultation
- Project team to review all input, update recommendations as necessary
- Phase 2 will be documented in the Alternative Solutions Report, currently in progress
- Draft TMP expected to be available for public review in **early 2023**

Thank You!

 **ARCADIS**

IBI GROUP

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KEY CONTACT

Scott Johnston
Consultant Project Manager
+1 416 679 1930 ext. 65503
sjohnston@ibigroup.com

Minutes

To/Attention Notes to File **Date** November 16, 2022
From Arcadis IBI Group **Project No** 136914
Subject City of Stratford Transportation Master Plan
Stakeholder Group Meeting #2
Microsoft Teams
November 16, 2022 - 1:00 p.m. to 2:30 p.m.

Present Nancy Roulston (City of Stratford)
Andrea Hachler (City of Stratford)
Sadaf Ghalib (City of Stratford)
Nick Sheldon (City of Stratford)
Michael Mousley (City of Stratford)
David Daglish (Active Transportation Advisory Committee)
John Zelek (Active Transportation Advisory Committee)
Geoff Love (Cycle Stratford)
Jennifer Nickel (Cycle Stratford)
Wayne Sjaarda (Cycle Stratford)
Janice White (Avon Maitland District School Board)
Jo-Dee Burbach (Energy and Environment Committee)
Mike Sullivan (Energy and Environment Committee)
Zac Gribble (Destination Stratford)
Joani Gerber (Stratford Economic Enterprise Development Corporation)
Eddie Matthews (Stratford and District Chamber of Commerce)
Jamie Pritchard (Downtown Stratford BIA)
Jerrica Gilbert (Perth County)
John Bice (Perth County)
Scott Johnston (Arcadis IBI Group)
Zach Henderson (Arcadis IBI Group)
Anthony Galloro (Arcadis IBI Group)

Distribution Attendees, Bruce Mori

Attachments Meeting slide-deck

Item Discussed

Action By

1. Welcome and Introductions

Scott Johnston (Arcadis IBI Group) introduced himself as the consultant Project Manager. Scott thanked all meeting attendees for their participation and provided an overview of the agenda.

Nancy Roulston (City of Stratford) introduced herself as the City's Project Manager.

Zach Henderson (Arcadis IBI Group) outlined the purpose of the Stakeholder Group Meeting and its importance to the Transportation Master Plan (TMP), which is a long-term strategic plan that guides transportation policy and infrastructure in the City of Stratford up to a horizon year of 2041.

The purpose of the meeting was to present an overview of the first phase of the study (needs and opportunities) and present preliminary preferred projects for the road network, the priority and ultimate cycling networks, and pedestrian network projects. Feedback was requested on all topics discussed.

2. Study Overview

Zach outlined the three-phase study process for the TMP, noting we are in the second phase which focuses on identifying transportation solutions.

The Virtual Public Open House for the TMP launched November 8, 2022 and can be accessed at www.engagestratford.ca.

3. Phase 1 Summary

Zach Henderson (Arcadis IBI Group) provided an overview of the problem / opportunity statements identified that summarize the findings of Phase 1, based on public and stakeholder input and technical analysis. These statements are broken down into more specific needs and opportunities, outlined in the Phase 1 report, available online at www.engagestratford.ca, as well as further within this workshop.

4. Alternative Solutions

4.1 Road Network

Zach summarized the alternative solutions process, outlining the steps involved in identifying and evaluating potential transportation solutions. Zach invited feedback throughout the presentation of

Item Discussed

the identified road areas of need/opportunity as the potential solutions.

Discussion comments:

- **Jennifer Nickle (Cycle Stratford):** How were the road focus areas identified?
 - **Zach Henderson:** Focus areas were identified through technical analysis, traffic data, projected growth, input from City staff, and feedback received through public and stakeholder consultation.
- **Mike Sullivan (Energy and Environment Committee):** Ontario Street should be part of the road network focus.

Additionally, the public survey doesn't allow respondents to skip a question or select none of the presented options. This will lead to biased survey results by forcing respondents to comply with the presented options. The Engagement Summary Report indicated that the study would *involve* stakeholders to ensure any concerns are directly reflected in the recommendations. There was also no notice about the Phase 1 report being posted.

 - **Zach Henderson:** Note, Ontario Street was included as part of the Downtown Traffic Study (2021), and recommendations are being carried forward by the TMP.
 - **Scott Johnston:** Our analysis indicated that there is sufficient capacity for traffic along Ontario Street. With our adopted complete streets approach, the intention is to apply these principles to all streets over time as they get reconstructed.

Regarding our consultation approach, the TMP study is following and exceeding the requirements of the Environmental Assessment process for master plans. The survey was formatted in a way that is simple for the public to interpret. If there are any potential options that should be included, the project team would be happy to consider them. The preliminary preferred option is not yet final, and the project team does depend on input

Action By

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- received from public and stakeholders to help inform final recommendations.
- **John Zelek (ATAC):** Was demographic information collected for survey respondents?
 - **Scott Johnston:** The survey is not a statistically representative sample, and results should be taken as indicative only. Note, the interim Engagement Summary report is posted on Engage Stratford, detailing results from the first round of consultation, including demographic indicators collected.
 - **Geoff Love (Cycle Stratford):** Regarding Erie Street, does a road diet imply a reduction in posted speeds to 30 km/h?
 - **Zach Henderson:** That shouldn't be assumed, as Erie Street will remain an important arterial street that maintains traffic flow and capacity. Complete streets are context sensitive, and different scenarios would necessitate different posted speeds.
 - **Jen Nickle (Cycle Stratford):** I'm interested to learn more about the bike lanes shown in the Erie Street rendering – are they separated with posts, are they raised, etc.?
 - **Zach Henderson:** At the TMP level, the facility type of the cycling route would be identified (e.g. separated facility, designated facility) based on the Ontario Traffic Manual Book 18 Cycling Facilities guidance. The TMP will also provide implementation notes based on the feasibility review, though actual design would be needed to finalize these types of details.
 - **Jo-Dee Burbach (Energy and Environment Committee):** Regarding Lorne Avenue, is the City receiving funding for the corridor as part of the wider provincial project? I'd also like to see a multi-use path included as part of the solution.
 - **Nancy Roulston:** The City is not assuming the provincial bypass will be built in the near future. The plan included 2 travel lanes plus a shared

Item Discussed

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centre-turn lane, however, it is not productive for the City to consider this based on the cost. A focus on intersection improvements is a more cost-effective approach.

- **Anthony Galloro (Arcadis IBI Group):** There is a recommendation as part of the cycling network plan to implement a multi-use path along Lorne Avenue.
- **Jen Nickle (Cycle Stratford):** What is the timeline for the recommended EA for Lorne Avenue?
 - **Zach Henderson:** Phasing and prioritizing projects will be considered further into the TMP study. Generally, the TMP will lay the groundwork for identifying a need and recommending a solution, and then an EA would be undertaken to detail design solutions separate to the TMP study, as required.
- **Geoff Love (Cycle Stratford):** The preliminary preferred solution along Lakeside Drive is great. Note, most of the cycling network recommended by the 2014 plan was not built, including the recommendation along Lakeside Drive. It will also be important that cycling facilities connect to the one proposed along Lakeside Drive.
- **John Zelek (ATAC):** Cycling facilities along Lakeside Drive would be great. There are concerns from the community that reducing the road to one lane of traffic would offload traffic onto adjacent streets. It will be important to mitigate impacts.
 - **Scott Johnston:** The project team will consider this concern and assess traffic counts for neighbouring streets to understand potential capacity concerns.
- **Jo-Dee Burbach (Energy and Environment Committee):** Lakeside Drive is a really important project that I have supported for years. Is there an option to propose a trial for three months to assess use and impacts?

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- **Zach Henderson:** The TMP will provide recommendations, but it would be up to the City to ultimately decide how to implement the solution.
- **Scott Johnston:** Even with “quick-build” trials or pilots, there will be design work required, traffic analysis needed, pedestrian crossings, etc. The TMP can indicate that these additional details are needed separate to the TMP.
- **Mike Sullivan (Energy and Environment Committee):** Regarding the West Secondary Plan Area, the Official Plan (OP) is under review. If the Secondary Plan changes as a result, will the TMP recommendations be revised? The City can’t continue to sprawl if it wants to meet its GHG targets.
 - **Scott Johnston:** If the OP changes in a way that impacts travel demand (e.g. planning for more density, or distributing growth differently), the recommendations could change. For this reason, the OP and TMP are updated over time regularly. However, the TMP can reference that from a sustainable transportation perspective, intensification is more conducive to transit and walking than continuing outward growth. This will help to move the yard stick forward on sustainable land use planning. That said, the TMP does have to respond to the OP currently in force.

4.2 Cycling Network

- **Mike Sullivan (Energy and Environment Committee):** Why are there no bike lanes being implemented as part of the Huron Street road diet currently underway?

Why isn’t there a cycling facility considered along Ontario Street as part of the TMP draft network? Ontario Street is the principal roadway in Stratford, and excluding it from the Ultimate Cycling Network suggests that this street will be forever reserved for cars. This is an unfortunate message for Stratford citizens.

Lastly, why is there a bike lane shown on the Priority Cycling Network map within the Northeast Secondary Plan area (running north from CH Meier Boulevard) if

Item Discussed

Action By

this area isn't scheduled for development until beyond 10 years?

- **Scott Johnston:** Huron Street reconstruction is underway, separate to the TMP study. The alternative parallel corridor along Hibernia Street was identified as a suitable alternative given the context of the area. The remaining comments will be reviewed by the project team.
- **Jo-Dee Burbach (Energy and Environment Committee):** Ontario Street and Huron Street are part of the Province's connecting links program, which may be a consideration when recommending cycling facilities. Additionally, the decision was made to rebuild Huron Street without bike lanes in order to preserve the couple dozen mature trees along the corridor.
- **Zach Henderson:** Ontario Street was looked at but ultimately not carried forward as part of the priority network due to the implementation challenges. It may be possible to reconsider its exclusion from the ultimate network. The AT team will also look at the planned roads to the north of CH Meier Boulevard and consider whether they fit the ten-year planning time frame.
- **Geoff Love (Cycle Stratford):** I like the cycling network plan. I am interested to know why the 2014 plan wasn't implemented. As a result, there is concern that the 10-year horizon for the current Priority Cycling Network won't be met. I am interested to know what will get done in the short-term, over the next three years.
 - **Scott Johnston:** The 2014 plan identified too many routes, so it was difficult to focus on what was important to deliver. This plan is different as it has a strong focus on cost and feasibility, but funding support from Council is still needed.
 - **Zach Henderson:** Post-meeting note: additional prioritization of the routes within the priority cycling network will be included as part of the

Item Discussed

Action By

implementation plan in the next phase of the study.

- **Jennifer Nickle (Cycle Stratford):** Can the TMP recommend that developers be required to implement AT facilities as part of new developments?
 - **Zach Henderson:** This would have to be implemented through the OP or municipal zoning, but the TMP can recommend that requirements for new developments be updated.
- **John Zelek (ATAC):** Ensuring schools are connected by the cycling network is key, as they serve an important demographic that should be captured. It would be useful to understand the rationale as to why some schools are not connected to the priority network.
- **Geoff Love (Cycle Stratford):** Five years ago, a wayfinding strategy was supposed to assist the City with implementing signs for walking paths, cycling routes etc., but it appears that nothing has been done. Can the TMP recommend that the AT network get proper wayfinding as part of a short-term action? This is especially important for tourism.

4.3 Pedestrian Network

- **Mike Sullivan (Energy and Environment Committee):** Sidewalks should be implemented on both sides of CH Meier Boulevard, north of Ontario Street. A crossing should also be implemented at CH Meier Boulevard and Avonwood Drive.
 - **Zach Henderson:** Note that the TMP approach to sidewalk infilling is policy based (i.e. the TMP may recommended that all collector roads accommodate sidewalks on both sides), and ATAC and the City would continue to work to prioritize and infill existing gaps.
 - **David Darglish (ATAC):** A big issue in Stratford is that sidewalks end mid-block, leaving vulnerable road users without adequate facilities to support their movement. Connecting these gaps is a

Item Discussed

bigger priority that recommending twinning of sidewalks.

- **Jo-Dee Burbach (Energy and Environment Committee):** A useful resource to consider is the sidewalk gaps analysis conducted by the ATAC.
- **Jennifer Nickle (Cycle Stratford):** If bike lanes are being implemented along Lakeside Drive, it will be important to consider how to prevent collision points with new modes. Crossing locations should be considered along the corridor. Also, will smaller items, such as feedback about speeding, be addressed by the TMP?
 - **Zach Henderson:** Speeding concerns at the local level are being approached from a traffic calming policy perspective. Localized concerns are generally not a TMP issue, although they are documented as part of the consultation process and can be referenced in the ultimate TMP report.
- **John Zelek (ATAC):** Are there any plans for an ITS (Intelligent Transportation Strategy) plan?
 - **Zach Henderson:** This is not something that is being looked at through the TMP.

5. Next Steps and Closing

Scott provided an overview of the next steps and key project milestones and thanked attendees for their time and valuable input.

Action: Stakeholders are invited to provide input to the TMP study team via email. Feedback is requested by December 5, 2022.

The meeting concluded at 2:45 p.m.

Action By

Stakeholders

Appendix D: Stakeholder Emails

ENGAGEMENT SUMMARY
City of Stratford Transportation Master Plan

From: Pat Ranney [REDACTED]
Sent: Tuesday, March 22, 2022 8:21 AM
To: Zach Henderson; 'Nick Sheldon'
Cc: Cycle Stratford; 'Geoff Love'; 'Gertie & Wayne Kramer'; 'Jenn Nickel'; [REDACTED]
Subject: RE: IBI group meeting with Cycle Stratford representatives
Attachments: 2022 March Stratford Cycle Input Step 1 into the City of Stratford Updating of Transportation Plan.docx

Follow Up Flag: Follow up
Flag Status: Completed

Zach: Cycle Stratford is looking forward to working with IBI group moving forward. Enclosed please find attached our request related to Cycle Stratford upcoming meeting with IBI Group and participating members from our Board. I am the present member on ATAC representing Cycle Stratford and will be your main lead contact moving forward .

We would like to have 4 participants at this session whom have copied above – 2 whom have extensive background in Cycle Stratford and also working on the original plan. And 2 of us whom are newer and will remain actively involved moving forward.

As outlined we will ensure we are organized for the meeting to ensure effective use of everyone’s time and as noted in the attachment we ask the same of IBI.

Please ensure you include myself at [REDACTED] in any further relevant communication including request for meeting moving forward.

Kind Regards Pat Ranney

Background:

I contacted the IBI group about the Zoom meeting. The contact person is Zach Henderson. Here is his response:

Thanks for getting back to me. Exact time and date is still being finalized. We should know more next week, but expect the meeting to be in early April. We will give at least 2 weeks notice.

We definitely want to hear your ideas, needs and concerns about cycling in particular in Stratford, as it’s a big part of this study. (Or any other transportation issues you may have.) Though, I think it would be best to have just one or two representatives at the meeting, as that’s all we’re expecting from any other group. However, there may be an opportunity to set-up a cycling-specific meeting as a follow-up, or feel free to communicate any issues directly to me.

He will contact this email directly when he knows time and date.

His email address is: [REDACTED]

From: Pat Ranney [REDACTED]
Sent: Tuesday, April 12, 2022 1:17 PM
To: Zach Henderson; 'Geoff Love'
Cc: 'Cycle Stratford'; 'Jenn Nickel'; 'Nick Sheldon'; 'Nancy Roulston'; [REDACTED]
Subject: RE: IBI group meeting with Cycle Stratford representatives update - update on our 2 participants

Thanks Zach for being open to our feedback! As we move forward we are all glad to hear that the need to focus on measurable implementation plans for cycling has been identified this is critical at this stage. And I am sure that both Geoff and Wayne will be able to bring forth specifics that we have been looking to have been delivered since the last plan was developed that never made it to completion along with new needs and ideas.

Based on my career experiences with a large Canadian bank while the strategic planning is always critical and the first step, it is in the implementation plans and phases where the best intentions and even a great strategic plan can end up failing. From a Cycle Stratford perspective this is why these elements are so key to the success of any exercise of this nature.

Pat

From: Zach Henderson [REDACTED]
Sent: April 12, 2022 11:53 AM
To: Geoff Love [REDACTED]
Cc: Pat Ranney [REDACTED]; Cycle Stratford [REDACTED]; Jenn Nickel [REDACTED]; Nick Sheldon [REDACTED]; Nancy Roulston [REDACTED]
Subject: RE: IBI group meeting with Cycle Stratford representatives update - update on our 2 participants

Hi Geoff,

We aren't at that stage of the study yet, so there hasn't been much thought about it. Typical TMPs have projects broken into larger phases. For Stratford, our planning horizons are by 2026, by 2031 and by 2041.

For cycling, our initial review identified a need to really focus on implementation. As you know, a planned network map might look good on paper, but we need to have real solutions for how to actually get things built with limited funds available, constrained rights-of-way, other competing road uses and needs, etc. One of our objectives for this round of public/stakeholder consultation is to get a better idea of which routes are most in demand, then we can take that back and work on feasibility/implementation and piece together a connected network plan.

As for some sort report card, if we end up with something like that (some TMPs include monitoring programs), it would have indicators broken down by mode, rather than lumping it all together, but we haven't given that much thought yet. It's typically developed towards the end of the study and would depend on where we end up with the recommendations first.

Either way, I'll file this note away as well for future reference when we do get there.

Thanks.

Zach

From: Geoff Love [REDACTED]
Sent: Tuesday, April 12, 2022 11:40 AM

To: Zach Henderson [REDACTED]
Cc: Pat Ranney [REDACTED]; Cycle Stratford [REDACTED]; Jenn Nickel [REDACTED]
[REDACTED]; Nick Sheldon [REDACTED]; Nancy Roulston [REDACTED]
Subject: Re: IBI group meeting with Cycle Stratford representatives update - update on our 2 participants

To follow on pats point Zach, we will also want to be sure they the annual report card breaks out targets, investments and other achievements by activity area - ie we dont want to see a report that only comments on overall Transportation infrastructure investments -we want to be sure that cycling/ other active transportation goals and investments are broken out each year .. is that your plan?

Geoff

Sent from my iPhone

On Apr 12, 2022, at 8:27 AM, Zach Henderson [REDACTED] wrote:

Thanks Pat. This is great input. I'll file this way for the later stages when we're doing implementation planning, etc.

Looking forward to the meeting next week.

Regards,

Zach Henderson RPP, MCIP

IBI GROUP

7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61070

[REDACTED]

[REDACTED]

NOTE: This email message/attachments may contain privileged and confidential information. If received in error, please notify the sender and delete this e-mail message.
NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez reçu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

From: Pat Ranney [REDACTED]
Sent: Tuesday, April 12, 2022 11:22 AM
To: Zach Henderson [REDACTED]
Cc: 'Cycle Stratford' [REDACTED]; 'Geoff Love' [REDACTED]
'Jenn Nickel' [REDACTED]; 'Nick Sheldon' [REDACTED]; 'Nancy Roulston' [REDACTED]
Subject: RE: IBI group meeting with Cycle Stratford representatives update - update on our 2 participants

Zach: Please be advised that since I am out of town on the 20th that our 2 participants will be Wayne and Geoff...both have far more significant experience and background in the evolution of the transportation plan and the keys areas of interest for Cycle Stratford.

The one thing I would like to make sure we do as part of this plan is to clearly define specific sub goals targets for each year of the plans that are measurable and trackable. This will enable the city to complete a yearly review/report card (whatever you want to call it) where we are able to track against specific measurables vs. just including broader strategic statements and targets only. For example if the plan includes having a city wide connected bike route that is around the total city by 2025 then break it down into X% completed in 2023; x% completed in 2024 and final X% completed in 2025....

Anyways you get the idea.

Thanks Pat Ranney

From: Zach Henderson

Sent: April 6, 2022 2:22 PM

To: Pat Ranney

Cc: 'Cycle Stratford'

; 'Geoff Love'

'Jenn Nickel'

'Nick Sheldon'

; Nancy Roulston

Subject: RE: IBI group meeting with Cycle Stratford representatives update - do you have a date

Hi Pat,

Sorry, things got delayed a bit. We are just finalizing our schedule. We are going to be holding just a single meeting for all stakeholders at this point so all groups can get a sense of the full scope of the study. This is tentatively scheduled for April 20 at 1:00 p.m. to 2:30 p.m. An invite should follow in the next day or two.

We'd still prefer your group send a maximum of two representatives, just to help keep the meeting size manageable. There is still a possibility for a targeted cycling meeting at another time.

Looking forward to this meeting and hearing your group's ideas for how we can improve cycling in Stratford.

Regards,

Zach Henderson RPP, MCIP

IBI GROUP

7th Floor - 55 St. Clair Avenue West

Toronto ON M4V 2Y7 Canada

tel +1 416 596 1930 ext 61070



Zach/Nick We were wondering do you have a target date yet that you would like to meet with Cycle Stratford

Designated members . Thanks Pat Ranney

From: Pat Ranney [REDACTED]

Sent: March 22, 2022 8:21 AM

To: [REDACTED]; 'Nick Sheldon' [REDACTED]

Cc: Cycle Stratford [REDACTED]; 'Geoff Love' [REDACTED];
'Gertie & Wayne Kramer' [REDACTED]; 'Jenn Nickel' [REDACTED];
[REDACTED]

Subject: RE: IBI group meeting with Cycle Stratford representatives

Zach: Cycle Stratford is looking forward to working with IBI group moving forward. Enclosed please find attached our request related to Cycle Stratford upcoming meeting with IBI Group and participating members from our Board. I am the present member on ATAC representing Cycle Stratford and will be your main lead contact moving forward .

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Please ensure you include myself at [REDACTED] in any further relevant communication including request for meeting moving forward.

Kind Regards Pat Ranney

Background:

I contacted the IBI group about the Zoom meeting. The contact person is Zach Henderson. Here is his response:

Thanks for getting back to me. Exact time and date is still being finalized. We should know more next week, but expect the meeting to be in early April. We will give at least 2 weeks notice.

We definitely want to hear your ideas, needs and concerns about cycling in particular in Stratford, as it's a big part of this study. (Or any other transportation issues you may have.) Though, I think it would be best to have just one or two representatives at the meeting, as that's all we're expecting from any other group. However, there may be an opportunity to set-up a cycling-specific meeting as a follow-up, or feel free to communicate any issues directly to me.

He will contact this email directly when he knows time and date.

His email address is: [REDACTED]

From: Roger K [REDACTED]
Sent: Tuesday, May 3, 2022 5:31 PM
To: Zach Henderson
Cc: Scott Johnston; [REDACTED]
Subject: Feedback related to: Stratford Transportation Master Plan | Stakeholder Meeting #1

Follow Up Flag: Follow up
Flag Status: Completed

Hello Study Team,
I attended the April 20, 2022, Stratford TMP meeting as a Stakeholder representing Stratford's Accessibility Advisory Committee (AAC). Please see my feedback notes below.
Thank you, please reach out for clarification or further discussion.
Roger
[REDACTED]

April 20, 2022

Stakeholder Meeting reviewing Stratford Transportation Master Plan. IBI is the consultant

*we can provide feedback right away, in this meeting or via contact info.
Roger's accessibility comments for::*

pedestrian;

- sidewalks and multiuse paths on all streets
- an improvement to the bridge to Tom Patterson Island, the slope is unreasonable for many, especially those with limited mobility. Therefore, many people don't get to enjoy that area of our park system.
- stone dust paths in park system converted to paved/multiuse path:
 - thru Arboretum Park (no sidewalk on Martin St.)
 - leading into Millenium Park beside the Romeo St Bridge / Art Gallery

cycling;

- I use a handcycle, a recumbent cycle powered by my arms
- handcycles are approx 3 feet wide, so clean bike lanes are necessity to feel safe.
- fill in the gaps of the bike lanes, prioritize roads around perimeter of town.
- bike lanes on Quinlan Rd (Perth Line 36). This road has narrow shoulders and feels unsafe.
- in addition to safe cycling within the city, the perimeter roads should make it easy to cycle around Stratford. This will help promote Stratford as a cycling destination. (economic ++).
- Make it safe to cycle around the edge of town, as well as in and out for cycling clubs from neighbouring municipalities (Waterloo, London, etc)

transit;

- all bus stops have loading platforms
- all bus stops have a wide, barrier-free path to loading platforms
- an increase in accessible transportation options, ex. easyride, public transportation

driving;

- fill road gap of McCarthy to O'Loane, get vehicles stop using residential neighbourhoods as primary routes

From: Sarah Merkel [REDACTED]
Sent: Wednesday, April 20, 2022 3:27 PM
To: Zach Henderson; Scott Johnston
Cc: David Daghish
Subject: Transportation Master Plan - Additional Feedback
Attachments: ATAC Pedestrian Strategy session notes.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hello Zach and Scott,

Thank you for your time today and doing a great job facilitating the session. I do lots of facilitating in my work as well, and you handled everything very well! I picked up some great facilitating tips from your styles. I spoke of quite a few things during the Active Transportation section, and thought it might be helpful to pass along these notes from the ATAC committee that we created together at our March 23, 2022 meeting.

Overarching Priorities

- More priority given to pedestrians, cyclists and public transportation and finding balance with cars

Some possible priorities

- Cycling infrastructure
 - Multi-use trails
 - Great for people who are new to cycling, people with families
 - This is fairly 'easy' to implement if space permits
 - On-road bike lanes
 - On-street parking (e.g. Devon, one way streets) can the lanes be changed to take out parking and increase bike routes?
 - Bike parking facilities
 - Standardization of bike parking facilities
 - Safety measures (e.g. to minimize bike theft such as having cameras on it)
 - Location of bike parking facilities across the city e.g. bigger one downtown, at the mall, Rotary at both ends
 - ATAC has made a recommendation for a permanent, covered bike structure in the Erie St. parking lot when it gets re-done
 - Cycling network
 - Connected bike route around the city (outer circle) but also that connection throughout the city is there (recreation and transportation uses of cycling is covered off).
 - A cycling network is designed to incorporate vulnerable road users such as children, and those newer to cycling. We want new people cycling, so removing those barriers is important.
 - The network also takes into consideration employment and how more people can cycle to work.
 - Can we start to connect within the city? Jo-Dee Burbach has access to the original spoke-and-wheel plan
 - Ties in with wayfinding (some residential streets don't require infrastructure but an indication of a connected route such as green painted bike lanes)
 - Dutch approach to cycling - where residential/local streets and neighbourhoods are designed for sharing the road - lower speeds, better education, higher fines etc - and focus the dedicated/separated infrastructure on the collector and arterial roads. Focus on safety

bottlenecks like bridges, higher speed roads etc. They have built a cycling culture around vehicle responsibility and it works.

- Pedestrian infrastructure
 - Curb cuts (also play into the multi-use trails and getting onto the road)
 - Accessibility
 - Neighbourhood connectivity – we do have many sidewalks that stop where you have to cross multiple times (e.g. McCarthy near retirement residence, school zones including Forman Ave)
 - Connectivity/access to public transportation
 - Trails – Signage of the Avon Trail (1. Kiosks, 2. Blazing through TJ Dolan, 3. Blazing through the rest of the city)
 - Prioritization of access to public transportation and school zones (could be possibilities)
 - Amending the existing policy to ensure the policy is covered off. Adding some more priorities to the policy of what zone (e.g. hospital, schools) does it fall into?
- Implementation of plan and prioritization – what is the criteria for projects getting prioritized?
 - Evaluation of plan as it unfolds – yearly report card to track its progress. This could include when data collection/site plans are being developed, to build in cycling and pedestrian counts (using trail counters) to learn of baseline numbers and compare to number once infrastructure has been implemented and education has been promoted.
 - Use of trail counters pre/post implementation (e.g., which can help to justify future grants/funding opportunities)
- Vision zero & road safety
 - Pedestrian crossovers
 - Speed – lower speed limits on all residential/local roads (sitting with city council again)
 - Roundabouts
 - Large trucks going through downtown/alternative truck routes
 - Education (e.g. rules of the road, using crossovers, how to bike)
- New subdivision planning, urban planning design principles & complete streets
- Wayfinding
- Staff salary for implementation

Other considerations

- Up-to-date costing for the projects – provided a reasonable amount of time to get things done.
- Setting some further specific targets especially for key priorities and what is reasonable?
 - For example, set targets such as X % of existing biked lanes in X area of the city are interconnected in Year 1; x% of existing bike lanes in X area of city are interconnected in Year 2. Same idea for multi-use. Can this be built into the report?

For the past few years, ATAC has done some priority setting when it comes to pedestrian specific projects (since we're pretty cycling focused). We typically pass these along to Accessibility Advisory Committee but I thought you might be interested in this as well. I should note that some of these projects have taken or will be taking place.

Please feel free to reach out if you have any follow up questions.



Sarah Merkel MPH | BHSc

Public Health Promoter – Chronic Disease Prevention

Huron Perth Public Health – Festival Square | 10 Downie St. Stratford, ON N5A 7K4

Please note I am working from home and can be reached at [REDACTED]

From: Sarah Merkel [REDACTED]
Sent: Monday, May 2, 2022 2:45 PM
To: Zach Henderson; Scott Johnston
Subject: Plan for McCarthy - Transportation Master Plan
Attachments: April 27 2022 Bike Lane Cross-Sections.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

During times of the year, particularly pre-COVID, McCarthy faces the challenge of enduring vehicles (illegally parked) all the way down when big events happen at the Rotary complex. The vehicles block the bike lane, and make this a barrier for people trying to use it during events.

The plan below that was developed for Fraser (previous bike lane/parking issues), might work for McCarthy using a bit of this road diet. I imagine that the road allowance is enough to make this happen, and ideally, people travel at reduced speeds as this is also an issue along this road.

Thanks in advance for considering for the Transportation Master Plan.



Sarah Merkel MPH | BHSc

Public Health Promoter – Chronic Disease Prevention

Huron Perth Public Health – Festival Square | 10 Downie St. Stratford, ON N5A 7K4

Please note I am working from home and can be reached at [REDACTED]

From: Nathan Bottema [REDACTED]
Sent: April 12, 2022 11:39 AM
To: Sarah Merkel [REDACTED]
Subject: RE: Fraser Drive

Hi Sarah,

I finally investigate this and have written a report to council with information requested from a 08/2020 complaint.

Fraser Street is 11.5m wide (curb to curb). The Ontario Traffic Manual states that the recommended vehicle lane width is 3.3m (with bus routes). OTM also states that a buffer zone is required between the parking aisle and bike lane (min 0.5m), and that the bike lane cannot be less than 1.5m. Parking in both directions would require a road width of 14.6m and parking in one direction would require a road width of 12.1m (both exceeding our 11.5m current width). Based on this, there isn't sufficient space to reallocate the lane configuration to include bike lanes and parking.

One thing we will do is add the 0.5m buffer between the bike lane and travel lane. This will increase the space available to cyclists and make the travel lanes narrower (traffic calming). It doesn't help with the parking concern but may address the speeding/cyclist safety concerns.

I wanted to let you know the outcome first before it hits ITS.

If you have any questions/comments, let me know.

Nathan

From: Sarah Merkel [REDACTED]
Sent: September 13, 2021 1:28 PM
To: Nathan Bottema [REDACTED] >
Subject: Fraser Drive

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Hi Nathan,

Thanks for the chat. Here's the info as promised. Obviously I don't know the code with regards to buses using the road, however, if this plan could work, it will certainly make the road appear smaller (hoping forcing people to slow down a bit), and will appease those people who live on Fraser in terms of gaining some parking.

Fraser Road Reallocation

- See the "Fraser Design" attachment.
- I would propose that the parking be on the East side because the East side includes one bus stop and 2-3 community mailboxes that people already park at and block the bike lane.
- I pulled this idea from D-16 (Road Diets) from the Bike and Pedestrian Master plan (screenshot of the page below)

Road Diets (Reallocation of Space for Bike Lanes)

Definition	Retrofitting existing roadways without roadway widening involves the reallocation of space for the implementation of bicycle facilities.	
Considerations:	<ul style="list-style-type: none"> Narrowing of vehicular travel lane where practical and safe; Reducing the number of through vehicular travel lanes; Reconfiguring on-street parking or removing it on roadways with low demand; Redistributing existing road space to accommodate cycling facilities can in some cases be a more appropriate and affordable solution. 	<div style="border: 1px solid black; padding: 5px;"> <p>4-Lane Collector, On-street parking permitted low demand; and Moderate to high operating for this neighbourhood (high speed is noted as ongoing problem).</p> </div>
Typical Application:	<p>Wide curb lanes may allow for easy implementation of shared lane markings (sharrows) or even conventional bicycle lanes. On rural road cross-sections, gravel shoulders may be paved to provide cyclists with an area for riding that is adjacent to vehicular travel lanes offering separation between bicycle traffic and vehicular traffic.</p> <ul style="list-style-type: none"> Bicycle lanes have a preferred design width of 1.5m to edge of pavement (design minimum of 1.5m to face of curb) and 1.8 – 2.0m wide if adjacent to a parking lane. Additional width can be obtained from the adjacent travel lanes and/or parking lanes. In constrained corridors, over short distances, bicycle lanes should not be less than 1.2 m wide including the gutter. 	
Pedestrian Uses:	N/A	

Thanks for hearing out my idea and for all of the great work you and the City have been doing ☺



Sarah Merkel MPH | BHSc

Public Health Promoter

Huron Perth Public Health – Festival Square | 10 Downie St. Stratford,
ON N5A 7K4

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Stratford Transportation Master Plan | Stakeholder Meeting #2 Minutes and Slide Deck
Date: Wednesday, November 23, 2022 9:08:11 AM
Attachments: [TZS_Stratford-TMP_SGM-2_2022_11-16.pdf](#)
[TTN_StratfordTMP_SGM-2_DRAFT_2022-11-16.pdf](#)

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Pretty accurate capture, thanks.

One of the questions never answered was whether you would consider a Canada post notification to all Stratford households, given the deficiencies of Facebook, Twitter notifications. Please advise how you did give notice of phase 2 consultation (now that it is over) and how many responses you got.

Thanks.

Mike. Pardon the thumbs.

On Nov 22, 2022, at 11:03 AM, Zach Henderson
[REDACTED] wrote:

Good morning,

To those who were able to attend the Stratford TMP Stakeholder Group Meeting last week, thank you. For those who were unable to attend, please still feel free to contribute any comments, ideas or other thoughts you may have. We are hoping that any input you may have can be submitted by December 5, 2022 to be included as part of the second round of consultation, though we will, of course, accept input at any time.

I have attached the minutes from the meeting for review. Please advise if we have misrepresented anything you may have said. The slide deck is also attached for reference.

Thanks again for all your valuable input.

Regards,

Zach Henderson RPP, MCIP
Senior Transportation Planner

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61070

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TMP Questions
Date: Wednesday, November 16, 2022 2:31:31 PM

***** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. *****

Thanks for listening to my rants today. With respect specifically to bike lanes – your maps show bike lanes running north through parks and farmland as protected bike lanes (north of ch meier). Maybe the roads will be built, and maybe not, but the bike lanes aren't needed (imho) until a decision is made about that secondary plan.

With respect to the arterials, Ontario and Huron streets are without any bike lanes whatever. Huron's reconstruction could include bike lanes. Ontario has (according to the Chancery Developer) 5 Meters of extra roadway at least to the north. I believe that so long as major arterials do not have protected bike lanes on them, we will be encouraging unsafe actions. People will ride bikes on sidewalks and roadways of the most convenient route, rather than go off route to follow signed paths.

Arterials should have protected lanes.

Thanks.

From: Scott Johnston [REDACTED]
Sent: November 15, 2022 4:51 PM
To: [REDACTED] Zach Henderson [REDACTED]
[REDACTED]
Cc: 'Sadaf Ghalib' [REDACTED] 'felicity sutcliffe' [REDACTED] 'Jo-Dee Burbach' [REDACTED] Bonnie Henderson [REDACTED]
Subject: RE: TMP Questions

Hi Mike,

We appreciate your candid comments. We value your input and would like to address your comments to the extent we can.

We feel this TMP is inherently climate supportive and will positively contribute to a reduction in GHG emissions in the City of Stratford. The TMP does not recommend any road widenings or new roads, and in fact recommends the removal of vehicle lanes in several locations. Meanwhile, there is an extensive priority cycling network of higher order, all ages and abilities infrastructure being proposed to be constructed within the next 10 years. There are also improvements being recommended to make walking safer and more attractive options.

Quantifying GHG output was, unfortunately, not part of the TMP's scope, but rather, recognizing the

importance of the City's declaration of a climate change emergency, improving environmental outcomes is incorporated into the goals of the plan, which is then reflected through all recommendations. A report documenting the second phase of this study is in progress that will provide more details on how we arrived at the "preferred" solutions, which will relate them back to the study's goals and objectives, with environmental impact being a big part of that.

As you point out the shortcomings of the 2014 Bike Master Plan, please note that we are aware of these and have taken great care to identify the Priority Cycling Network to address exactly the issues that held up its implementation. There has been a high level of importance placed on the feasibility of implementation of these routes to allow for staff and Council to move these projects through more readily from the TMP to implementation.

Regarding timelines for individual projects, this is part of the next phase of the TMP (the development of the implementation plan). Projects will be prioritized, and high-level timing identified once the preferred alternatives are selected. This is noted briefly in the Next Steps slide.

After the TMP is adopted, it will be up to City staff and Council to incorporate the recommendations into the annual capital budget process.

Thank you once again for your input and we look forward to discussing this further at the stakeholders' meeting tomorrow.

Kind regards,

Scott

Scott Johnston

Associate Director - Practice Lead, Transportation Engineering

100 - 175 Galaxy Blvd
Toronto ON M9W 0C9 Canada
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From: Mike Sullivan [REDACTED]

Sent: Thursday, November 10, 2022 5:13 PM

To: Zach Henderson [REDACTED] Scott Johnston [REDACTED]
[REDACTED]

Cc: 'Sadaf Ghalib' [REDACTED] 'felicity sutcliffe' <[REDACTED]> 'Jo-Dee Burbach' [REDACTED] Bonnie Henderson [REDACTED]

Subject: TMP Questions

*** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Hi folks,

In anticipation of our stakeholder meeting on Nov 16, I thought I'd put some preliminary questions to you about the Phase 2 report.

First, I tried to fill in the public survey, but it refused my input without first choosing to support one of the options for all of the options you have presented. I was therefore unable to complete the survey, as there are some options I do not agree with and I am unable to indicate that. It is therefore a forced result survey, with the only choices pre-determined as being one of the choices put forward by IBI. If I don't like your choices there is no 'none of the above' option. I'm not sure how on the public consultation spectrum you list in your documents the final selection of options was to have public input, but it appears we are there without any public or stakeholder consultation.

Second, I fail to see how the objectives statement has been altered to reflect the feedback given. The first and second sets of objectives are virtually identical. A significant percentage of the feedback was to put greater emphasis on the environment, more specifically greenhouse gas reductions. That feedback did not get reflected in the objectives.

As you know, the city has declared a climate emergency. Transportation is by far the largest contributor to Stratford's Greenhouse Gas emissions. The city has adopted a goal of reducing GHG emissions by 30% by 2030. There is nothing in your options or in the Phase 2 report which indicates how any of these options will reduce GHG emissions. The Phase 1 responses also indicated a desire for measurements, such as measurements of GHG reductions, and a modal share goal. Nothing in the report indicates what these options or choices will do and by how much, to reduce GHG emissions and help the city achieve its goal of 30% by 2030, only 7 years away. And nothing indicates any modal share goal or goal potential – for example – if transit fares were eliminated what would that do to the modal share of transit use?

Third, the public and stakeholder consultation process is not working. I and others 'registered' for updates, but have never received any. I specifically wrote to IBI (Zach Henderson) in June, asking for feedback from the first round of consultations. He advised that they were working on a document, which would be ready by December. I now note that a document was dated August 22, but I never received it, nor any indication of its release. Something as important as your study and report deserves better, including better advice to the public of its existence and the possibility of public involvement. Facebook and Twitter and one Beacon ad are not enough. A Canada Post neighbourhood mail piece to all residents and businesses would be a much better way of involving the public.

Finally, there are no timelines for any of the 'options' you are proposing. In particular, the improvements to the cycling network. You refer to three time frames – near (2026) mid (2031) and far (2041) but there is no indication of a planning horizon for any of the improvements. For example, reconstruction of Huron Street to be 3 lanes instead of 4 has no time lines. Huron is

labelled as a lower traffic street with a potential bike boulevard, yet reducing its size would open an opportunity to install protected bike lanes. There is also a protected bike lane on your maps through a woodlot and farmland. And no protected bike lane on Ontario Street. Again no time lines. As you know a Bike Master plan in 2014 resulted in mostly incomplete actions. Without specific projects and time lines I fear this iteration will suffer the same fate.

Thanks,

Mike Sullivan

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Stratford active transportation
Date: Tuesday, June 28, 2022 8:44:27 AM
Attachments: [Road Surface Audit Final Report with Appendices.pdf](#)
[Parking data Lower Queens Park.xlsx](#)

Hi there:

Geoff Love, outgoing president of Cycle Stratford, and Nadine Hayes, Treasurer have asked that the attached reports be forwarded to you, for whatever use they hold for you.

Please bear in mind that they are observational, not scientific.

Please let me know if you have questions.

Ron Dodson
Sent from my mobile E. & O. E.



Zach Henderson
c/o IBI Group
7th floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7

RE: City of Stratford Transportation Master Plan

December 6, 2022

Dear Mr. Henderson,

Huron Perth Public Health takes action to protect and promote population health and prevent disease, strengthening quality of life and well-being for all. The health and well-being of people is a product of where they live, learn, work and play. Planning documents, such as official, recreation, and transportation master plans shape this environment; we are grateful for the opportunity to be included in the development process.

Huron Perth Public Health would like to extend kudos to the City of Stratford for drafting a Transportation Master Plan that places importance on complete streets and complete communities, which promotes physical activity, safety, accessibility, and public health overall. In addition, from both an equity and evidence perspective, it is encouraging to see several preliminary preferred options that focus on connectivity throughout the city, highlighting the important considerations of active transportation, safety, and accessibility for all.

Thank you for your efforts to lay the foundation for healthy, sustainable communities to continue to develop for the residents of Stratford. Huron Perth Public Health looks forward to collaborating with staff and community in the ongoing development and implementation of the plan.

Regards,

A handwritten signature in black ink, appearing to read "Angela Willert".

Angela Willert, MA
Public Health Manager
Health Promotion and Well-Being Team
Huron Perth Public Health
[Redacted]

Appendix E: Public Inputs

ENGAGEMENT SUMMARY
City of Stratford Transportation Master Plan

Public Inputs

Input received from the public are provided on the subsequent pages, as follows:

- Public Inputs Record (which includes submissions via Interactive Map, Question Comment Box and email)
- Detailed listing of all Survey comments from POH 1 and POH 2
- 30-Day Public Review submissions and responses

Public Inputs Record

The following table displays comments from the Interactive Map and Question Comment Box received from members of the public throughout the TMP study.

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-15 Interactive Map	43.35849555, -81.00169301	It is challenging getting across Lorne Ave. to the bike trail. A cross walk or light here would be great.			✓				
2022-04-17 Interactive Map	43.365367521, -81.001907587	Continue painted bike lane from Queensland onto John Street down to TJ Dolan Dr.			✓				
2022-04-18 Interactive Map	43.37080761, -80.95376194	This pathway you have shown here is nothing, but a muddy path worn across the lawn. Also, the sidewalk in front of Schaeffler is filled with a snow drift half the winter			✓				
2022-04-18 Interactive Map	43.36982102, -80.98204851	Put more bike rings in front of stores in the downtown.			✓				
2022-04-20 Interactive Map	43.37271835, -80.9855032	Cyclists regularly use the sidewalk here, as the road is so busy with traffic. It would be great to have a cycling lane added.			✓				
2022-04-20 Interactive Map	43.37141593, -80.98439813	Please consider a pedestrian crossing here-- with flashing yellow lights. Cars coming up the hill from Huron St. and turning on to Church are often moving quickly.			✓				
2022-04-20 Interactive Map	43.38344856, -80.96307456	This corner is very unsafe during busy times (before/after school, rush hour). There should be a crosswalk similar to the one installed on Huron St. near Avon Public School.			✓				
2022-04-20 Interactive Map	43.37333055, -80.98675847	New bike lanes on Huron St. are great, but how will existing trees be impacted. Will the city re-plant new trees in place of the ones they need to remove?			✓				
2022-04-20 Interactive Map	43.37279243, -80.98552465	My friend was in two vehicular accidents at this intersection. I don't think it is safe			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-20 Interactive Map	43.37075691, -80.9404099	There needs to be a sidewalk beyond Demetre's			✓				
2022-04-20 Interactive Map	43.36487614, -81.01756096	Road 122 would be a great bike trail to St. Marys			✓				
2022-04-20 Interactive Map	43.36021166, -80.96353054	Bike lane infrastructure along Norfolk and Romeo... to link recreational areas to people.			✓				
2022-04-20 Interactive Map	43.37891418, -80.9765017	A trail linking Mornington St. to the Palmer Sq. or Glastonbury.			✓				
2022-04-20 Interactive Map	43.37222312, -80.98329306	This shoreline trail is almost awesome... but it inexplicably is stopped by a metal gate at the pedal boat rental place.			✓				
2022-04-20 Interactive Map	43.37649675, -80.9536922	looks like this trail should meet up with the Stratford Side Trail to the south			✓				
2022-04-21 Interactive Map	43.37069332, -80.99258694	This was a great idea, to repurpose this section of road as a trail. Thanks.			✓				
2022-04-21 Interactive Map	43.37197745, -80.97973645	Waterloo St. hill is terrible for cyclists in both directions from Ontario to Lakeside. Narrow, with pothole repairs that getting worse than the potholes themselves, causing cyclists and cars together to compete for a small lane of good pavement. Going uphill, cyclists can't get forward momentum if they are constantly dancing around bad pavement.			✓				
2022-04-21 Interactive Map	43.37047615, -80.97833633	Terrible pavement!			✓				
2022-04-22 Interactive Map	43.37007059, -81.00184321	This section of the Avon trail should be multi use trail. A trail that can be used by mobility scooters, cyclist and just not hikers. Could run from the TJ Dolan area to the bike lane on O'loane.			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-22 Interactive Map	43.37018008, -80.99495647	there needs to be a crossing of the river on the same side of the street as the new path. As it stands, to cross the river, one must cross John St and use the foot path on the bridge on the west side.			✓				
2022-04-22 Interactive Map	43.3697392, -80.99561274	a sidewalk is needed here so pedestrians don't need to cross John St			✓				
2022-04-22 Interactive Map	43.37501475, -80.97979942	this intersection needs a safe place for pedestrians to cross. many people walk around the lake/river and cross here daily. it's hard to see onto Waterloo st bridge and despite a 40kmh speed limit most drivers speed here			✓				
2022-04-22 Interactive Map	43.37200475, -80.98343253	pedestrians and cyclists coming over the river at the dam are fed into a parking lot of distracted drivers. this isn't safe but it is the only place a cyclist can cross the river safely away from automobiles			✓				
2022-04-22 Interactive Map	43.37342389, -80.98430207	cyclists crossing the river over the dam are fed into a one way street or a steep climb with steps.			✓				
2022-04-22 Interactive Map	43.3755384, -81.00491703	this is a great and easy spot to add a multi use trail to connect new developments on Brown St etc to cemetery to safely walk/cycle to John St			✓				
2022-04-22 Interactive Map	43.37096706, -80.99452975	safe connection from cemetery to TJ Dolan needed here for active transport from Jenn Ann and other newer subdivisions			✓				
2022-04-23 Interactive Map	43.37084075, -80.94827414	Vehicles don't yield to pedestrians and go through yellow and red lights speeding too often here			✓				
2022-04-23 Interactive Map	43.37290747, -80.94914854	Sidewalk is more like a swimming pool here			✓				
2022-04-23 Interactive Map	43.37280998, -80.94860137	Trees hang low here have to duck down, also gets big puddles you have to go around			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-23 Interactive Map	43.37297376, -80.9513694	Not many yield here, seen 2 major accidents one involving a city bus. Needs to be a stop sign			✓				
2022-04-25 Interactive Map	43.36187059, -80.9773423	The quality of the pavement and narrowing of the road forces cyclists into the middle of the street where they are in danger and subject to harassments from the approaching vehicles.			✓				
2022-04-27 Interactive Map	43.37340074, -80.98695159	Traffic lights at the corner of Douglas/Huron/Mornington should be programmed so pedestrians can start crossing the intersection 5 seconds prior to the green light for cars. Downtown Ottawa has implemented this system and it sure feels safer.			✓				
2022-04-28 Interactive Map	43.36234894, -80.97759604	This intersection needs pedestrian crosswalk or assistance. It is unsafe to cross because of traffic volume and speed			✓				
2022-04-28 Interactive Map	43.37227381, -81.01155281	Extend the multi use path to 122 and then along Lorne W to meet the current path.			✓				
2022-04-29 Interactive Map	43.36939206, -80.95151961	Quality bike racks			✓				
2022-04-29 Interactive Map	43.36857704, -80.94936848	Quality bike racks			✓				
2022-04-29 Interactive Map	43.36983662, -80.94528615	Quality bike racks			✓				
2022-04-29 Interactive Map	43.37172399, -80.94949186	Quality bike racks			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-29 Interactive Map	43.37244539, -80.94830632	Improve this road for cycling including adding some safe "connector" across the road or signage - can be difficult to cross and go down the pathway to Willow.			✓				
2022-04-29 Interactive Map	43.37485128, -80.95268369	Bike racks - good place to stop and walk in the park area but no place to lock up bikes			✓				
2022-04-29 Interactive Map	43.37651625, -80.97373366	Consider resurfacing this road and creating a separated/dedicated two-way cycling path on the river side.			✓				
2022-04-29 Interactive Map	43.37030067, -80.9955883	need bike racks at the TJ Dolan entrance (quality, rings, sheltered) so cyclists can park and walk			✓				
2022-04-29 Interactive Map	43.38218926, -80.9858036	consider even a "light" resurface (roller and flattened gravel) to improve the pathways through the old fairgrounds for cyclists, who use this as a connector route going East-West			✓				
2022-04-29 Interactive Map	43.38861414, -80.98664045	Bike path on McCarthy is not well maintained - tremendous amount of gravel and debris in the bike lane. consider more year-round maintenance of this bike route			✓				
2022-04-29 Interactive Map	43.39184191, -80.9924984	Connector from the McCarthy bike lane out to O'Loane (direct) even on a pathway would be ideal			✓				
2022-04-29 Interactive Map	43.38974855, -80.99032581	Cars are routinely parked in the bike lanes in this neighbourhood. Consider more resident education and/or policing of this area.			✓				
2022-04-29 Interactive Map	43.38588131, -80.98377049	Improve quality and number of bike racks here, especially in the summer near the Farmer's Market area.			✓				
2022-04-29 Interactive Map	43.3700199, -80.97351372	Sidewalk is missing on the West side of the Front street in this area, forcing either to walk on grass or road, or an unnecessary crossing of the road and back again. Consider adding sidewalk in this section.			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-29 Interactive Map	43.3867039, -80.96914172	Add quality bike racks			✓				
2022-04-29 Interactive Map	43.38937042, -80.96595526	Would be ideal if there was a dedicated bike lane and connector from the N end of Romeo going W on Vivian and then South all the way down Mornington back into town, to close the North end of the bike loop.			✓				
2022-04-29 Interactive Map	43.38125354, -81.00391924	The multi-use trail that crosses Huron along O'Loane is great BUT the crossing at Huron is a challenge. Consider dedicated bike markings / lane for crossing and a bike traffic light. Cars turning Left O'Loane to Huron do not pay enough attention / see the cyclists making this a risky intersection to cross.			✓				
2022-04-29 Interactive Map	43.38097282, -81.00413382	Improve the infrastructure / path and markings along this section of the sidewalk/multi-use trail. It is narrow here and difficult to accommodate bike and ped.			✓				
2022-04-29 Interactive Map	43.38005268, -81.00493848	Improve the sidewalk/trail crossing here. Cars DO NOT STOP coming out of the parking area and it's a risk for those crossing. Perhaps set the stop back further? Add a massive speedbump? Flashing lights?			✓				
2022-04-29 Interactive Map	43.37941325, -81.00549638	Improve the sidewalk/trail crossing here. Cars DO NOT STOP coming out of the parking area and it's a risk for those crossing. Perhaps set the stop back further? Add a massive speedbump? Flashing lights?			✓				
2022-04-29 Interactive Map	43.37707772, -81.00746512	Improve the condition of the sidewalk/path crossing over the train tracks			✓				
2022-04-29 Interactive Map	43.37370099, -81.01025999	There is a gate here? This path is not in great condition for cycling - improve the path and remove any barriers to allow for ease of access for cyclists as a connector route through Avondale cemetery			✓				
2022-04-29 Interactive Map	43.38198652, -81.00571632	Add a sidewalk or pathway along the East side up to Cozyns - cyclists need to purchase plants, too! It is difficult to cycle this short stretch on the road with the car traffic here.			✓				
2022-04-29 Interactive Map	43.37035136, -80.93696594	Forest Rd is a great road for recreational cycling, but there is no way to get down Ontario St safely. Need to collaborate on a safe route for cyclists starting at this edge of town into Stratford.			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-29 Interactive Map	43.35321039, -80.98546028	Create a separated, off-road cycling path all the way across Lorne Ave from Romeo to St Vincent (where the existing path is)			✓				
2022-04-29 Interactive Map	43.37443016, -80.96598744	Improve the lighting in the park. Light standards frequently had dim or burnt out bulbs. More routine maintenance for safe walking especially in the evenings.			✓				
2022-04-29 Interactive Map	43.37503065, -80.96434593	Add lighting for safe pedestrian walking especially at night			✓				
2022-04-29 Interactive Map	43.37546736, -80.96410453	This is a rough, muddy, uneven path through the trees. Improve this by reducing the grade/make it flat and resurface. Add lighting to make a safe connector through the park to the Gallery / access to Romeo.			✓				
2022-04-29 Interactive Map	43.37327986, -80.96164763	There is an unofficial path across this park as people walk through. Could it be made official through flattening and surfacing?			✓				
2022-04-29 Interactive Map	43.3501873, -81.00763679	Cars park in the bike lanes here (all around the Packham Road Complex) when sporting events are on. How could this be improved to keep the bike lanes free from parked cars and give a dedicated space for parking?			✓				
2022-05-01 Interactive Map	43.38349924, -80.96795082	Repair roadway (terrible condition) and add connecting cycle lanes or identified multiuse pathway between Romeo and Mornington			✓				
2022-05-01 Interactive Map	43.37183707, -80.98464489	There are often pedestrians trying to cross Huron St. at York St. I wonder if a cross walk could be considered? And perhaps a sign that directs people to the beautiful pedestrian walkways under the bridge?			✓				
2022-05-01 Interactive Map	43.37411042, -80.97567558	multi use trail around the lake by making one-way streets on Lakeside Drive and William St			✓				
2022-05-01 Interactive Map	43.37648115, -80.95567703	blaze and sign Avon Trail side trail through the City and increase native plantings throughout this trail			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-05-01 Interactive Map	43.37978755, -80.98657608	make a multi use trail to and from the arena with connections to bike lane through the south end if possible - make sure there is a safe place to park a bike when you get there, so that people can attend an event/activity without worrying about bike theft.			✓				
2022-05-02 Interactive Map	43.37662828, -81.00759174	Crossing the road as a pedestrian is very challenging due to poor sight lines (from Brown crossing over O'Loane). Turning left from Brown is so challenging due to the bridge rails.			✓				
2022-05-02 Interactive Map	43.36659253, -81.01654354	The only way to connect the north and south sides of the TJ Dolan path is going over a guardrail.			✓				
2022-05-02 Interactive Map	43.38734556, -80.99396776	There aren't any curb cuts for crossing the road to get to the sidewalk on Short St.			✓				
2022-05-02 Interactive Map	43.38615864, -80.99175402	All the way along Forman, there are missing sidewalks on both sides of the road starting at Short heading south. This is a massive high school, and a sidewalk is missing on the west side of the street from Short to Oakdale. To cross from Short across the street to the east sidewalk on Forman, there is a curb cut missing and hard to navigate with a stroller or children on bicycles.			✓				
2022-05-02 Interactive Map	43.38425342, -80.9717044	It's great that there is a sidewalk on the east side of Mornington now. The bike lanes end at McCarthy (from Mornington) and then a multi-use trail starts at Graff Ave. It would be important to connect the two.			✓				
2022-05-02 Interactive Map	43.38387352, -80.96887887	The McCarthy Road road infrastructure/cycling project that was submitted to Canada's active transportation grant should be included in the transportation master plan in case the funds don't come through.			✓				
2022-05-02 Interactive Map	43.38339398, -80.96313894	Very unsafe crossing and lots of children coming in from the east subdivision to head to Bedford. A pedestrian crossover should be considered for this location			✓				
2022-05-02 Interactive Map	43.35785755, -80.97090951	Bruce/Essex – sidewalk ends and there is no crosswalk; kids cross kitty corner as there is no other option			✓				
2022-05-02 Interactive Map	43.3640242, -80.99208962	For school drop-off/pickup - Woods/Birmingham pedestrian-heavy area with no crosswalk or curb cuts; yield sign poses a safety issue			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-05-02 Interactive Map	43.36095735 -80.98239183	Crooks/Mowat – no curb cuts - lots of kids are crossing here at school drop-off and pick-up times			✓				
2022-05-03 Interactive Map	43.38915601, -80.99085689	No parking signs are required, as is enforcement.			✓				
2022-05-03 Interactive Map	43.38657915, -80.98200023	Using the McCarthy Rd. bike lanes as a parking lot, as happens yearly for large-scale events such as the Dairy XPO (pre- and post-Covid) is dangerous and must stop. The arguments that cyclists are not using it, and that it's just for one or two days are not valid.			✓				
2022-05-03 Interactive Map	43.36303925, -80.98221213	Sidewalk transition/continuation needed; very awkward if you are trying to walk down Cambria Street from Inverness/West Gore, especially with a stroller			✓				
2022-05-03 Interactive Map	43.38680526, -80.96310675	Romeo St N is among a number of residential pockets, especially now. Instead of being a truck route, it needs to be safely available not only to pedestrians but to cyclists as well. It needs to tie with with cycle lanes along Vivian Line and McCarthy and Mornington, to allow cyclists to ride from the area all the way into town.			✓				
2022-05-03 Interactive Map	43.38351484, -80.96500039	This section has no bike lane, although it lies between two other stretches of McCarthy that are. As it is, its gravel surface is hazardous for riding a bike, going in either direction.			✓				
2022-05-03 Interactive Map	43.36554596, -80.97945056	need some lights here for people to cross to the terminal.			✓				
2022-05-03 Interactive Map	43.37276247, -80.98383578	Need a path going from Lion's Pool area to Waterloo St N since the north shore is not allowed anymore.			✓				
2022-05-03 Interactive Map	43.37405884, -80.97963563	need a path to go from Waterloo St N to Lion's pool (north shore) area since the old path is no longer accessible.			✓				
2022-05-03	43.36668567, -81.01617694	need to a better way to cross the river			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic							
			Roads	Transit	AT	Trucks	Safety	Envir.	Other	
Interactive Map										
2022-05-03 Interactive Map	43.3672416, -81.01246946	need a better way to cross the river without having to walk the whole way			✓					
2022-05-03 Interactive Map	43.36990462, -81.00614577	need a better way to cross the river without walking the whole trail.			✓					
2022-05-03 Interactive Map	43.35383427, -80.99148892	need a cross there as cars are driving too fast and no one would be able to go to the Army Navy & Air Force Veteran building. Same goes to people who took the bus and getting off at the Army. It is hard to stay at the sidewalk (small area) when it is snowy and cross the high traffic Lorne Ave E.			✓					
2022-05-03 Interactive Map	43.37244539, -80.98506331	This section of pavement, just next to the north end of the bridge, is extremely hazardous for cyclists, but also for cars, as drivers have to pay attention to the weaving around potholes, instead of paying attention to oncoming traffic.			✓					
2022-05-03 Interactive Map	43.38792406, -80.99847989	Extension: Continue multi-use path along O'Loane through to Short Street (and further once McCarthy extends to O'Loane)			✓					
2022-05-03 Interactive Map	43.38501814, -81.00074854	Safety Issue: The multi-use path goes around the existing culvert/ditch up to the road shoulder on O'Loane. This is not user friendly and is uncomfortable for me to use with my children because O'Loane is so busy.			✓					
2022-05-03 Interactive Map	43.39014228, -80.98979473	Maintenance: Bike lanes on McCarthy and Forman are not maintained well enough. Often full of gravel and mud			✓					
2022-05-03 Interactive Map	43.38593433, -80.97018238	Path Extension: Missed opportunity with the new sidewalk installation along Mornington. This would be a great multi-use path location			✓					
2022-05-03 Interactive Map	43.38878177, -80.99288464	This intersection is difficult to cross a pedestrian because of volume of traffic and just a yield sign. Cars don't generally stop and let pedestrian cross. This is especially important for families with young children, elderly, and others who may have limited mobility			✓					

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-05-03 Interactive Map	43.38739087, -80.99407311	Signalized pedestrian crossing here might improve safety. There is also no sidewalk connection from the Culliton Street sidewalk when crossing Short Street. Many people use this as an informal crossing, and it is difficult for young kids on bikes, strollers, or mobility devices to safely cross while maneuvering the curb. Curb cut and sidewalk connection would be great and well used.			✓				
2022-05-03 Interactive Map	43.38779011, -80.99304745	The turfstone path along the pond is a well used connection. Although out of scope of the TMP, this pond would greatly benefit from having native tree and shrub planting. There is buckthorn and so much garbage. Improving the pedestrian experience in areas like this and others would			✓				
2022-05-03 Interactive Map	43.37924091, -80.96305541	Curb face sidewalk along Romeo Street is very uncomfortable and unsafe. Boulevard with street trees would provide separation and improve overall user experience			✓				
2022-05-03 Interactive Map	43.37385047, 43.37385047	North Shore trail is missed. Can this connection be re-established?			✓				
2022-05-03 Interactive Map	43.3766621, -80.97138388	There are many crumbling light posts along this stretch of trail. Some lights are in the centre of the path as well. If re-installing, shift lights away from water to outside path of travel			✓				
2022-05-03 Interactive Map	43.37874958, -80.96424722	cut away the curb here so bicycles can access the old railway trail without having to drive on the sidewalk to get to it.			✓				
2022-05-03 Interactive Map	43.37612612, -80.97112548	consider a pedestrian bridge from tom patterson island to the north shore parkland			✓				
2022-05-03 Interactive Map	43.36746452, -81.01287344	This section of the trail no longer exists since the storm water pond was put in & drainage patterns changed. The area has become more marshy. It would be good to restore the loop			✓				
2022-05-04 Interactive Map	43.38936262, -80.98831415	The bike path along McCarthy is full dirt and loose gravel that it is unsafe to use. This needs to be better maintained			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-05-04 Interactive Map	43.38881685,, -80.96818686	new developments are being added without thought to anything but cars. These areas should have dedicated and separated bike and pedestrian routes into town. otherwise people will be forced to drive even it they don't want to bc it doesn't seem safe.			✓				
2022-05-04 Interactive Map	43.37178638 -80.98887742	there is no path here. it would be a nice extension of the new multiuse trail across St Vincent			✓				
2022-05-04 Interactive Map	43.37173569, -80.99015951	need safe crossing spot here for students at Central and users of the new trail. Drivers speed here.			✓				
2022-05-04 Interactive Map	43.37569596, -80.96309756	Bike lanes disappear here. So, a cyclist is suddenly riding without the bike lane being present and being passed by transport trucks. Not safe			✓				
2022-05-04 Interactive Map	43.37959257, -80.96303165	Another case of disappearing bike lanes. Does the city want us to bike on the sidewalk?			✓				
2022-05-04 Interactive Map	43.3771947, -80.96310139	Bicycle lane just 'ends'			✓				
2022-05-05 Interactive Map	43.36142072, -81.00822151	We need cycling infrastructure from here to O'Loane Ave. With the addition of a new apartment building here, this would be a good time to upgrade the sidewalk to a multi-use trail.			✓				
2022-05-05 Interactive Map	43.36908399, -81.01422966	A wider shoulder here to accommodate cycling would be very welcome, especially with the amount of truck traffic on this road.			✓				
2022-05-05 Interactive Map	43.39259815, -80.98140478	I realize that this is not a Stratford road, but working with Perth East to widen the shoulders for cyclists would make this route MUCH safer			✓				
2022-05-05	43.38613301, -80.99136794	There is no sidewalk connection when travelling down Short St. and crossing over to Forman Ave. When walking, using a stroller, or when small children are biking, you have to either go onto the should of the road to cross near Briarhill Dr. or move			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic							
			Roads	Transit	AT	Trucks	Safety	Envir.	Other	
Interactive Map		down toward Bradshaw Dr. There should be a curb installed so that the sidewalks connect. It would improve active transportation routes, as well as help all of the kids walking to the high schools.								
2022-05-05 Interactive Map	43.37019148, -80.98213971	Place some bike rings at entrances to city hall			✓					
2022-05-05 Interactive Map	43.37136914, -80.98246694	Place bike rings at entrances to Festival Square			✓					
2022-04-06 Question Comment Box	N/A	<p>Why do heavy transport semi-trailers use city streets? Is there no plan for a bypass or ring road? If so, when?</p> <p>City of Stratford Response: Thanks for the question! The City has signed truck routes to encourage drivers to by-pass the City as much as possible. However, Huron, Ontario and Erie Street are all parts of Highways 7/8 and 8, and the City is not able to restrict any traffic from using these highways. There are a few local streets that are subject to a City by-law restricting access by trucks, but still trucks can use those streets when they need to access destinations.</p>	✓			✓				
2022-04-06 Question Comment Box	N/A	<p>Why are sidewalks so buckled and uneven in most of the city? What is being done to ensure WALKING and use of mobility devices on city sidewalks is safe?</p> <p>City of Stratford Response: Thanks for the question! All city sidewalks are inspected annually and maintained to meet the provincial minimum maintenance standards. The City also has an annual program of replacing sidewalks that are broken or otherwise deteriorated. However, this program is limited both by budget and contractor availability.</p>			✓		✓			
2022-04-07 Question Comment Box	N/A	<p>Does the Transportation Plan contain any provisions for widening Ontario Street, specifically from Waterloo to Romeo Street? The traffic lanes in this part of the City are very narrow and dangerous.</p> <p>City of Stratford Response: Thanks for the question! While the Transportation Master Plan will make recommendation on future road needs including widenings, we do not anticipate that it will make recommendations related to widening Ontario Street. In the past, Ontario Street was widened from Parkview Drive to Romeo, then from Burritt to the City limits. Ontario Street between Romeo and Burritt was not widened as the road allowance was too narrow and would require the expropriation of land and the removal of existing houses. A similar situation exists on Ontario Street from Parkview to Waterloo where most of the road allowance is too narrow to widen the travelled roadway.</p>	✓				✓			

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-07 Question Comment Box	N/A	<p>Does the Transportation Plan contain anything about locating EVCS, Electric Vehicle Charging Stations? These facilities will play a large part in determining routes that will be required for vehicles to sit (for hours) while being charged. Locating City owned, EVCS close to the downtown core, (such as at the Cooper Site) will revive the City Center with crowds of people looking for restaurants and entertainment, ... and provide additional revenue.</p> <p>City of Stratford Response: Thanks for the question! We anticipate that the Transportation Master Plan will contain recommendations regarding Electric Vehicle Charging Stations, including the general areas of where they should be located or promoted.</p>						✓	
2022-04-08 Question Comment Box	N/A	<p>Has the City (Council and/or City Staff) done a report on making public transit in Stratford free of charge to ride? How much revenue is generated each year (by route) through the gate box</p> <p>City of Stratford Response: Thanks for the question! To date, Council has not considered making public transit in Stratford free of charge (aside from measures that were in place during the pandemic). Currently, revenue is not tracked by route but pre-pandemic (2019) fare revenue was generally around \$800,000.00 annually.</p>		✓					
2022-04-09 Question Comment Box	N/A	<p>The Stratford Festival is the 'main identity' of the City and is the driving force of the local economy. Transportation should focus on improving access and promoting this asset. This is an entirely new approach and an entrepreneurial endeavour, to take the tools of transportation beyond traditional planning and deliberately create a 'positive space' to serve the Festival's venues. Talk to the leading source of tourism in the City to incorporate their needs and input in developing a master transportation plan. We can have the best thorough-fares and complete streets but without taking a bold step to actively support the 'arts economy' there will be no base to sustain future growth. Become a revolutionary leader in urban planning and gain world-wide recognition by consolidating all of the recourses of The City behind our most influential and visible partner!</p> <p>City of Stratford Response: Thanks for your comments! Tourism is an important part of Stratford's economy and the Transportation Master Plan will consider how tourism impacts transportation in the City.</p>							✓
2022-04-13 Question Comment Box	N/A	<p>Why doesn't Stratford have roundabouts</p> <p>City of Stratford Response: Thanks for your question! The City currently has one roundabout (located at Wright Boulevard and Packham) and one traffic circle (Churchill Circle). Roundabouts require a significant amount of land, so it is difficult to add one to an existing intersection. Currently, staff are investigating a roundabout for the Lorne/Downie intersection and various other intersections where sufficient land is available (Romeo/McCarthy or Mornington/McCarthy). In addition, a roundabout is planned for the future O'Loane/McCarthy intersection and at the future CH Meier/McCarthy intersection.</p>			✓				

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-04-14 Question Comment Box	N/A	<p>There have been many complaints and petitions created to ask council to change the “smart designation” for the section of Forman Avenue from Short St. to Orr St. to enable the residents in that section to have access to parking on at least one side of the street. This does not have to be an all day parking, rather from 4pm until 10pm during the week and noon to 10 pm on the weekends. If there is parking in front of the high school where there is a lot of daily traffic, then the residents in the above mentioned area deserve this opportunity too. Councillor Ritsma has personally viewed this situation and said he would address this with council, but no results have been made public. The amount of bicycle riders in this area has not increased due to the bike path designation, but rather increased parking has been occurred in the surrounding neighbourhoods making those residents unhappy. This goes away with a simple change of this designation and the changing of the parking signs.</p> <p>City of Stratford Response: Thanks for the question! This issue will be discussed at the April 27, 2022 Infrastructure Transportation and Safety Sub-committee meeting. The agenda for the meeting will be available on the City’s website soon through the following link: https://calendar.stratford.ca/meetings</p>							✓
2022-04-17 Question Comment Box	N/A	<p>The City of Stratford gained GO Service, but lost valuable VIA service. Will train service be part of this study?</p> <p>City of Stratford Response: Thanks for the question! Inter-regional rail service is not a focus of the Transportation Master Plan. However, the City does continue to advocate for improved rail service through a number of channels including the Southwestern Ontario Transportation Task Force and direct discussions with both VIA Rail and Metrolinx.</p>		✓					
2022-04-17 Question Comment Box	N/A	<p>On page six, it is mentioned that the Avon River and Queens Park heritage area block north south traffic and cause bottlenecks. I have lived on Cobourg St. for twelve years and travel back and forth over the river frequently, and I have never encountered a bottleneck. I hope the comment on page six does not mean that anyone is considering slicing through the park in any way to increase traffic through it. Can you reassure me?</p> <p>City of Stratford Response: Thanks for the question! The Transportation Master Plan will not be considering adding roadways through any of the City's park system.</p>							✓
2022-04-22 Question Comment Box	N/A	<p>I’m finding it difficult to obtain specifics on the exact plan for construction and how it will affect home owners. We live on Huron Street, and it is of great concern to myself and the neighbours along the whole stretch of road to be under construction, if the sidewalks will be closer to our houses than they currently are? What trees do you plan to remove, and what is the plan for replanting those that will be removed?</p> <p>Will homeowners affected by this construction be expected to pay for repairs that affect their home?</p> <p>What’s plan for keeping homeowners informed so there are no surprises and ensuring costs won’t fall only on the specific homeowners affected by the construction but dispersed in city taxes?</p>			✓		✓	✓	✓

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
2022-05-03 Question Comment Box	N/A	Has anyone on the committee taken the Strong Town training? More specifically Aligning Transportation with Strong Town Approach.			✓				✓
2022-07 Question Comment Box	N/A	Where is this years road resurfacing?	✓						
2022-08-19 Email	N/A	<p>Hi Mr. Johnson and Ms. Roulston:</p> <p>I have attached an idea which I floated on social media a couple of weeks ago, where it was well-received. I consulted Mike Beitz, who suggested that I send it to you as part of the Transportation Master Plan review. It's an idea with merit regarding the way that parkland and transportation intersect in one particular area of the city.</p> <p>As you will see, these are the highlights:</p> <ul style="list-style-type: none"> ▪ Close Veteran's Drive between Waterloo and Cobourg. Replace road with vegetation. ▪ Close Cobourg eastbound just before Waterloo, and create a turn-around. ▪ Create a small parking lot exclusively for accessibility on the east side of Waterloo at Veteran's Drive. ▪ Sign the "upper" part of Erie St. as Local Traffic Only <p>One of the biggest problems with Veteran's Drive has always been that the road goes through the park and separates the bandshell from its audience. It also creates a landlocked area which is cut off from the rest of the adjacent parkland. Closing the drive permanently, tearing up the asphalt and adding grasses, trees, shade sails and gardens would allow the bandshell, a heritage structure, to be used much more. It would also connect the parklands to the east of Waterloo more substantially to the Cenotaph area and the Boathouse. Without a road, the bandshell becomes a safe space for community gatherings.</p> <p>Closing Veteran's Drive temporarily has been done many, many times in the past, so that the area could be used for events. From a traffic perspective, this makes sense, so that people and vehicles are not in conflict. The extra traffic has been handled well on adjacent streets.</p> <p>Veteran's Drive between Cobourg and Waterloo exists for only one reason: to connect Waterloo St. with the Erie and Ontario intersection. It is a kind of drag strip for drivers to gain a minute or so travel time. Closing Veteran's Drive means that southbound drivers on Waterloo would have to continue up the hill to Ontario, which could create some backlog, but may be</p>	✓					✓	

Date and Input Source	Comment Location	Correspondence	Theme / Topic						
			Roads	Transit	AT	Trucks	Safety	Envir.	Other
		<p>fixable with improvements to traffic light timing at that corner. Likewise for drivers who have entered Stratford on Erie St. and would have to decide whether to turn left on Ontario (probably over the bridge) or right, through the downtown core. Again, with improvements to traffic light timing, much of the bottleneck can be avoided. Some drivers may choose to use earlier turns to avoid the Ontario St. section between Erie and Waterloo.</p> <p>Additional benefits and possibilities:</p> <p>Closing the road improves the environment when pedestrians and cyclists are not breathing car exhaust.</p> <p>It's possible to create an alternate path or multiuse trail for pedestrians and cyclists through the park in front of the bandshell</p> <p>Audience seating areas and other amenities are possible.</p> <p>Local traffic:</p> <p>With a "Local Traffic Only" sign at the Erie/Ontario intersection, Cobourg will be a dead end at Waterloo with an area for turning around. The Waterloo Street west side sidewalk would be continuous up the hill. Parking would not change along the north side using all of the existing spaces. No changes would be needed for the north side of the street.</p> <p>I submit this for consideration in the Master Transportation Plan.</p>							

Public Survey Responses

The following table displays public responses to free-form survey questions during Public Open House 1 and Public Open House 2 of the TMP study.

Public Open House 1 Survey

Q.5. Please provide your feedback on how the vision could be improved.
The environment should be the first principle
Connect and add Multi-use paths for cycling, walking, wheeling
<ul style="list-style-type: none"> - Is it about mobility or transportation? These are two different things. I think that the term mobility is more accurate. - The vision does not talk about the actual users of this system - is it for people? - "reflecting on the principles of...." does not mean anything in terms of actual policy, action, funding allocation, priorities, etc. - Stratford's Mobility System will be an accessible, connected, integrated, and safe multi-modal network for multiple types of mobility including walking, wheeling, cycling, and driving. - Stratford's Mobility System will anticipate connections to surrounding areas. - Stratford's Mobility System will anticipate changes to technology. - Stratford will be known for implementing and prioritizing a sustainable mobility system that prioritizes reducing GHGs.
By making it a reality.
Options for peak season downtown pedestrian zones, a circular bus service, and rerouting all transport trucks should be explored.
By adding more bike lanes and providing easier access to green space
The vision should explicitly include the principle of "active, safe and sustainable transportation."
No reference to using a climate lens. No mention of One Planet Living. Environment comes last in this statement. Given the crisis we are facing, it should be much more prominent.
"Time" is also a finite resource, and no one has the right to waste other people's time. The vision should acknowledge a need to provide efficient and effective transportation that sees people arriving at their destinations without spending unnecessary time delays.
I appreciate the vision of equity, accessibility, inclusivity, and I especially like the idea of environmental sustainability. However, what does complete community even mean?
It seems like a lot of fancy words that really don't say much at all.
Delete the word "vibrant".

Q.5. Please provide your feedback on how the vision could be improved.

This vision statement is so lofty, it bears no resemblance to reality. I like that it aims high, but it's not tethered to an achievable reality.

Please ADD: That is affordable to all residents, regardless of income.

I think the principles need to come first, and the city has made a commitment to meet climate goals which are more precise than 'sustainability' the goal should be part of the principles. I also don't know what a 'complete community' is.

I would like to see a reference to climate change added. Transportation is a significant contributor to climate change. The Transportation Master Plan should acknowledge this, and prioritize actions to respond with urgency to the climate crisis.

A transportation vision needs to include a commitment to being convenient and affordable.

It's very very high level and doesn't really speak to the topic of transportation

Active transport should be the stated priority, second should be public transit and private automobiles should be the lowest priority and actively discouraged, especially from the city centre

I would like to see trucks rerouted "around" the City - NOT down Romeo, Ontario or Huron. Also, lights should be installed at the SCJ courthouse as locals and visitors continually cross there.

Not one of the bike lanes or multi-use trail meet up so at some point still biking or walking on a street. From what I understand the transit system is a joke, and even though there have been many times that I could have used the bus I could not be bother to because I would like to arrive on time or not have to book a bus, don't have data on phone, sorry would rather take my car. Also if there is a chance that I will have to go downtown and take my chances with parking...I don't go or I will go to another city. If the finish time line is 2041 I will be too to care that any of this has been done.

More dedicated bike lanes.

More emphasis on dedicated bike lanes

Net zero needs to be an immediate goal, throwing sustainability at the end isn't good enough.

Sounds like gobbly-goop. Please plain language, e.g. a comprehensive plan that in ludesnbikes, cars and trucks travelling together for the best benefit of the community. Does not include roundabouts on roads where seniors or transport trucks travel.

What's a 'complete' community? Needs some rewording.

Parking is a major issue along with the number of vehicles downtown. Trucks should not be on secondary streets creating worse potholes. E.g. william hurt bridge

Q.5. Please provide your feedback on how the vision could be improved.

I would like to see more prioritization for active transport - connected and safer bike lanes - and ridership available for free to low income residents on public transport

Add a commitment to healthy transportation infrastructure like bike lanes and walking paths

Need to stop city buses been on demand for Sat and Sun people are waiting for too long for the buses

Would like to understand what is in the works for bike/walking trails that will better connect the city safely

I would like to see more emphasis on active transportation within the inner core, in particular restricting vehicle traffic so that the narrow roadways are safer for frequent pedestrian crossing and cyclists. The city should also be considering how continuing to allow developers to put in massive loops and lollipop design neighborhoods makes it difficult for those areas to engage in everyday purpose driven active transportation. Many of current and planned developments are built/designed such that using active transportation to do things like grocery shopping is simply not feasible for most residents.

How is a transportation system prosperous?

Sounds like bureaucratic gobbly-goop. Best to define the vision/goals of the plan by type of transportation, e.g., transit, wheelchair accessible, car, inter-city etc.

vibrant, prosperous, and complete community' needs to be made clearer. Not sure what is meant by this.

City busses should not be running on demand on weekends. Also, they should have a holiday schedule on the Sat holidays too. Stratford is a great city but they are trying to be like London or Kitchener. London busses run every single day except Christmas Day.

Less vague wording - and more commitment to implementing the 'vision' - we get too many empty pretty words from the City of Stratford (i.e. "transparency & accountability")

Actually, making sure that all parts of the vision is met. City of Stratford tends not to meet all these expectations.

Equity and alternative mode focus.

Equity and alternative mode focus.

The vision needs to address the current lack of shopping and other services in the north end of Stratford in light of proposed further development. We hope to see sensible and realistic projections based on existing transit ridership numbers. Exactly how many "vulnerable users" are there in currently available ridership numbers, assuming there are some reliable numbers? Based on the existing 2% the numbers would seem to be minimal.

Q.5. Please provide your feedback on how the vision could be improved.

I think the current planning process is biased towards cars - the statement needs to include a balance of different transportation modalities.

To be more environmentally sustainable and reduce GHG, a GREATER focus needs to be on ACTIVE transportation (walking, cycling). I think this should be worked into the vision statement.

- 1) Create protected bike lanes within the city and paths that connect the inner city with outlying areas to provide a safe complete journey for cyclists.
- 2) Include sidewalks and bike lanes for new subdivisions.
- 3) Find alternative routes for large transport trucks who are using City streets just to pass through the city.

Be concrete. (No pun intended). Do the basics, fix the roads. Potholes are hazardous. Many dangerous intersections.

I think the vision could be improved by providing safe cycling routes to every major hub in the city that has necessary services the public needs. This could hopefully create a push for more residents that live and work in stratford to choose to cycle to work, doctors appointments and to run small errands. Hopefully this would clear up the amount of cars on the roadways and maybe help families reduce their vehicle needs to one family car for longer trips. I also think it would be a good idea to create a network of electric car charging stations throughout the city. This will be quite important considering the moves the federal government is making to ban sales of ICE cars by 2035. Long story short give people in the city a reason to ditch their cars and opt to move about safely in an environmentally friendly way. Thank you.

The vision statement is full of fine words, but none of them say anything about transportation. A statement that is even slightly practical would be a nice improvement.

I believe including a phrase about encouraging active transportation. This means connected of bike lanes, protected bike lanes on heavy car use streets, multi-use paths and bike paths that are disconnected from the street or road.

This also means building 15 minute centres. This means building everyone's basic needs within a 15 minute walk. Ultimately this means less of a focus on large stores and high density apartments (even having commercial on the first floor) and allowing up to 6plex homes.

Environmental sustainability first

More Bike and trails

I am not sure what complete means in the context of the sentence it would be good to be more specific around what being complete involves or looks like.

Q.5. Please provide your feedback on how the vision could be improved.

I think it's great that equity, accessibility, inclusivity and environmental sustainability are included. It sounds like the transportation will be keeping in mind all users and not just those who drive vehicles.

I would like to an emphasis on smaller communities (15 minute communities) within the complete community for access to more goods and services closer to one's home to allow for more active transportation. As the boomers age, this should be prioritized as many may have limited active transportation or be using electric sitting scooters or other newer technologies to assist. Elders have a shorter ability to be active time-wise and this should be a consideration.

I think better use of traffic limitations and traffic calming will make it safer for both pedestrians and cyclists

I love that safety is called out first. However, I would like to see "environmental improvement" rather than "sustainability" as "sustainability" smacks of "business as usual" when the goal should be to reduce fossil fuel transport wherever possible, encourage the use of EVs, cycle power and increase foot traffic. So improve not just sustain the noisy smelly mess we have on the main thoroughfares.

First, the recorded voice in the presentation could be better (quality is not good). Too many words in the presentation video and that would distract the viewers (if you want use pdf for that).

Environmental consideration should be paramount

Shouldn't a transportation vision statement be a little more 'plain spoken' so citizens can immediately relate?

It should include access to other cities and towns.

Climate is after though. Every measure should be put under climate lens and not build bigger and better. No way you will reach goals of 50% by end of decade with that plan.

High level vision statements are like motherhood and apple pie, no one's going to disagree. It's the OPERATIONALIZING of it.

Environment should be #1; not last

Given that we are facing a climate crisis globally, and certainly in Canada, the Vision Statement should take implementation of its GHG Plan as a major premise.

Mention the climate crisis- this urgent action is being introduced to build resilience in our community and address the issues associated with the global climate crisis- we need to plainly speak about it

Q.5. Please provide your feedback on how the vision could be improved.

I would like to see environmental issues as a higher priority.

We need dedicated bike paths throughout the city. There should be no home building in new developments without bike paths on both sides of the street. Require that all large transport trucks take a truck bypass. There are far too many trucks chugging through the downtown. Dedicate pedestrian only area in the core.

the vision is completely vague. it says nothing. it needs concrete goals.

'add specifics

-affordable geared to from low income (low) to living wage(high)

-reliable

-sustainable

Q.7. Please provide your feedback on how the objectives could be improved.

Objective 1 should be the environment. Transportation amounts to 40% of Stratford's GHG load, and it needs to be 0 in the timeframe of this study. It isn't enough (and too vague) to merely reduce GHG emissions, it must be the goal to eliminate them. In objective 1, the 'increase modal share of active transportation' there should be a goal. It should be 80% for Stratford citizens and 50% for visitors. This will require significant shifts from personal vehicles to transit, and to active transportation. It will also require a linkage with the Official Plan, to ensure that future developments are built to not need personal vehicles. It is unfortunate that the Official Plan review will post-date the Transportation Master Plan. In objective 4, fiscal responsibility should take into account the intergenerational harm that comes from not acting on GHG emissions now. Thus, the fiscal responsibility is not just life cycle of infrastructure, but future costs to future generations.

These are not objectives. Objectives are clear measurable statements. These objectives can be seen as mutually exclusive. Why would you ensure the continued maintenance and operation of existing infrastructure if it's not working now? Is "mode sharing" the best model? What about ongoing monitoring, evaluation, communication, education?

Objectives on environmental impacts are vague. Given that the City signed a declaration of Climate Emergency two years ago, this seems very "business as usual." Much more is needed here, and the word "resilient" is used improperly.

I would really like a draft that more clearly suggests transport vehicles are re-routed around the city, and not through city centre streets.

We need to be clear about the difference between "active transportation" that is actually about getting from one place to another for a purpose (getting to a school or place of employment or place of business), and movement that is purely recreational in nature (wandering around the

Q.7. Please provide your feedback on how the objectives could be improved.

park for fun, distance cycling for exercise). Also, any plan for this city must consider efficient routes to exit / enter the city from inner neighbourhoods and to cross from one corner to another. Main arteries need to be retained at higher speeds. Certain residents also need to realize that some streets cannot be quiet residential streets when they are required for access to amenities hidden inside neighbourhoods.

We need to have access to more roads with all the new subdivisions. All the current main roads are clogged with traffic.

specific information on increasing the amount of bike lanes, how will you increase ridership on public transportation, will you repair the many damaged roads in town, make it illegal for large transport trucks to drive down Ontario St.

Reference to "Vision Zero" needs clarification.

Road safety must include more fulsome road maintenance instead of mediocre patch jobs.

Same comment about 'complete'; not sure what 'mode sharing' is - if it needs explanation then it should be removed; same with Vision Zero - don't know what that is - this document should be understandable by people on its surface; and add the target to the environmental section;

Mitigate climate change impacts, rather than (or in addition to) respond to cc impacts. Address parking challenges by prioritizing active transportation and free access to public transit. Prioritize accessible access (audio crosswalks through the City, accessible access to public transit). Require trails integrated into new subdivisions, build pedestrian connectivity

Again, convenience needs to be a goal.

18 Wheelers straddling the narrow lanes in the City certainly don't promote cycling on roads, walking on sidewalks within feet of transport trucks, idling at numerous lights while locals and visitors try to enjoy a patio, breathing in their fumes...

I think that objective 3 needs to be objective 2. I'm also curious has to how and what the city is going to do to focus on the safety of cyclists and pedestrians.

Reduce carbon emissions needs to be changed to ELIMINATE carbon emissions. This should also show up as an economic plus.

Be more specific, e.g., parking for disabled, bus stops on main roads with parking, train service linked to GTA. Master plan reads like big P policy gobbly goop.

Transportation pollution is the least of our concern. Push for less pollution from factories and shipping industries.

Q.7. Please provide your feedback on how the objectives could be improved.

The "continued maintenance" phrase is concerning considering how many of our main arteries are in utter disarray. If there had been a proper schedule and budget in place, there would not be as many roads that need drastic repairs immediately.

It would be more effective to see these items listed in a prioritized fashion rather than goals that are listed in their own category as mutually exclusive from the others. Is the economic prosperity more important than reduced environmental impacts? This seems short-sighted since the reality is that environmental impacts will affect economic prosperity and also fiscal responsibility - all 3 of which impact community safety and health. So, presentation on a wheel that demonstrates priority and interaction would be much more effective.

Definitely more bike lanes and improved road surfaces all over the city. The potholes are a disgrace and unsafe

Bolder statements to shift to a bike-friendly city similar to the Netherlands. We will get the system we want so be bold or we'll never change.

I think the focus should be more on people than goods, so "Enable the efficient and safe movement of goods." could also state that transportation of goods should be done avoiding central areas too close to the park.

health and safety

Would like a better line of sight for the vision of this project

Objection three is far more important than objective 2. Are these in order of importance? The only bullet that truly involves economic prosperity is the last one about moving goods. The first two belong in objectives 1 & 3.

Fiscal responsibility should also include keeping citizen's cost's, e.g., parking, transit, gas tax.

In order to have a safe and healthy community, need to have reduced speed limits (40 km) on narrow two-way Stratford streets used by many apartment building (Oxford St.) residents, school and city buses, delivery, construction, city vehicles, ploughs, fire and ambulance services, etc. Noise bylaw enforcement for vehicles with disturbingly loud or defective mufflers, motorcycles etc. Speeding enforcement on these streets used by seniors, children etc. Increased police presence in residential areas. More one-way streets. Above-ground multi-level parking garages for downtown parking problems.

Reduced Environmental Impacts should be a higher priority objective. Not sure what is meant by a complete community or Vision Zero. Should be more encouragement of public transit which would be good for all of the objectives - make it free!

The buses need to a much better schedule!!

Q.7. Please provide your feedback on how the objectives could be improved.

Like to see more focus on younger consumers. Providing environment of belongings for everyone especially those who are different, giving access for people with disabilities, encouraging outdoor setting businesses, allowing and welcoming changes as they happen.

These objectives are quite vague - for example, what does it mean to "reduce GhG emissions from transportation"? Are you thinking about EVs? More than half of the electricity in Ontario is generated via nuclear power plants - and there is NOTHING green about nuclear waste (and that doesn't even factor in the devastation of a nuclear plant accident ... which is a question of "when", not "if")

Tangible specific goals to move forward.

Can we explicitly state something about safe crossings for children to get to school.

We are quite concerned that the Fiscal Responsibility objectives be open to the possibility of reducing some existing services. Consequently, ensuring "the continued maintenance and operation of existing infrastructure" is a troubling phrase that opens the door to status quo thinking. We are tired of seeing many empty full-size buses driving through the north end of Stratford from early morning to late at night. Let's have future service both environmentally friendly and based on demonstrated need. Also, if more walking, cycling and less driving is a worthy objective in a "complete community" more shopping and services should be part of the plan for the north end

I would hate to see the environmental aspects overtake the common sense, day-to-day strategy of initiatives.

Under Objective 4, I would recommend changes that reflect the climate-change imperative as follows:

Ensure the continued maintenance and operating infrastructure where doing so is consistent with sound fiscal and environmental practices; Invest in new infrastructure responsibly, considering full life-cycle costs, with an eye to choosing environment-friendly alternatives where possible; Enable transportation infrastructure that responds to changing demands and new technologies that support carbon reduction imperatives.

I think the importance of ghg emissions is understated -in a climate change workd it should be the top priority

For the third environmental objective, it could be added that we need to 'protect the City's natural environment, air quality, heritage and open space system'. For the second environmental objective, it could be changed to 'mitigate and adapt to the impacts of climate change on the transportation system'.

Q.7. Please provide your feedback on how the objectives could be improved.

Move your environmental priorities higher up on your list. There is no economic prosperity without a prosperous and healthy Earth.

I think that could be improved by mentioning a more holistic view in zoning. Not being so strick and excluding residential and commercial to mix. Or even to mix some harmless industry if it fits in the neighbourhood and is on thr smaller side of things. Those things and greater density will help Stratford from losing money to actual make a profit. It's possible.

Finally, encouraging use of passenger train between towns and cities. Connected with transit to supply the stations. Encouraging goods to come in but rail would be good too.

Reduced Environmental impacts first

Same as previous could there be a more specific definition of what complete means.

Again, I'm really happy that Vision Zero is an objective and that Healthy, Safe and Complete communities are part of this plan. Our infrastructure and built environment affect both our health (physically, emotionally, mentally) but also health outcomes such as injuries etc.

Please make sure cycling safety is more prominent in the objectives!

The environmental aspect should come first

Roads need to be addressed which could be more difficult with the deficit caused by Ford's free vehicle licensing and no more grants from this source. Lots of roads need to be repaired not just given a face lift (ie. John Street from Avon to Huron Streets). Zero Vision sounds good especially if it includes keeping vehicles off the streets. It should not be up to the residents to "tattle" on their neighbours to have clear streets at night. Patrols should happen and this should cut down on some accidents. Being able to see (ie. going south on Home at Brydges Street it is difficult to see due to an obstructed line of sight with fauna. Speed limits should be checked as well. The speed down by the river is not as posted. Residents use this road as a city street with no regard for safety of swans or active transportation. Commercial vehicles should not be allowed to use it as a short cut (ie. delivering pizza). Having a solar speed indicator may work for a period of time and perhaps more signage (ie. after the bridge as you enter from Williams Street to Lakeside to address going either way). Some would like to see the Lakeside completely for active transportation, but I feel there is a compromise to that.

Having bus lanes would help with both city transportation but also tourist buses

"Work toward" is not good enough. "Achieve" net zero is better wording, else we can be fobbed off by some token activity such as a couple of extra km's of bike lane and the objective as stated is met.

"enable complete, vibrant communities" ... just how does this get measured? It sounds like a woolly very subjective measure. A PLAN needs measurable goals!!

Q.7. Please provide your feedback on how the objectives could be improved.

Contingency plan is needed for plans like that. What if budget went too high (everything is more expensive), is there a way to recover the money?

Please comment on how "climate change" impacts the transportation system in Stratford. There seems to be a conflict with fiscal responsibility, concerns about climate change when empty/almost empty diesel buses drive around Stratford during off peak hours Monday to Friday

More focus on active modes of transportation

Remove the protect Stratford's character, charm, cultural heritage and tourist appeal. Replace with protect heritage. I do not feel that this should be a high priority and this should be removed.

The city needs to implement a strategy that will limit the transport truck traffic through the centre. The city needs to engage with Perth County for safe alternative travel on the outskirts of the city.

Objective 3 should be one. One should be two because inter related. Define your goals for climate goals and make your other objectives fit model. Economic prosperity cannot over shadow environment

Really need to reduce cost of public transport and advertise how to use. What about free parking outside core .Divert transport trucks from city

Yes, to Vision Zero, and yes to expanding cycling. Making cycling commonplace during the summer months would be a huge boon to this city. I can bike from my home on Manning Ave to my daughter's house at Lorne and Albert, faster than I can bus, and in just a little more time than it takes to drive (12 minutes by bike, 6 by car)... I can bike to Sobeys from my home faster than I can drive. Biking makes sense! Our residential streets are safe to bike on. We need safe routes through the 'choke point' of the downtown, and safe routes to the big box stores in the east end (e.g. Walmart). Get it done!

Again, enviro should be top of the list. We already have strong community values etc.

Increasing mode sharing and developing a safe and connected active transportation network is CRITICALLY important

a) I'm not sure how to word it, but perhaps under number two should be included emphasis on intensification, or infill, (housing) which around the world is being implemented to reduce car emissions and to enable walking/biking to destinations (healthier, far more sensible for GHG reduction, and less expensive for the municipality). We need to actively pursue this goal.

b) Again, as in worldwide examples, explore a policy of peripheral parking only, and render at least the square "pedestrian only", perhaps with bike lanes, bike racks (Copenhagen, e.g.)

c) Again, not altogether sure where this belongs, but I think it does- A great deal of research has

Q.7. Please provide your feedback on how the objectives could be improved.

suggested the health/calming value of trees and biodiversity in pedestrian/cycling areas- (In truth, even driving, I always seek a tree-lined route over a busy street route) - and we do know the value of trees for reduction of GHG and heat/sun. Make part of your plan active partnership with the Tree Trust and ReLeaf to plant along transportation corridors.

With fiscal responsibility I think we need to understand better the urgency to act and - spend what is necessary to change and adapt appropriately (at the scale and speed we should all be moving toward for implementation of specific projects to drastically reduce ghg s)

The Environment should be the second rather than 3rd priority

Objectives are only as good as their implementation.

There are no actual ways that any of these goals will be met. ie: objective 3 HOW will this be met? Electric buses? Petition the car manufacturers to lower prices of electric cars? Start up a car sharing program? Start a bike sharing program?

Removal of truck transportation from main to ring roads for the sake of safety, air quality, and traffic flow.

Increase your emphasis on buses running for all workers, all shifts, all areas
 Increase emphasis on facilitating studies, pilot projects on connecting Stratford's public transit systems to intercity buses to increase real access to education and regional jobs.

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

Stratford should encourage and reward businesses that permit and encourage working from home. It will reduce the need for workplace parking, reduce congestion, and thereby reduce the need for roads and other car-related infrastructure.

Every new road construction or replacement of existing roads need to have cycling infrastructure

Mobility needs are changing everywhere and have been for the entire history of the world. Change is not new. North America's dependence on the private vehicle and preference for extremely large vehicles is not normal, not necessary, and not sustainable. Stratford is a small city and has the opportunity to re-shape perceptions of mobility. When I applied for a job with Stratford over 15 years ago, in light of the Climate Crisis and the local economic development opportunities (e.g. tourism, attraction for residents) for a City the size of Stratford, I presented the idea that Stratford could position itself as a unique community by implementing a connected and integrated mobility system that prioritized walking, cycling, and public transit. With the continuing Climate Crisis, the housing crisis, people's limited financial resources, every

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

City - to be competitive and livable - will need to pay attention to how people can accomplish what they need to accomplish without relying on a private vehicle. Right now, although it is not a long walk from my home to the Zehrs on Ontario Street, it is not possible to do this walk due to lack of connected pedestrian infrastructure (i.e. there are no sidewalks in places), where there are sidewalks, they are immediately beside a busy road so unsafe, noisy, dirty etc. (therefore not a nice experience), and the way businesses are laid out are not pedestrian-friendly at all.

Climate change demands that we take meaningful action right now. No more focus groups and vision statements, but action.

More focus on industrial

I had to stop my personal use of a bicycle to get around the city because the roads are unsafe, with broken pavement, potholes on many main streets.

We need more protected bike lanes downtown and on the outskirts of the city.

Stratford needs better transit service to KW and Toronto in particular. this would allow greater flexibility for those people who combine home and office work.

When an increase in flexible working options, Stratford has a opportunity to attract people who have the option of working from home. This can be done in part by improving the quality of life in the city through better infrastructure for cycling and walking.

Pressure to privatize our rail system must be resisted at the municipal level. Consider the many advantages of free public transportation.

1. It is taking too long to get out of the city, if one is commuting to work in KW or London or Mitchell.
2. Too many of the new subdivisions have curving, spiral-like road layouts, which impede passage.
3. Bus service needs to extend later in the evening. Even theatre patrons expect to catch a bus after evening performances

Better sidewalk and crossing options need to be in place across all areas of the city but especially around the outskirts.

Anything that can ease the gridlock around Ontario St between the Library and the Shoppers Drug Mart is beneficial. We also need significantly better transportation options for going in and out of Stratford. Bike lanes (that are safe options) are needed in the higher traffic areas and along the highway in town.

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

Stratford roads are far busier than they have ever been. Traffic lights need to be adjusted according to traffic. A car should not have to wait 4 lights to get through an intersection.

look at incorporating alternative fuel busses, increase bike lanes

If you build better transportation infrastructure to reflect the City's vision and goal statements, people's habits will change -- slightly. However, we are not going to change the supremacy of the car and truck, so let's figure out a better way of co-existing with them.

Increased train service

Since transportation produces 40% of our GHG's, reducing short trips within the city will help. This means Active transportation must be facilitated. Cycling infrastructure will make travelling within the city much more accessible for all.

I would like to have improved cycling infrastructure, routes, especially in the downtown core. I also would like to see a plan for EV charging stations in the TMP.

I think it essential that Stratford keep a keen eye on pedestrian traffic and ease of mobility for those on foot. As Stratford attempts to redesign and re-grow from the very real financial effects of the loss of revenue from tourists, the future needs to be focused on those tourists and promoting walking and biking. Likewise, it would be nice to have a modern and safe parking area, such as the Cooper Lot and a shuttle service at peak times of theatre.

Stratford seems to be attracting an aging population, who will need accessible, affordable, convenient public transit. Also, the Festival could use a shuttle system as the city expands its borders and patrons have to drive to get to the theatres.

Inter city transportation is still quite limited and forces uses of cars far more than desirable (notably to get to gta)

On demand bussing on the weekends needs to die, it is not efficient or dependable, the city needs more and better public transport, not less.

No comments

Covid-19 did not have any travel changes for anyone in my family

More people are walking and biking. Really need more safe bike access to downtown.

What about retired folks?

I plan to bike and walk more because of gas prices and inflation

Parking should be reduced at all places if people work at home

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

'-Move heavy truck traffic out of the downtown core to the periphery roads
-development of train use to other cities

The cost of fuel, food and housing will all directly impact the amount that people can afford to travel. Active transport may well be forced on many - so are our shopping locations easily accessible in this manner? Is every neighbourhood well serviced?

Buses are empty most of the time in my neighborhood. Use smaller, electric vehicles.

As person who walks from North of the river to downtown, I find many intersections impossible to cross as a pedestrian. Example: getting from Ontario Street to the Library is very dangerous.

Let's move on from covid

Faster and more available train service to Toronto

Taking the bus to work and being on time to work, and wearing of mask is enforced

I think with people being at home more they will want to be out in open space more often. Would be nice to have pedestrian streets a few times a year

Cost of gas will slow travel. I couldn't scroll back up and change my answer once I'd ticked it, annoying.

Early morning later-evening and weekend trains or buses to Toronto to make connections elsewhere, to Niagara and Barrie area. Multi-level parking garages downtown. Speeding and noisy vehicle bylaw enforcement (look to Barrie, K-W, Toronto to see how they handle vehicle noise). Uber- type services here.

I worked at home before the pandemic but will have to work outside of the home going forward because of rising costs.

People employed in the factories etc. are unable to use the buses.

I think, considering the work that people do within the community, I do not see much changing, with exception to people going back to the way things were prior to Covid.

A lot of factory and support work, as well as individuals getting back into tourist activities within the community.

I could see more people opting to walk or bicycle to work, or possibly taking a cab vs taking a crowded bus

Protecting pedestrian friendly areas by allowing traffic at only specific times of the day or specific days of the week.

I will continue to use the transit system while I am working full-time.

I am retired, any meetings I had were on Zoom

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

Recently I have seen substantially more people biking and walking as part of their commute than I have seen since I moved here in 2015. Autonomous vehicles will impact how we perceive transportation.

Please see previous comment on objectives. We would welcome transit based more realistically on actual ridership numbers and patterns. We look forward to seeing smaller EV buses on demand.

I see a shift of travel for work to travel for leisure, and we have a golden opportunity to promote all modes of active transportation in our city.

The buses are usually empty, way too big, and the routes are terrible. The population seems to be growing thanks to the pandemic and that means more cars on the road. The roads are in TERRIBLE shape and are in desperate need of replacing all over the city. We also need advance green lights on all major roads especially at John and Huron and Forman

We need safe cycle and walking routes to promote healthier transportation and living option

Higher importance on active transportation to go hand-in-hand with climate change initiatives. For workers traveling to/from Stratford, offer enhanced public transit options bus and train.

Give me a safe way to bike on Lorne Ave West to Wright boulevard and I won't need a car anymore. There is no sidewalk or cycling lane and people drive down that road like its an 80km/h road. I think this would save alot of traffic locally as most people aren't insane enough to bike down Lorne Ave West to get onto the bike path at Lorne Ave East. Its such a beautiful bike path that just stops at the lights at Eerie and disappears to nothingness. Please make these major industrial areas of town easily accessible from residential areas via other modes of transport. This will save a ton of local traffic on these roadways if residents are given enough incentive to make the change. This in turn could lead to more money in residents' wallets by not needing multiple vehicles per household therefore having more money to spend in the local economy. Make sustainable choices for the community that brings residents together and motivates people to get out and enjoy this lovely town together instead of being sequestered away in our own little bubbles in cars!

With climate change a major focus should be on needs around active transportation and health of the citizens of Stratford.

People are using the parkland more. This was noticeable during COVID. We need more access to natural areas, especially by bike and on foot so that people don't feel they need to drive and park to walk on a trail.

I worked away from home before the pandemic, but I am now retired.

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

I will be working from the office 2 days/week moving forward and can see myself using active transportation to get to/from work at least one of those days in the future. There are others (manufacturing and other industries), who cannot work from home, so it is essential that public transportation and access to safe active transportation facilities are available to ensure these employees can get to/from work. With the cost of everything (especially fuel) going up, people may also be looking to active transportation to replace some car trips. Connection and wayfinding will be important aspects.

Most people prefer their own vehicle, you should invest in EV charging stations, appropriate parking and change the buses to EV/hydrogen ones, probably make them smaller too

I think that more buses and a shorter route would help to make the transit system more reliable and predictable for getting somewhere. I think that the buses should be free to help the economically challenged and to lower GHG emissions, so the car is left at home more often for appointments and errands. Free electric bus transmit will help create more green jobs and more buses will increase ridership. Emerging technologies should always be researched and after the first updates to improve them, should be an integral part of the system. Safer bike and walking trails with the accompanying rest areas with benches and some washrooms to encourage people to be out and about. Perhaps more rentals of bikes and e-bikes will encourage more tourists to explore without cars. We can't forget cars as sometimes they need to be used to bring our bikes to an area to explore, so we still need parking areas around trails. Could the City give rebates to people who purchase electric bikes to forgo the car in the good weather months? The great changes with travel outside the city with trains and buses needs to be expanded and meet the needs of the residents. More level 3 charging stations need to be installed as we have tourisms in need of charging as the Climate Change Co-Ordinators reported. People in apartments want electric cars and need a place to charge them until they have the ability to do so at their residence when it is mandated in the Provincial Policy Statement. We have to realize that things will change a lot by 2041 and we need to be able to adapt to newer, lower emission technologies to reduce the emissions.

"how travel needs may be changing" or "how travel needs SHOULD be changing"? I loathe the fact that new housing developments are going up that are car centric, with little to no access to green space or trails. There is not even a smidgeon of embedded retail presence, so people have to get in their cars to get things. Nobody likes to be out in bad winter weather but in better conditions, more foot traffic and cycle traffic would be encouraged if there was a decent network of sidewalks and trails. Pedestrians should not have to go considerable distances to cross over roads where crossing at traffic lights is advisable due to heavy traffic ... yes, I'm

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thinking of the long stretches on Ontario street where pedestrian crossings seem to be an afterthought. Cycle paths should be interconnected so there is a safe, protected, maintained cycle path network giving free access to the entire city.

Also, some motorists hate cycle traffic. They should get used to it. However, it is imperative that we don't replace a motor vehicle vs bicycle situation with bicycles vs pedestrians. Each category has its own unique needs so don't create a network of "multi use" trails and say oh, that's the cycling network as that'll just change the conflict from car vs bicycle to bicycle vs pedestrian. And as physics tells us, the faster, heavier object will "win" in any collision.

Although I don't need transportation to get to work, I would like to see better public internet while walking around town. There should be certain spots at least (if not the whole city) with a sign saying one could get better signals for public internet. Bus stops for example should always have better internet for update information about the buses. If we can at least have some ways to travel to London / Kitchener during weekends would be wonderful. Train is too expensive and doesn't run frequent enough. If I had a job in Kitchener/London, there is no way to travel there by train in the morning.

Active transportation facilities, such as multi-use trails and clear bike/pedestrian crossings, should be encouraged throughout the city. There are currently a lot of missing links and connections

My commuting, when possible in regard to the winter, is by bike. During the pandemic, I noticed the reduction in traffic. I intend to continue to do my commuting around the city by bike.

Traffic will increase under present plan and increase green house gases. Focus on free public transit which is electric and keep traffic on periphery and intensification of housing downtown. incentives for electric cars.

I have no idea how to use public transport

Before, during and after COVID my getting around town has been by car, walking and -- from May to September -- cycling. With car being the least frequent mode through the summer, probably even in winter (measured by number of trips).

It's great to reopen fully for first time in two years - I can speak on behalf of my own business as well as, a membership belonging to tourism/hospitality, as their current serving President. (SABBA)

We saw a surge in interest in active transportation and cycle tourism during the pandemic. We need to take advantage of that momentum and energy to start making some SERIOUS investments in our active transportation infrastructure. It's important for so many reasons - the

Q.9. Please share any comments you have on how travel needs may be changing in Stratford due to things like the long-term impacts of COVID-19, technological changes, changing transit use, changing demographics or other reasons.

climate and people's health being at the top of that list. Having a strong transit system to go hand-in-hand with active transportation is also very important. This is the way we should be moving in the future. Getting transport trucks out of the downtown core is also vital, in my opinion.

The primary, underlying and overarching (!) concept should be climate change/GHG reduction. Put simply, we don't have time to recreate the pre-Covid world. Show leadership in Stratford (one of the most educated communities in SW Ontario) by creating a city that REJECTS URBAN SPRAWL with attendant increased dependence on cars, that focuses on seeking housing intensification to reduce transportation needs, and that strongly supports good health through alternative transportation and a car-free downtown. Finally, continue to build support of public transportation- This MUST be the future, as much as possible, intra-city and inter-city. Develop a transportation hub that connects buses, inter-city connections, cyclists, and absolutely main line rail. We MUST protect and aggressively support the North Line for passenger rail, over increased mega-highways.

To focus on more housing beyond the city, dependent on cars, is truly penny-wise and pound-foolish, if we value our future.

If we prioritize making access to active transport and all public transit options we are prioritizing people and planet - this will cost more but our mentality of saving money (for whom!?) has been the major factor leading to the multiple crises we face- and so we must spend what is required for rapid transitioning to give our species a chance.

We now have most purchases delivered and use our car minimally.

Low income workers have to go to the retail, manufacturing, distribution site. That is a lot of people in Stratford. Priority must be given to their needs.

As more people recognize climate change as a crisis, adaptation will become more attractive and transit could play an important role in helping to get people out of their cars.

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

Increase the budget for road maintenance, repair, resurfacing and reconstruction

I want the plan to suggest appropriate traffic calming measures and where they should be applied

Cyclists should have dedicated lanes with concrete physical separation on major arteries. Pedestrians should have safe and convenient ways to cross arteries and collector roads. Collector roads should have sidewalks on both sides. Care should be taken to ensure that

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pavement near curbs is maintained and is safe for cyclists. Too often potholes and other deterioration is only repaired for vehicles, and not for cyclists. Speed limits should be reduced to 30 kmph on all residential roads, and should be enforced, or made possible with speed humps or other traffic calming measures.

As part of the TMP study, measurements of average speed on all roads need to be taken as well as traffic counts.

As far as speeding goes don't make streets and traffic lanes wider than they need to be.

Cyclists are out at danger

Roundabouts in high volume areas ex. Downie St and Lorne Ave

Please reconsider your use of the word "road". Are we talking about "roads", "streets", "highways", "stroads", etc.?

11) Strictly enforce trucks routed outside the downtown core

12) Potholes

13) No lefts northbound on Waterloo from Ontario during peak; leads to unsafe passing and congestion

14) Speeding and passing on 33 + 59 (80 km zone; passers regularly @ 100+)

15) O'Loane between Romeo and Erie St 4PM-5:30 congested

Install traffic lights at the intersection of Romeo and McCarthy.

Insufficient road maintenance with many roads in complete disrepair; need more advanced green lights to better move traffic and pedestrians eg at lakeside & Waterloo especially at rush hour & when theatre lets out and at Waterloo & Ontario turning North onto Waterloo; no safe place to cross for pedestrians on mornington st near mornington variety with vehicles coming around corners from both ways which can make it impossible to cross; so many speeding, loud vehicles racing up streets including mornington, Princess st; loud vehicles make sitting on patios on Ontario st uncomfortable & impossible to have a coherent conversation

Some right of ways could be closed. McPherson and Patterson are in poor condition, rather than rebuilding the City could sell the land for additional residential development.

Dedicated bike lanes. Especially on south-north routes. Lorne Ave from Erie st to the east should have a central turning lane the entire length of the road to reduce truck congestion. Should connect Queensland area to Jenn Ann subdivision by paved sidewalk Ali g Lorne and Oloane.

There are quite a few roads in Stratford that are in need of major repair. Rough patches and potholes cause difficulty in handling which could potentially cause vehicles to cross lanes causing accidents.

Divided bike lanes on the big roads is a must. Our kids would bike to work but it's not safe to get out to the mall end of town on Ontario St.

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There are very few safe places to go on longer bike rides with younger kids where they are not exposed to traffic, more connected multiuse trails are needed not bike lanes.

Stratford streets and sidewalks are unsafe for pedestrians & bicyclists for several reasons, including broken pavement, potholes, lousy snow ploughing of both streets & sidewalks in winter, when pedestrian and are forced to walk on the street. Poor maintenance of city streets has led to increased vehicle maintenance cost for owners. There has been very little road maintenance in the past ten years. Large city buses are oversized for Stratford needs. Bus drivers are very aggressive in following their route. Through traffic, particularly east-west & especially large trucks, causes unnecessary congestion, harmful emissions and potentially unsafe conditions. \

Pedestrians and cyclists could have shared lanes on sidewalks like in some European countries. It would help protect cyclists and pedestrians from cars or trucks.
Trucks should continue to be kept away from the heart of the city.

As a cyclist, I am aware of too many speeding cars and trucks, particularly on Ontario and Huron. Speed limits should be reduced, and traffic cameras installed. There should be bike lanes on major arteries.

Is there a way to divert trucks using Ontario St.? I know 7/8 is a highway, but there should be more traffic lights or stop signs between Romeo and downtown.

Stratford has an opportunity to create a network of separated bike lanes. Consideration should also be given to closing some downtown streets to vehicular traffic in the summertime to create a vibrant, exciting destination to be enjoyed by visitors and residents alike.

This survey does not give enough choices for an adequate assessment of the issues. Another entry is needed:

Not a concern

Somewhat of a concern

Concerning

A major concern

Don't know

I would like to see more visible crosswalks around market place/city hall.

I would like a pedestrian crosswalk/person activated pedestrian signal at Queen and Ontario.

I would like heavy vehicles and transport trucks to be directed around the city, not through the city.

The roads in Stratford are terribly maintained. Just filling potholes yearly does not suffice. Several roads are falling apart, and it seems council does not prioritize this.

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

The only place where there is a problem with cyclists on the road is if someone is foolish enough to ride a bike on Ontario St. Huron St. or Erie St This will cause traffic to back up. Bikes should be kept off these three streets.

Really, most of us don't mind seeing bikes on the sidewalks, even while walking. I would rather have 2 full lanes for vehicles at all times, no bike lane - or make wider sidewalks to accommodate bikes.

Every intersection with traffic lights needs advance greens, or at a minimum, a left turn lane.

Fix the roads

Roads are often pitted come spring. Pedestrians and cyclists frequently use the middle of the road instead of the sidewalks -- probably due to improper lighting a feeling of lack of safety.

Streets aren't wide enough to handle a bike lane in conjunction with vehicle traffic. Major and minor arteries are pothole filled messes that aren't good for any kind of vehicle let alone a bike. Try riding a bike in the right-hand curb lane in this city - the storm drains have dropped so low that you blow a tire going over some of them.

There needs to be an enforceable truck route around the city so that transports aren't clogging up the downtown area. Current truck route needs to be made wider to allow for either a middle lane to get left turn vehicles out of the way so that there are fewer slow downs. Potholes and rough areas need to be properly fixed so that it's enticing for trucks to drive.

While there are areas that always need some care in the Spring (eg. potholes along Ontario/Huron) the state of John St between Huron and West Gore is absolutely awful! It is actually damaging to vehicles and very dangerous for cyclists and pedestrians as cars are more concerned with avoiding the worst of the potholes and do not notice the cyclists and pedestrians. John st has been patched up far too many times now, a patch job will not help now. This must be completely repaired/ redone ASAP

I would really like to see speed limits around the highschoools reduced. I walk there daily during the mid day and am shocked at the speed cars are travelling. A 4-way stop was put in at Matilda but with students crossing and the excessive speeding on Forman, I believe a 4 way stop should strongly be considered at Oakdale and Forman.

I drive to work daily. Daily I witness one or two vehicles running red lights. Some are red before the cars go through. Stratford needs to install cameras at traffic lights. The revenue would help take the cost of something else down.

Add bicycle lanes whenever possible. Many Stratford streets aren't wide enough for cars to safely pass bicycles.

bike lanes are no existent which makes local drivers not educated on how to share the road. If the city increases bike lanes then also need to educate citizens to share the road safely

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

Consider changing the speed limits on all but arterial roads and provincial highways in Stratford to 40 km and enforcing it.
Horrible timing on city pedestrian crossings . Extremely dangerous corners and crossing on Ontario and Waterloo, Ontario and Erie, Ontario at Huron , Waterloo at William. Probably more. This community is a car culture and has not fully adjusted to much else.
The curve at the end of Ontario street by the courthouse needs a crosswalk. It is dangerous for tourists and locals.
Condition of roads in Stratford is not only atrocious, but absolutely embarrassing for a city that welcomes the number of tourists we do every year. Stratford needs a ring road to divert large trucks. Did I mean the condition of our municipal roads are TERRIBLE?
There needs to be a traffic light at Downie and St Patrick. One takes one's life in one's hands crossing that intersection whether walking, cycling or driving.
One-way streets through some residential areas encourage speeding (Cobourg St.) Not one-way, but Falstaff St.
Major increase in bike lanes needed. Mandatory re-routing of transport trucks around the city.
Combating the terrible decibel levels of motorcycle and truck engines! The noise pollution is getting worse and worse with greater numbers of intentionally loud mufflers (or rather non mufflers) every year. Patio users, tourists and locals are ASSAULTED by the penetrating, over the top roaring from idiots in pickups and on motorcycles with greater frequency every year. And the police do nothing! Enforce existing noise bylaws and change them to give them more teeth! Enough!
encourage transport trucks to use bypass roads instead of going through city
The roads are in terrible condition. Many many roads are in need of resurfacing, not just pothole filling. For a cyclist, the poor condition of the roads is a serious safety issue. Better roads would lead to more people choosing to cycle instead of drive.
Not blank
Roads are in bad shape and need to be better maintained. More trains and affordable buses for low income. More options for transportation for seniors and disabled so one company does not have a monopoly.
Lorne & O'Loane needs lights now (too steep for roundabout) Sidewalk should be continued out Lorne and around the corner onto O'Loane to join with existing multiuse trail to Huron Lorne Ave & Wright Blvd. Looks like currently being changed. Hopefully to make the left-hand lane turning only onto Wright when coming from Erie. Then use the extra width when coming

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<p>in the other way for left turn only onto Queensland. That area is an accident waiting to happen late afternoon.</p>
<p>Many if the roads are badly in need of repairs. Lorne Ave needs more lights and to be wider due to the massive amount of car, truck and semi-trailer use.</p>
<p>We need a cross walk at Nile and Ontario Street as the traffic lights at Waterloo and Front are too far apart. It is not safe crossing a four-lane highway without a crosswalk. We need bike lanes on Ontario street, Huron street and Erie Street. It can be unsafe as a pedestrian in Stratford because tourists drive like.....tourists. we need signs to remind people to drive with care. They ignore one-way Streets and blow through stop signs.</p>
<p>More grade-separated bike lanes on major roads, even if that means taking away parking. Also adding flex posts to bike lanes so cars can't park in them.</p>
<p>Separated bike lanes and reduced speeds within city limits. Traffic calming measures on collectors' roads.</p>
<p>I would like to see cycling infrastructure prioritized. Infrastructure for bikes is cheaper than road maintenance. Cycling infrastructure will reduce the amount of parking needed.</p>
<p>As stated, a number of times through public forums. It is a true disgrace and embarrassment that this city invites and advertise for people to come and enjoy what it offers and have road conditions such as we do. Terrible roads! And so many of them. Some are becoming and some have become hazardous now. Drivers are driving around, in avoidance of potholes and entire sections of streets, in order to avoid damage to their vehicles. Stratford has become known as "pothole city" to those who live outside of its limits.</p>
<p>Please consider fixing some problem intersections such as Duoro/Waterloo/Downie. They were ok with limited traffic but are dangerous with increased numbers of cars.</p>
<p>More bicycle lanes</p>
<p>Better roads, more signs for trucks and better access for trucks, better roads!!!!!!!!!!!!!!!!!!!!!!</p>
<p>Many motorists do "rolling stops" at stop signs, and I have frequently seen rolling stops before a right turn on red light from Erie east onto Ontario St. We need a crackdown on this type of driving.</p>
<p>Clearly marked bike lanes are helpful for drivers and cyclists.</p>
<p>Ensure buses are driven safely and within speed limits - look more closely at risky intersections like at Mornington and Waterloo</p>
<p>speeds on secondary/residential streets should be reduced drastically. Traffic calming measures should also be introduced. Cyclists and pedestrians need safe and separated paths that are connected and lead the user to their destination with minimal interaction with automobiles.</p>

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

<p>Large 18 wheelers seem to use a stretch of Mornington from Waterloo to Huron. It is a residential, school traffic zone. Should be no need to use this route.</p>
<p>Traffic- controlled Crosswalks are important e.g. needed at Romeo & Delamere in front of golf course; Matilda & Huron St. Liked when Lakeside Drive blocked off in summer for pedestrians & bikes. Intersection at Downie & Lorne needs right turn lane travelling north. Lights needed at Lorne & O'Loane. More advanced left turn signals needed all over.</p>
<p>We need the roads fixed.</p>
<p>Enforce truck bypass use, add bike lanes to more areas of the city, possibly have some pedestrian only areas where vehicles aren't allowed.</p>
<p>I think that because a lot of roads are narrow cyclists use sidewalks more often than not. As stated previously, trucks should go around the City - they cause congestion, pollution, ruin roads, and don't paint a pretty picture of Stratford for tourists walking or dining al fresco. More lights are required on Ontario - specifically in front of the courthouse as well as another light in the theater district that will offer another left turn alternative rather than funneling all buses and vehicles down Christopher Plummer Drive onto Romeo (where very few vehicles actually stop before turning - lights or a signaled crosswalk would be safer).</p>
<p>The other concern that wasn't mention was the actual state of the roads, because it also effects how a person might ride their bike, swerving to avoid a massive hole in the road. As someone that walks their dog in my residential neighborhood every day, I am also concerned about people (adults and teenagers) riding their bikes on the sidewalks. That needs to be addressed as well.</p>
<p>Need more dedicated bike lanes and road repairs even within the city.</p>
<p>I am a cyclist and would like to see a network of dedicated bike lanes, separated from traffic, that would allow me to cycle wherever I need to go around the city.</p>
<p>Traffic needs to be more aware if cyclists</p>
<p>Post and enforce speed limits on main roads and exterior roads (o'loane, lorne)</p>
<p>There is not much traffic in Stratford. Don't make problems where they dont exist.</p>
<p>Some intersections need clearer signage especially given the number of tourists we get each year. eg Huron, William, Douglas St lights.</p>
<p>Proper long term environmentally friendly solutions. In terms of creative road maintenance solutions porous pave etc</p>
<p>Roadways are often too narrow to allow bikes and cars to use them. Additionally, there is poor sharing of the road between cars and bikes. Both think they have right of way.</p>
<p>'I like the 30 minute parking spots uptown for quick stops - maintaining road parking is essential for the prosperity of our businesses uptown</p>

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

-staff of these uptown businesses should be encouraged to park in parking lots to free up spaces for those spending their money in those businesses
-encourage travel from east to west and west to east to reach the highway through periphery routes and away from uptown to decrease congestion.

Roads are in bad shape. Sidewalks bad in areas. Dangerous and distracted driving. Crossings lacking in lots of areas

Ontario St, Huron st, Erie St and others that large trucks use since they don't follow the truck route, are far too narrow to accommodate a vehicle and transport side by side - especially in the winter months. It's dangerous. Many cities have fines for trucks that don't follow truck by pass routes. We need something.

Road maintenance is a joke. So many potholes and roads need immediate attention and not a bandaid solution. How is it cost effective to put the same temporary bandaid on over and over again?

The truck routes need to be safer and maybe more would use it. No lights or roundabouts make for very long wait times. How long do you think a driver of a transport has to wait to turn off Rd 111 onto Ontario St /hwy7/8? Better signage, traffic control and safe means of using these routes would go a long way in reducing potential accidents. Romeo St N and Vivian Line is another dangerous corner with the new construction as well as Mornington and Vivian Line., Quinlan Rd and Mornington St.

Traffic signals needed at Romeo/Norfolk and Huron/Matilda

I do not feel safe biking in any city without physical separation between me and traffic/cars. I am not a driver and will rely on local transit or biking or walking when in Stratford. I am specifically wanting to move there because I appreciate a small town that has a reliable transit system. Since my children don't drive either even though they are adults I need a place they can get to when they want to visit without having to drive there. So I appreciate that Stratford has the via train and is re-instituting GO. something about Toronto 's transit system is it's reliable enough that people in the city don't often feel the need to ever learn to drive

Residential streets are (often) used as a substitute for arterial roads as a more expedient way of getting from point A to point B in Stratford. These conditions should be surveyed and taken into consideration in planning.

There are still busy intersections that are not well managed: foremost in my mind is the corner of Huron and Foreman - this corner really needs a turn signal and/or a left-hand turn lane on both sides of Huron Street. Huron is a major road that is not safe for bicycles. One of the sidewalks should be widened as a shared walk/bike lane (centre line with one side for walkers, the other for bikes)

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

The roads are terrible. Potholes are a MAJOR concern. I don't see a way that bike lanes can be added safely but currently most cyclists use the sidewalks and dart out in front of cars and are not obeying proper road safety. Transport trucks are driving through the downtown, and on Ontario and Huron St and the roads simply are NOT wide enough to allow for this. I have been nearly run off the road or into oncoming traffic trying to share the road with a vehicle that is much to wide to be driving side by side.

So many roads are in terrible disrepair!
Downtown intersections need to be reworked.

Light at Ontario st. And Waterloo St needs a turn signal (turning from Waterloo St onto Ontario). I live on Delamere and it's a raceway. What about speed bumps?

Please ensure that residential roads are maintained. Free of dangerous potholes

Neighborhood speeding, especially in early morning and evening hours and around highschool

Specific lanes for bikes would alleviate the issue and also some sort to steer trucks around town instead of through its core

As someone who uses their bike alot in stratford I find i have to go out of my way to stay safe on my travels. I don't bike on sidewalk as they are meant for walking but understand that sometimes that is the only option for people to feel safe. Roads need major work to bring up to standards

There are many roads in Stratford that are extremely dangerous for cyclists and vehicles to share the road.

The road and side walk maintenance in Stratford is exceptionally poor. I've found, having lived in a number of cities, and have heard from visitors/commuters into Stratford that both the winter maintenance and the condition of the roads is exceptionally poor.

Complete streets including boulevards, accessible sidewalks, separated bike lanes/paths or multi-modal trails. Land dedications from new developments to enable these items are necessary!

No more roundabouts.

In order to have a safe and healthy community, need to have reduced speed limits (40 km) on narrow two-way Stratford streets used by many apartment building (Oxford St.) residents, school and city buses, delivery, construction, city vehicles, ploughs, fire and ambulance services, etc. Noise bylaw enforcement for vehicles with disturbingly loud or defective mufflers, motorcycles etc. Speeding enforcement on these streets used by seniors, children etc. Increased police presence in residential areas. More one-way streets. Above-ground multi-level parking garages for downtown parking problems.

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

More policing of bad & distracted driving. Not only speeding but people running reds and not even realizing. All trucks should be forced to use bypasses unless delivering downtown. Huron/Ontario should be made one lane through downtown with lane for bikes. Public transit should be free. I don't think we need a physical barrier for pedestrians if traffic is slowed and reduced through the downtown.

Drivers don't seem to follow speed limits in the city. Roads are bad in Stratford Lorne Ave for once. Also Ontario Street out by the mall. A lot of drivers either run the yellow or run the red. Hard to cross the intersection maybe a longer count on the walk signs on the busier intersections around the city of Stratford would help people especially people with mobility issues the use canes and walkers etc.

Road maintenance needs be addressed! Also, more safe routes for cycling.

The roads are horrible. A lot of potholes.

Timely roads maintenance especially in winter and on weekends.
Increasing signage for traffic/ cyclists and other road users.
Respecting quiet times in residential neighbourhoods

I would like to see more bike lanes, especially on truck routes

Side streets need better lighting....so drivers can see bicyclists/pedestrians at night.

Make walking, cycling, and accessible (i.e. fare-free) public transit a priority.

There seems to be a number of drivers who ignore speed limits on city streets. Another concern is trucks on Lorne Ave who speed coming from the west into the city and some who use air brakes or gearing down going west to create loud noises.

Lack of connectedness for cycling and pedestrian infrastructure.

Lack of connectedness for cycling and pedestrian infrastructure.

Lowering the speed limit to 30 within city limits will help ensure the safety of pedestrians and cyclists. Allowing as roads are reconstructed to have better design for slowing vehicles down - narrower driving space, trees planted closer to visually make them appear smaller, putting the curbs closer throughout different points on the road - especially on long straight streets like Delemere.

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Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

I think something needs to be done in front of city hall. The corner is a mess with pedestrians and vehicles trying to get where they are needing to go. It only gets worse when the high season is upon us.

Traffic calming could be pre planned for new suburban development areas. New development areas should all have multi use paths built in as part of approval process. Trucks on Huron through the downtown are an issue particularly at the bend to Ontario

If the objective is to encourage walking, the city needs to consider adding more crosswalks and perhaps even lights. For example, there is no crosswalk on Romeo between Ontario and McCarthy to provide a safe pedestrian path to Gallery Stratford, Lake Victoria and Queen's Park.

As a long time cyclist I can safely say that drivers in and around Stratford are the most uncaring and almost rebellious in nature towards cyclists. They need a slap and some education. I don't think there is a quick fix for this though. My opinion is that whenever there can be separation in busier zones than that's what you have to do. Otherwise people will die. When I biked around Kitchener I felt safe. Waterloo...not a problem. Toronto even...depending where you are is pretty safe...and 10x busier... Stratford sucks though. I have been on country dirt roads and nearly picked off. Coming back from St. Mary's I nearly lost my life to a rogue asshole. It was me and him only on the road for miles. Ontario St. is a royal mess. Downtown is sketchy. Around the water is ok though. The fact that half the roads are unridable and undrivable doesn't help.

The high amount of heavy vehicle traffic on city streets, particularly on Huron and Ontario streets is dangerous for cyclists, hard on city infrastructure (roads and bridges), bad for the environment (noise and vehicle pollution). We regularly see such vehicles passing through town who are not in the business of making deliveries. These vehicles should be diverted to an appropriate truck route, or forced to use one if one already exists.

Need a pedestrian/bike crossing at York and Huron or improvements to allow better pedestrian/bike access under the bridge.

I would support more traffic calming measures such as roundabouts and speed humps in the city of Stratford. I would also support the diversion of trucks away from the downtown core, and a one-way traffic system around Victoria Lake for bicycles and cars.

Roads are in desperate need of repaving (NOT JUST FILLING POTHOLES WITH COLD MIX). Also need advance green lights at Huron and John and Huron and Forman. Those intersections are very congested and dangerous.

Cycling on major roads in our city is simply not safe - we need a safe connected circle route around the city with lightly travelled spikes to the centre

As a cyclist I know safety is difficult as city traffic increases

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

for #10 - create protected bike lanes within the city and connected network of protected bike lanes, bike-friendly streets, pathways, etc. Expand sidewalk availability and ensure it is a REQUIREMENT for new housing developments to have sidewalks and dedicated bike paths.

for #11 - can there be different routes for large trucks - e.g. do they have to go through the center of town? and/or need fully designated bike routes where trucks are NOT permitted

for #12 - I think the City does a good job consulting people "where are there potholes" but look at it more holistically - where are the bike routes and focus on ensuring those are maintained as a high priority

for #14 - speedbumps - can you put some down lakeside drive? it is like a speedway along there, even though the posted limit is 30/40km! Drivers think it's the autobahn.

On many busy roads there are no bike lanes. This makes it harder for people to bike around town because there is no separation between bikes and cars, which is quite dangerous.

1) Create protected bike lanes within the city and paths that connect the inner city with outlying areas to provide a safe complete journey for cyclists.

2) Include sidewalks and bike lanes for new subdivisions

3) Find alternative routes for large transport trucks who are using City streets just to pass through the city.

How about bike lanes that are physically separated from the road?

See my previous answers about the lack of safe cycling lanes throughout the city. Especially the downtown core and industrial/ work roads.

There is a need mor more sad dedicated cycling lanes

As a frequent pedestrian as well as a driver, personal experience at the corner of CH Mier and Ontario worries me. Too many close calls. I'm not expert enough to know what might be done, but please, make sure that dangerous corner is being kept in mind.

Major arteries to local shopping do not support cyclist etc. traffic needs. Use of pathways on boulevards or separation posts through town will provide security to riders. (See Peterborough as example)

Build more street calming measures. This can be done cheaply too but don't just use paint. It's ineffective. Use trees, bring out the sidewalk at crosswalks to slow drivers down. Use raised crosswalks on arterial roads and bike lanes with forgiving curbs for bikes that interact with the road.

These things will force drivers to slow down going around the corners and pay more attention. Have protected bike intersections is also key. Especially on main roads, it keeps bikes in view of the driver. I have seen one of these in Kitchener's downtown, near Victoria Park.

In the end, supporting infrastructure like this will increase transit and active forms of transportation. Which saves money in the long-term because less cars means less road

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maintenance, bikes and pedestrians do very little damages to paved surfaces. Active communities means less burden on the healthcare system. Copenhagen saved itself from bankruptcy by taking similar measures a decade or two ago.

More multi-use trails and barriers between bike lanes and cars on major streets

Safety for the pedestrians

Traffic lights needed in areas near new housing developments at outer edges of the city

We need more bike lanes and paths throughout the city.

The condition of the roads should be addressed

We live in Perth East just outside the City limits beyond Road 111. Road 111 is now where the City of Stratford ends. There are so many accidents at the corner of Road 111 and Ontario Street/Line 34...almost one accident a week. It is a very dangerous corner. Some sort of traffic control mechanism needs to be placed there for the health and safety of drivers and those of use who walk or cycle along that corridor out of town.

Q10) The city has done a good job so far with adding multi-use trails to some areas and I would encourage this to continue to be implemented. The cycling network should be well thought out and road considerations should be taken into consideration - e.g., John St. and Britannia have Green bike route signs up but they should not be on these very narrow and busy roads. Q12) I get that it costs a lot of money to maintain road infrastructure, but some roads are absolutely horrible such as John Street between Huron and Norman. Britannia near Mornington is also really bad and there's only so much that filling in a pothole can do. I understand that the city is focusing on working on the outside of the city and then smaller projects inside the city next, but in the future, they need to be done in conjunction. Q13) The use of roundabouts should be considered moving forward in the future particularly if an intersection is being redone. For example - the Rotary area could benefit from having one. Lorne Ave and Downie Street, and Lorne Ave and Romeo would also be places that could benefit from a roundabout. Q14) Speeding is a major issue and it would be worth looking into dropping speed limits on local streets to 40km/h (which council is also looking at as well). Is there also an opportunity to put bollards up in neighbourhoods with speeding issues (especially around schools) that reminds drivers of the speed?

Protect cyclists that are commuting from traffic! Separate bike lanes are highly needed especially on major routes.

Need to implement dedicated bike lanes on all major streets

Some comments from before may apply here as well. Speeding in neighbourhoods where there is one block between stop signs or turns is not good and down by the river as mentioned before. I am nervous sometimes driving beside a transport truck on Huron or Ontario Streets as the lines on the road are not always applicable. Truck routes should be used and make

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

more visible (difficult from 119 to out Erie or Huron to Downie) to be used. Roads being maintained as I said before. Many bike on the sidewalk for safety's sake but maybe a better solution is available for downtown and busy roads. Patrolling for traffic speeding and safety (personal and traffic) would decrease issues. I already mentioned speed signage where there is a change and it needs to be noticed. Temporary solar signs would help bring this issue to the residents attention.

Better understanding of towns or countries that have already made these changes. Looking at city's like Amsterdam and the steps the took over time would be great

Review older studies about left turning lanes etc at street lights

Would like to see a network of separated bike lanes to enable safe ways for bicycle commuting, shopping, and pleasure. EV charging stations in all public car parks, and street parking, and changes to building codes requiring all homes with parking to include EV charging. Provide bike racks at all public buildings, example there are no bike racks at places like the Art Gallery etc.

There needs to be a complete safe and protected cycle path network that links the entire city. My mind boggles at the thought of some of the terrible bike routes we have that are pitted with potholes while the only trail being considered for repair is the Erie St trail on which I have only see two pedestrians in the 4 years I've lived here.

Big trucks need to be routed around the city not through it unless they have a legitimate reason for using the main route through town.

I would like to see the existing speed limits enforced. Seeing a speeding vehicle is not a rarity, it's an everyday occurrence, particularly on long stretches of road ... yes, I'm thinking of McCarthy Road west and the eastern stretches of Ontario St. Frankly I'd like to see us adopt what Airdrie, AB does. It's 60kph limit on the main routes and 30kph everywhere else ... and it's enforced!

It would be good to have better planning for pedestrians. There are sections of both Huron and Ontario streets where it's a long way between crossing points. Also the junction immediately across the YMCA needs rethinking. As a pedestrian it is hard to cross over in the Douro, St Patrick, Downie and Waterloo interchange. Bad enough in a car crossing Downie because of the sightlines being blocked by parked cars.

It would be good to see fewer potholes ... or at least have the major ones taken care of in a timely fashion. Currently I've a mental map of roads to avoid (John St I'm thinking of you) when using the roads in Stratford.

John St and Downie St really need some work. They are both important in terms of their use (access to hospital facilities and access to downtown core) and both reflect very badly on Stratford's image.

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

Designated paths for motorized, cyclists and pedestrians. Enforcement of road rules for everyone's safety.

Trucks need to use the bypass route, end of story

Many discussions online about potholes as you know... but drivers are not driving carefully is also a concern. Speed panels should be installed to visually tell them to slow down. There are places that should have crossing lights (Downie and West Gore, Downie and Shakespeare or Waterloo)

Bicycles should be allowed on sidewalks on major roads that are truck routes.
The bike path on Romeo North after repaving is a joke. It disappears at Delamere and McCarthy

Pedestrian crossings should be marked and prioritized to promote better use.

Pot holes especially within crosswalks

More people seem to be walking on roads since the pandemic started. Sometimes it's due to ice or puddles on sidewalks, but often they are looking for separation from other walkers. However not all walkers wear brightly visible clothing and can be difficult to see on early mornings, night or other low visibility times, making me as a driver very worried about encountering them especially on Lakeside Drive.
Potholes and deteriorating roads make it difficult for me as a cyclist to stay to the right hand side of the road to avoid cars. To avoid crumbling asphalt, often have to cycle near the middle of the road, making me worry about cars coming up behind me
There are some intersections in town where visibility is poor, and perhaps would be better served with traffic lights/roundabouts instead of stop signs.

The current condition of the roads within Stratford is a huge problem with vehicles even being damaged from potholes. I don't know of any other community with roads like Stratford. This needs to be a priority! Speeding on many roads is an issue -an example is on Huron and Erie Street. More police presence may correct this. There are many pedestrians who run/dash onto the road in between cars on Ontario Street or when the crosswalk is not started/ended. Example - Ontario Street near Erie Street corner. This is a very dangerous section for pedestrians - I've seen pedestrians hit by cars turning from Ontario Street to Erie Street. One suggestion is to lower the speed limit in these areas.

Lorne Avenue is very busy, has limited pedestrian and cyclist networks and is in a shockingly poor state of repair east of Erie Street.

Not sure

The city could paint the bike lanes a different colour to alert the vehicle drivers to the presence of a possible cyclist. As a driver, I find that very helpful. As well, consider putting a left turn bike box at major intersections.

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

Road maintenance getting to the hospital is terrible for drivers and dangerous for cyclists.
Needs to take into consideration an ageing population.
Not sure
bypass, keep more cars out of core and focus on pedestrian and bike in core.
Idling of cars at drive thrus ,in driveways ,by commercial vehicles including city owned .Could make available free parking spot at perimeter and loan of bikes or public transport from location like they do in some European towns
As a cyclist, physical separation isn't a big concern, because I ride 'parallel' to the arteries where it would be a problem, e.g. on Albert and Brunswick rather than Ontario, and Hibernia and Douglas rather than Huron; trucks aren't a problem for me as a cyclist for the same reason; but maintenance of the road surface next to the curb is huge (e.g., the Huron street bridge!); generally I find drivers patient and courtesy (it's like a small town that way); and as for traffic... is there traffic congestion in Stratford?
I have been engaged in ongoing discussions with our city counselor, Kathy Vassilakos regarding the EXTREME danger to pedestrians (especially, unknowing children and tourist-guests) of the UNNECESSARY and utterly ridiculous volume of transport trucks on our main street!!! This traffic can be easily re-routed around the downtown core from Romeo St. or even diverted at Shakespeare! It is not only a huge danger - but a sound nuisance/violation for would-be shoppers/diners at local restaurants. And it will be too late when there is a tragic accident; just one person unwittingly steps into oncoming traffic - how do we wake up the provincial/municipal governments to address this absolute RISK/DANGER to the GP?!!!! You need to reinstate our main street to not carry the designated highway banner!!!
We need to slow down vehicles to increase safety for all, including drivers. Two words: VISION ZERO. Traffic calming, lowering speed limits and separating active transportation is critical.
As noted, creating a car-free downtown, would be one part of the picture. Vis a vis enabling safe cycling/walking, there are a number of options that can be implemented, to turn Stratford into a city of the future: a) separated cycle lanes, absolutely. Where physical separation has been implemented (Manhattan) cycling increased exponentially, especially among youth, parents with babies, and older cyclists. They felt SAFE. b) Reduction of traffic (slow-down mechanisms, as street flower boxes, speed bumps) c) Intersection bike boxes- the first 8-10 feet painted lime green designated as a turn-box for cyclists. d) an aggressive bike safety campaign- Some that I've read about have the police handing out "This is a bike-friendly city" notes to motorists for a while, large signs at city entrances, increasing partnerships with city groups to encourage bike safety, on-line basic driver/cyclist

Q.17. Please share any feedback about how these or other road issues should be addressed by the TMP.

safety protocols
e) and last but not least, the ever-present hope that the monster trucks would PLEASE use the ring road. They do NOT belong on city streets.
Let's make a plan and go for it
Roads need repair
Bike lanes are essential.
Volume of traffic travelling (often at high speeds) through residential areas (i.e. Forman Ave). It's being used as a cut through to get to the west end of the City. An extension of McCarthy would help limit the issues in this area.
Maintenance of existing roads is very poor. Have you ever driven on North Street? Because of the lack of bike lanes I do not ride my bike. I feel unsafe.
Road surfaces and paint on roads indicating lanes are all in a pitiful state.
Moving commercial truck transportation to ring roads would address most of these issues
Enforce the truck bypass. Add more bike lanes.
Romeo needs more traffic lights: heavy use by students and seniors. Speeding increases and the number of lights decreases.
Please improve bridge sidewalk snow removal on all city bridges to reduce risk for pedestrians especially with strollers, wheelchairs, bicycles trying to cross the bridges.
some of the streets are badly in need of repair, and it is dangerous driving on them ...to my car, other cars, and pedestrians walking along near cars that are trying to dodge large pot holes and broken pavement.
Bike lanes should be put on roads so that cyclists have their own space on roads that will be commonly used for travel (downtown, across town and around school areas). In downtown area, there should be more opportunity for people to bike or walk places to help reduce congestion in that area. (example On Saturdays - certain streets become pedestrian/bike only)
An increase in pedestrian only areas and bike lanes would help to reduce traffic congestion while helping to reduce emissions. Pedestrian only areas are more enjoyable to explore and could increase tourist foot traffic which in turn benefits downtown businesses. Bike lanes allow for greater feelings of safety from traffic. This could motivate more residents to choose biking as an alternate mode of transportation.

Q.20. What factors would encourage you to cycle more often? (Select all that apply): Other (please specify)

Do we have a cycling network? Communicate this and educate people about it.
Information about how much money is spent on roads vs. other forms of mobility will help people understand.

Q.20. What factors would encourage you to cycle more often? (Select all that apply): Other (please specify)

If cycling, wheeling and walking are actually priorities, look to examples in other countries that also have winter.

Adequate & safe road infrastructure without broken pavement, potholes, poorly seated drain covers, etc.

ROAD CONDITIONS

Better road conditions, especially close to the curb where people ride.

I do not cycle.

Time...I seem to be busy

Secure places to lock bikes - bike theft in Stratford is a major deterrent to cycling for shopping downtown or at grocery stores or the Farmers' Market or visiting the library etc (places where the bike will be unattended)

Stop trying to force leisurely cyclist off the path around the river. Cyclists are unwanted everywhere it seems.. road and sidewalks and walking paths. I understand Canadian culture doesn't like to share but give it some time and maybe we can start sharing space between cyclists and pedestrians as they do successfully in many countries. Instead we are just putting up a ridiculous amount of signs making it more an issue than need be. Bells work wonders and maybe we can change the culture here a bit. (Being Dutch, I understand maybe the culture here might not allow the mingling of pedestrians and cyclists... but if it were an option to try and encourage it then I believe we would enjoy cycling a little more)

Dedicated trails always makes a difference to any biker's feeling of safety. ie. Why there isn't a separate bike lane along the water is beyond me. Anyone ever see how many bikers ride around that thing in the summer?

Improve the cycling infrastructure - HIGH QUALITY bike racks at MORE locations. The existing racks in most locations are NOT suitable and will ruin a bike. Need more like the concrete-base ring setup or structure like near the Library. Example: at the mall, zehrs, walmart: there are zero suitable bike racks. How can someone effectively commute for shopping when your bike has to be locked to a sign pole somewhere on the outskirts of the parking lot? Dedicate a WHOLE SECTION of the parking lot to bikes and set up a sheltered bike rack area - these premises often have a shelter for the shopping carts... but one for bikes? No. Add one for bikes.

PLEASE I AM BEGGING YOU GIVE ME A REASON TO SELL MY CAR AND CYCLE!

Safe places to lock bikes downtown, at the Rotary arena, ag and rec complex and the mall. Surveillance cameras, bike rackss close to busy entrances, signs saying they are under surveillance, close to police station. Connections between bike routes, safe routes from south end to the mall, to the arena. Multi use trails throughout the Lake Victoria area - one way vehicular traffic

Q.20. What factors would encourage you to cycle more often? (Select all that apply): Other (please specify)

Better bike parking facilities. There is a shortage of good parking facilities.
Existing residential streets give good route options toward the downtown and away from it, e.g. Grange and Water Streets on the north side of Ontario, Albert and Brunswick on the south side, Hibernia in the west end. It's the 'choke' points that are an issue, i.e., getting through the downtown, or getting across the river on Huron or Waterloo, that and traveling the 'last mile' to the east end big box stores (Canadian Tire, Home Hardware, Walmart).
At risk for broken bones, so no longer cycle.
media campaign directed at drivers to respect bicyclists and pedestrians.

Q.21. What factors would encourage you to walk to local destinations more often? (Select all that apply): Other (please specify)

Communication of the pedestrian network.
People should shovel their own sidewalks.
Pedestrian network not located immediately besides roads, highways, etc.
City is very walkable
Less winter! ha ha We walk quite a bit and feel comfortable doing so. Keep the police presence visible to help people feel safer, especially women at night.
Safer conditions for winter walking. I live 7 minutes from downtown but snow clearing is so poorly handled it is unsafe to use sidewalks outside the "downtown" core when there is any kind of winter conditions (snow, ice, etc).
walking is not an issue for me. the walkability of this city is great!
Winter clearing of sidewalks is abysmal. Citizens should be responsible for clearing their sidewalks
I walk everywhere. I am satisfied with the walking conditions.
I am comfortable walking in Stratford.
More walking areas and pathways. I have always admired areas within a city that have designated a major ROAD space as a permanent walkway. Ottawa, Montreal are examples.
I walk a lot already and don't feel any factors really stop me.
Streets blocked off or reduced traffic & reduced speed limit in town to 40 km
The sidewalks in Stratford are fine.
I'm quite happy with the walking situation as it is
Better winter sidewalk clearing
Walking in and around town is fine
Shade (Ontario St)

Q.21. What factors would encourage you to walk to local destinations more often? (Select all that apply): Other (please specify)
<p>More reliable transit. I would like to walk downtown or to the river, then take a bus home. Perhaps run regular, every 15 mins on main streete, e.g. Ontario/Huron, Erie, Downie.</p>
<p>Slower driver speeds and less traffic in the downtown.</p>
<p>The sidewalks are HORRIBLE during winter. Rarely cleaned, icy...not safe.</p>
<p>I had a slip and off a few separate times on city sidewalks because of ice.</p>
<p>Due to working and providing for my family, to be injured from a fall on the city sidewalks would have a huge impact on life.</p>
<p>Again, in front of city hall is where I think could very much benefit with some clearer direction.</p>
<p>It's already a beautiful town to walk around in. Fix roads, sidewalks, etc...not rocket science here. Add bike lanes where people are already biking.</p>
<p>City streets should have sidewalks on BOTH SIDES of the road both in existing and new sub-divisions. Having to constantly cross the road to pick up when the sidewalk stops is both dangerous and inconvenient. I regularly have to do so while walking near my home.</p>
<p>Better zoning. More mixed zoning and density so stores are closer to homes. The commercial park with Walmart, the mall, Zehrs and others are quite inaccessible, and everything is too spread out. Maybe consider filling in some parking spaces with some low-midrise towers with underground parking for residents.</p>
<p>Multi use trails - more natural areas. I walk in groups a lot and we go to the cemetery and on one-way streets so that we have more room to be together without worrying about car traffic. I don't understand why the Avon Trail, to which I belong, and which is more than willing to blaze trails to show the side trail through Stratford, has not been allowed to do that. And why there is resistance to planting more native trees and shrubs along these trails to enhance the natural experience and increase our biodiversity. More natural areas to walk need to be provided. The trails through TJ Dolan are heavily used by both bikes and families and it would be nice to have other connected trails, as well as trails that don't go by the sewage treatment area.</p>
<p>Better accessibility for when I am using a stroller. Thinking out curb cuts and understanding walking behavior when designing a new sub-division or working on an old one.</p>
<p>The raised sidewalk idea would be great to slow down traffic and make walking and cycling safer</p>
<p>I walk wherever I wish in town. Cyclists on sidewalks are a major concern for pedestrians and drivers.</p>
<p>a pedestrian bridge connecting Tom Patterson Island to the north bank of Lake Victoria</p>
<p>no bikes allow on sidewalks on Ontario Street area - needs enforcement</p>
<p>Walking is fine in Stratford, for me at least. There are no issues.</p>

Q.21. What factors would encourage you to walk to local destinations more often? (Select all that apply): Other (please specify)

better maintenance of sidewalks in the winter. Icy conditions make walking treacherous. I live close to the core and walk a LOT but the winter sidewalks are hazardous.

Increase the number of crosswalks and do a media campaign to tell drivers what the crosswalk laws are.

Pedestrian only areas.

Q.23. What factors would encourage you to use Stratford Transit more? (Select all that apply): Other (please specify)

Public Transit should be free to Stratford residents. It should be on a 15 minute schedule, and the buses should be electric. Transit routes should be amended to include stops inside major shopping plazas, grocery stores, etc.

Commuter bus to Woodstock? :)

A clear way to find out where buses go and when they'll show up. I haven't used a bus in years as I prefer to walk, but I might use one or encourage my kids to do so if I knew that we wouldn't be standing at a stop that isn't even in use (happened to me once years ago and I don't think I've used the bus since!)

I recognize that I am very privileged in this regard. I would like to see buses offer low fares, clear routes and timing, and frequent service.

Smaller, more frequent bus service, including a circular service that would run from Festival Marketplace to the Stratford Perth Museum, through downtown and with frequent stops.

No on demand service

This is horrible and unreliable, go back to schedules on weekends

Less on-demand service and more reliable, predictable routes. If I would know that a bus would be soon pass by a certain location, then I would feel free to use the system. I wouldn't mind making transfers to a mix of routes, if I knew there wouldn't be a long wait.

I rarely see passengers on the busses. Is there a more efficient way to offer public transit?

Public health measures

While I have never used public transit in Stratford, because I don't consider things within the city that far away (I come from Toronto), I DO consider the ability to WALK to where I want to go, essential.

Reliable schedules. On-demand is confusing for visitors to the city - just have regular, consistent schedules. Use smaller buses, more frequently.

Easily accessible schedule

Already said it, but ditch the on demand, it's terrible.

Make it free. Take it out of parking proceeds and city lots. Subsidize it out of road maintenance budget as that budget declines through incrementally reduced road use.

Q.23. What factors would encourage you to use Stratford Transit more? (Select all that apply): Other (please specify)

I rarely use public transit.
More direct routes
get rid of the weekend on demand transit service
Free public transit.
My kid takes the bus to and from school and the lack of info with regards to routes, so he gets off at the depot and walks 15 minutes home.
The info online is challenging to make sense at the best of times
Fare-free public transit - anything less is regressive taxation that hurts the poor and those on fixed incomes.
Don't need transit, everything is walkable or cyclable.
Don't need transit, everything is walkable or cyclable.
Free or pay-what-you-can transit fares
Elimination of on-demand service. Running the busses as a taxi service truly makes no sense, and everyone I know who has used it has nothing good to say. In fact, many of the people I work with have asked to be excused being scheduled on the weekend so as to avoid having to use it. If you need to do it, why not just offer taxi vouchers? How can running a whole bus for each person on the weekend make economical or environmental sense?
Having bus lanes would mean that buses would not get stuck in traffic making buses a faster way to get around town. If taking "other" modes of transport become the fastest way to get around that will lead to less need to rely on a vehicle
I'm a walker and cyclist who would like to see more of same and more ridership on public transit. Are we doing best job of reducing car delivery of students?
try adding Expresses for certain time (plus the regular ones)
free transit
The service is never advertised .I don't know how to pay ,cost Let people know about it -if a private corporation they would be advertising the service ,benefits .what our transit does to make us aware is pitiful !!! For example take an area put a flyer in their mail or on social media and point out schedule, cost, length of trip etc
I can walk to most things faster than I can bus! Until my health forces a change, I'll bike and walk faster
While I personally walk a lot, I can speak on behalf of my guest-traffic at a high turn-over B&B. They may be more likely to take a bus to out-skirts if the network was available.
increased frequency and improved coverage without the codas- Frequency and convenience are the hallmarks of successful public transportation.

Q.24. From the options below, select up to four priorities for the TMP that would be the most important to you: (Other (please specify))
Converting lesser streets to one way with curbed/protected multi use paths to create more dedicated paths and prevent parking on lanes
Imagine living in each neighbourhood around town, and envision what it takes to get out of your house, and to each of these destinations: a grocery store, to work either out of town or on the outskirts of town, to an arena or other recreational facility: the plan should ensure there are as many straight lines of smooth flow as possible. Notice that going uptown is not a priority for most residents.
No roundabouts please!!!! They are a terrible idea!
Fixing problematic intersections in the city.
Reducing GHG emissions
Don't build anymore roundabouts...if there is room for a roundabout then there is room for 2 left only turn lanes with their own signal lights.
Zero carbon fleet asap
Making online information clear with regards to transportation, routes and for bus tickets/passes easier to obtain.
Bike lanes along the water...maybe something connecting to downtown core? I.e. Imagine if you could bike safely all around the downtown core, the water, around a few neighbourhoods without having to fight traffic and take your life into your hands. I think it would help current local casual cyclists plus if could be added to the Stratford Tourism thing....Lots of people like to get out and bike around downtown cores, along Niagara, along the TO waterfront, etc. where there isn't a chance in hell you would lose your life.....my vision is something like that. I was surprised at how many casual, comfort cyclists there are in Stratford. I can see a real need for some well thought out paths, trails, bike lanes...etc... Good luck.
Switching City owned vehicles to more environmentally beneficial options (electric, hybrid, etc.).
More natural areas
safe walking and biking routes to school
Reduced traffic congestion does not mean making more lanes to a road. Congestion will lessen if options other than driving become the better option. If it is faster to take a bus, bike or walk most people will naturally take those opportunities.
stop motorcyclists from driving around with their blasting noises (from motorcycle or radio) near the river.
increased walkability to promote healthy communities

Q.14. Please feel free to add any additional comments related to the questions in the section above.

The transit system needs a complete overhaul. It needs to be accessible, efficient, user friendly, and affordable. Do that, and you will get cars off the road.

McCarthy/Romeo is NOT the problem intersection - Delamere/Romeo takes the bulk of the traffic from the existing neighbourhoods of "old Avon Ward" when we want to get to the east side, so focus on making that intersection move faster. Lakeside Drive - there is NO point creating a multi-use trail beside street because it will simply fill up with people walking, and bikes won't benefit. I don't mind making a new trail, and limiting it to bikes. Veterans Dr. Surely everyone who looks at a map of Stratford realizes that it should be a straight line up Erie St, across the river and out Mornington St. There is no need to create more public space by closing Veterans drive because the City has gone to ALL THE TROUBLE to create Market Square behind City Hall.... If you can't limit events to market Square, then admit that Market Square was a stupid idea. I don't mind the occasional closure for the odd special event, but then you need to improve the flow of vehicles from Mornington/Waterloo to Erie St so that we don't get hung up at Ontario/Waterloo by pedestrians, and add a left-turn from Ontario to Erie which takes several traffic light cycles to achieve. Downtown - This recent study is absolutely poor, and badly informed, and leading you in the wrong direction. You can't afford to lose parking spaces to create bumpouts. Let's start with the Service Ontario entrance near the Huron St Bridge: cars turning into that parking lot create much of the danger. You need to prevent pedestrians from crossing Huron St between the bridge & Ontario St entirely. If Church st is too wide at Huron st. then make the crossing path back up at the top of the rise on Church St closer to the library parking lot. You need to keep both a left turn and a right turn lane from Church onto Ontario/Huron - maybe move the island west a bit. But it would be better to extend the painted lane lines farther from Ontario towards the bridge. Please remember that those of us who live north of the river need to veer off Huron onto Church St so that we bypass all of downtown when we are heading to destinations in the south of town, such as Dufferin Park, National Stadium, the train station, heading out Erie St. We aren't going to waste time sitting at traffic lights on Ontario, so we need to keep multiple lanes at the Church St intersection. The only change I would suggest for the Douro/Waterloo/Downie/St Patrick St area would be a roundabout - or else just leave it alone. And it was completely nonsensical to suggest blocking off Shakespeare st, so I'm glad to see you didn't repeat that Q14 Please feel free to add any additional comments related to the questions in the section above silliness in this presentation. Pedestrians at Ontario/Waterloo are a real problem, so I would suggest the traffic lights be modified so that pedestrians are kept on the sidewalks while everyone makes their left and right turns, and then let the walkers head across only when traffic is proceeding straight through. This corner can really ruin a schedule. Douro St East of Romeo - should be extended past CH Meier so that those of us heading out of town don't need to go up to Ontario

Q.14. Please feel free to add any additional comments related to the questions in the section above.

St at the malls. Bus transit - I don't support the expansion of Transit on Demand. I'd suggest a different approach to designing routes, and you may find that you need more variable routes similar to the industrial route i.e. you don't need to run the exact same routes over and over all day. For example, imagine the things you want to do at specific times of day, and then create a route that takes you there. Say you want to get to hockey practice (or a baseball game - the diamonds are in different places) with your equipment bag: you need a route that goes to each arena from points in each neighbourhood without stopping at the inconvenient bus terminal to switch buses. You want to get to school - design a route that hits the secondary schools from all around town without switching at the terminal. You want to get to the shopping zones... you want to get to the hospital....you want to get to a theatre for showtime....

There is great opportunity for improvement at the corner of Delamere and Mornington, that is not included here. There is limited visibility due to the hill and fast moving vehicles. It is especially challenging/dangerous moving south on Mornington, turning left onto Delamere. A roundabout would be a very good option at this intersection.

More pedestrian crossings are needed, especially on Ontario Street between Romeo and Waterloo. Also POTHoles MUST BE SMOOTHLY FIXED AND BIKE LANES MUST BE CLEANED REGULARLY (ie. swept of dust and debris). The poor condition of the roads, especially the sides, on which cyclists are supposed to be, are the #1 danger to cyclists in this city.

stop road diets on main highways like 8, 7, 7/19 etc. You will only jam up the city traffic and decrease tourism. Do expand the truck bypass so that truckers prefer to take the bypass. Right now, two lanes ... even I would rather drive through town as opposed to use Lorne Ave. If you could make it 3 lanes with the centre turn lane at minimum, the bypass might be more useful and ease congestion. Also, by restricting the park to pedestrians and cyclist, you take away the ability for others with disabilities to be able to enjoy the park and picnic. Car's are moving to electric so your environmental concerns are addressed. Do not disadvantage the disabled and seniors from enjoying park space that our taxes pay for.

Was converting Veterans into a one way continued from Lakeside Drive considered? I think the one way + cycling facilities with traffic flow heading east from Upper Queens towards downtown would work well to help reduce traffic along Veterans. Pedestrians & cyclists would only have to be aware of vehicles coming from one direction, and it would reduce some of the complexity at the intersection at Ontario/Erie St (if the one-way continued to the intersection). I think a lot of vehicles would use Cobourg St as a detour around Veterans, which would create potential conflicts as vehicles back out of parking spots - that street is already a bit chaotic!

Q.14. Please feel free to add any additional comments related to the questions in the section above.

It's critical that vulnerable road users in Stratford feel safe and are safe in getting to wherever they want to go. Traffic calming and ongoing traffic enforcement needs to be addressed, ie. rolling stops, aggressive driving, no signaling turns etc etc. Enhanced driver education is needed. Why don't we adopt the Share the Road program for the City and Perth County? And by way of good environmental modeling, ask the mayor and council to commute to a council meeting, once a month, for a whole year, by cycling, walking or public transit, but not by car. I bet they can't do it! Plus it would be beneficial if Stratford signs up for Zero Vision, working to eliminate pedestrian and cyclist injuries and deaths. It would be sobering to publish the yearly statistics of those injuries and deaths. We must do better

I can't believe there's actually consideration being given to narrowing the major arteries through the city!!! We're a city not a village, ALL major roads should be 2 lanes. These routes aren't only for residents, they provide the pipeline for goods to get into, out of, and through Stratford. I don't think the goal is to become even more inaccessible? One-way on Lakeside Drive will cause funneled congestion before and after a show and move even more cars to the side streets, which are already one way streets. No real benefit off-season since it doesn't EVER get that busy on Lakeside Dr then. Not sure why so many curb extensions are needed? Maybe they're pretty in the summer, but an added headache for plowing. We're in the snow belt after all. Wouldn't smarter traffic & pedestrian light management help solve this? Perhaps advanced green left-turn lights to clear up traffic first, then extended time for slow moving pedestrians to cross? Good luck!

Make City transit free. I love the idea of partnering with the Festival to increase GO service to and from Stratford (in peak season the bus runs 3x daily). Perhaps we could partner locally to have a tourist route during the peak of the season that hits key downtown core/tourist locations. Consider more grid-like transit route options (ie. a route that runs from Huron (@O'Loane) across town on Ontario to the far east end with feeder routes that hit routes that run cross-town and are less circuitous. Make it illegal and ticket/tax transport trucks on residential streets, restrict them to main thoroughfares/connecting links only.

Transit needs to have express (bigger) buses that go E-W and NW and SW, with smaller buses for smaller residential streets. Schedules are still NOT reliable. Need benches at every stop and more shelters where appropriate,

I believe that Uber should be considered an option for Stratford as taxi service is unreliable (there might be vehicles sitting idle, but when there is high demand the numbers there is substantial wait times. From April through October, a hop-on, hop-off circular bus route from Gallery Stratford to Festival theatres and to the Stratford-Perth Museum might also be an option.

Q.14. Please feel free to add any additional comments related to the questions in the section above.

Making Lakeside Dr one way would just create domino traffic congestion and intersection issues on Ballantyne, Water and Cobourg Streets. Remedying those issues would be very costly. Better to create a designated bike lane on land adjacent to existing Lakeside Dr.

Make sure BIA has a seat at this table and voice the concerns of business members and residents Transportation Master Plan Survey #2 - Potential Solutions : Survey Report for Pedestrian crossings along Downie street should be made a priority, even temporary ones. There is no safe crossing along the entire stretch. Pedestrians cannot cross between our train station and bus terminal, playgrounds and the YMCA. As a resident I regularly witness near accidents between vehicles and pedestrians and just recently someone was hit crossing at Waterloo. It is obscene that we don't have a safe crossing there.

It is wonderful to see the interest in expanding the network for bicycling and walking - the wave of the future. Stratford's signature is the ability to walk around and hopefully better biking opportunities will bring cyclists into Stratford. (they bring money too, and are not adversely impacting the city. I am wondering why no traffic lights at Delamere and romeo (very busy turning spot); I did not see anywhere about reducing traffic (trucks) through the downtown. Could there not be a widening/one way streets or ways to encourage/discourage trucks from going right through the downtown....

Q5 cross over s/b interim solution only. Rdabout needed long term Q7 Why not same answer as Q6 for Lakeside Dr? Q9 improvements s/b roundabouts Q10 answer to Huron/Church corner is a roundabout. would speed traffic, allow for pedestrian crossing in section to keep people from running across the bridge when they can't see the traffic coming Q11 I don't bike so my opinion not useful Q13 direction is good. implementation critical

bike lanes, cycle-paths, sidewalks, trails, etc must be maintained year-round (i.e snow removal, debris and hazards need to be done almost daily or they won't be used enough. At present they are not cleared. Also separate cyclepaths over the river are needed. All bridges are unsafe for cycling/pedestrians because they are forced to mix to get away from traffic. truck bypasses need to be enforced. there are too many trucks passing through. Ontario street needs parking removed and sidewalks widened or reduced to one lane each way. Alternative through route needed.

Traffic and parking are huge issues downtown. A shuttle that simply did a loop downtown to and from the free Cooper lot would keep cars out of the core from struggling to find parking spots and also offer a free parking option to help downtown businesses. This should be a no cost jump on jump off shuttle.

I am open to pedestrian crossing installation where roundabouts are too costly. Roundabouts long term will continue to allow ease of traffic cars, bikes and pedestrians. Many roads are left until they are in a poor state (ex. John St. & McCarthy). If maintenance improved and

Q.14. Please feel free to add any additional comments related to the questions in the section above.

space/ safety allowance for cyclists provided overall our community and visitors will be satisfied until more costly solutions can be implemented. I am in favour of off road wide pedestrian/cycling paths where space permits.

Congrats on a well designed study. A couple of points for your consideration: 1) can truck traffic be encouraged further to use alternate routes rather than rumble through Stratford. It would reduce traffic, road noise, wear and tear on roads, and be aligned to our tourism image. 2) do more to promote public transit options. I believe one of the key reasons public transit is underutilized is that people simply aren't aware of the options. 3) has 'rush hours' traffic been analyzed? A lot of Stratford's traffic congestion happens then. 4) I fully support the concept of the 15 min city. It's been done. Many cities especially in Europe already have successfully implemented similar solutions. Stratford has an exceptional opportunity because of its size and layout. 5) Has accessibility been considered when building the plan? Many of our fellow citizens require accommodations.

Good solutions have been analyzed and presented. Will be important to see in next phase the prioritized plan along with estimated budgets and timelines for implementation. Ensuring that there is a clear timeline and budget is important to continuing to advocate for implementation long after the plan/paperwork is done.

Think city should worry about other things and not roads in the city. many empty lots and huge eye sore that is just a nightmare to see every day.

More bike racks in town (including on buses?) to complement increased bike lanes

Definition of active transportation does not align with Canadian government active transportation definition: "Active transportation is using your own power to get from one place to another. This includes: walking biking skateboarding in-line skating/rollerblading jogging and running non-mechanized wheel chairing snowshoeing and crosscountry skiing" OR Active transportation refers to the movement of people or goods powered by human activity. Active transportation includes walking, cycling and the use of human-powered or hybrid mobility aids such as wheelchairs, scooters, e-bikes, rollerblades, snowshoes and cross-country skis, and more. From <https://www.canada.ca/en/public-health/services/being-active/activetransportation.html> <https://www.infrastructure.gc.ca/trans/indexeng.html> NOTE: that the cycling lanes should be accessible for other active transportation activities in addition to cycling including jogging and running; some people can run faster than others cycle.

The turn south from Ontario Street (when heading west) onto Erie Street has been a constant thorn! Locals know that the east-bound flow along Ontario Street has an early red, but visitors turning left to go south on Erie Street are not immediately aware of their prolonged green light

Q.14. Please feel free to add any additional comments related to the questions in the section above.

as it doesn't flash or provide an arrow! It's such an easy fix to add a green arrow or flashing signal to indicate right-of-way. I've lived here 30 years and it's always a pain. Please fix that! I'm concerned about any restrictions along Veteran's Drive as that's a major flow route from Erie to the Theatres and the parks by the lake. Shutting down that road forces all traffic to Ontario and Waterloo intersection which is already the busiest corner in town! Trying to turn west onto Ontario from Waterloo south is often a nightmare due to poor visibility of approaching traffic coming up the hill of Waterloo Street. Perhaps an advanced green signal for traffic would help. My residential street is atrocious!! It needs to be widened and curbed!! I'm speaking of Moderwell Street. The truck traffic to Stackpole should be stopped since there are way more residents on the street due to the multi-unit apartments and assisted living units! It's getting chaotic, especially around school start and end. Stackpole has a suitable loading area off of Montieth, so their loading docks on Moderwell should be shut down.

I know it is hard to get direct feedback from each respondent, but having the ability to reply with a written response to all questions should be the goal, rather than just having a multiple choice option. I know you are looking for more feedback, and this is the easiest way to get residents to participate, but you are missing an opportunity. I strongly agreed with the Cycling plan, but I think we need to do more to create protected lanes for bicycle users. This is the only space to add thoughts for each question. With respect to transit, make fares FREE. Get people out of cars and using the system. It would cost peanuts to make it free, why are we insisting on charging people to use it. The city would more than make up for the loss of fares through improving infrastructure (less usage due to less vehicular traffic), less traffic, easier to move around the city, making the tourist experience even better. Environmental positives. Make it free. We also need to consider more density of housing in this plan. I think you have, but until we know exactly what is happening with housing (more density downtown, more sprawl?), it is hard to create effective and appropriate systems...

Cycling network should feature connected, protected cycling lanes that allow cyclists to get to and from downtown from all directions. What is being proposed is inadequate and fails to create safe infrastructure for all cyclists.

Appendix F: Public Surveys

ENGAGEMENT SUMMARY
City of Stratford Transportation Master Plan

City of Stratford Transportation Master Plan Public Opinion Survey

Phase 1: Needs and Opportunities

The City of Stratford is updating its Transportation Master Plan (TMP). A TMP is a long-range planning document that will guide changes to the City's transportation system over the coming decades, for all modes of travel such as driving, walking, biking, using public transit (e.g., buses, trains).

During the first stage of this study, we are developing our understanding of transportation needs, issues and opportunities in Stratford. Your participation in the survey will provide the project team with important information that will help shape the development of transportation recommendations, projects and other strategies to include in the TMP.

Later in the TMP study, we will share a draft plan developed to respond to the needs and issues that you will have helped identify.

Respondent Information

1. Where do you live? (Select one)

- City of Stratford
- County of Perth (Including the County's municipalities)
- Other

2. What is your relationship to Stratford? (Select all the apply)

- I am a resident of Stratford
- I am a business owner in Stratford
- I visit Stratford (e.g. for work, for leisure)
- Other

3. How old are you? (Select one)

- 19 and under
- 20-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80+
- I prefer not to say

Transportation Vision

The vision for our TMP will provide an overarching direction that will shape all planning and decision-making related to transportation in the City. The draft vision is:

Stratford's transportation system will facilitate a safe, vibrant, prosperous and complete community while reflecting the principles of equity, accessibility, inclusivity and environmental sustainability.

4. Do you think this is an appropriate transportation vision for the City of Stratford? (Select one)

- I like the vision as worded
- I generally like the vision, but would like to see some changes
- I don't like the vision – it needs to be revised
- Don't know / not sure

5. Please provide your feedback on how the vision could be improved. Comment Response Option

Transportation Objectives

The objectives stated below represent a set of desired outcomes that the TMP will create in our City. They will be used to evaluate possible transportation projects and strategies further into the study. The draft objectives are as follows:

Objective 1: Healthy, Safe and Complete Community

- Provide safe and inclusive transportation facilities that enable complete, vibrant communities.
- Improve road safety to work toward Vision Zero.
- Develop a safe, accessible and connected active transportation network.
- Increase mode share for walking, cycling and transit.

Objective 2: Economic Prosperity

- Increase access to opportunity for residents and businesses by ensuring efficient and accessible multi-modal transportation options.
- Protect and enhance Stratford's distinct character, charm, cultural heritage and tourist appeal.

- Enable the efficient and safe movement of goods.

Objective 3: Reduced Environmental Impacts

- Reduce greenhouse gas emissions from transportation.
- Become more resilient to climate change impacts on the transportation system.
- Protect the City’s natural environment, heritage and open space system.

Objective 4: Fiscal Responsibility

- Ensure the continued maintenance and operation of existing infrastructure.
- Invest in new infrastructure responsibly, considering full life-cycle costs.
- Enable transportation infrastructure that responds to changing demands and new technologies

6. Do you think this is an appropriate set of objectives to guide the development of transportation projects for the City of Stratford? (Select one)

- This is a good set of objectives for the TMP
- I generally like the objectives, but would prefer to see some changes
- I don’t like the objectives – they need to be revised
- Don’t know / not sure

7. Please provide your feedback on how the objectives could be improved. Comment Response Option

Changing Travel Needs

8. The COVID-19 pandemic has changed how many of us work, changes which may continue even after the pandemic. How do you think your commuting habits will change long-term?

- I worked at home before the pandemic, and will continue to do so
- I worked away from home before the pandemic, and will continue to do so
- I worked away from home before the pandemic, but will work from home some of the time going forward
- I worked away from home before the pandemic, but will work from home all of the time going forward
- I am not sure

Not applicable

9. Please share any comments you may have on how travel needs may be changing in Stratford due to things like the long-term COVID-19 impacts, technological changes, changing transit use, changing demographics or other reasons. Comment Response Option

Road Network

10. As a driver or passenger, how concerned are you about the following potential issues as you travel on roads within Stratford?

Potential conflicts with cyclists or pedestrians (e.g., lack of physical separation):

- | | |
|--|--|
| <input type="checkbox"/> Not a concern | <input type="checkbox"/> A major concern |
| <input type="checkbox"/> Somewhat of a concern | <input type="checkbox"/> Don't know/not sure |

Difficulty sharing the road with trucks:

- | | |
|--|--|
| <input type="checkbox"/> Not a concern | <input type="checkbox"/> A major concern |
| <input type="checkbox"/> Somewhat of a concern | <input type="checkbox"/> Don't know/not sure |

Improper or insufficient road maintenance:

- | | |
|--|--|
| <input type="checkbox"/> Not a concern | <input type="checkbox"/> A major concern |
| <input type="checkbox"/> Somewhat of a concern | <input type="checkbox"/> Don't know/not sure |

Need for traffic signals or traffic control changes:

- | | |
|--|--|
| <input type="checkbox"/> Not a concern | <input type="checkbox"/> A major concern |
| <input type="checkbox"/> Somewhat of a concern | <input type="checkbox"/> Don't know/not sure |

Safety issues due to driver behaviour (e.g., speeding):

- | | |
|--|--|
| <input type="checkbox"/> Not a concern | <input type="checkbox"/> A major concern |
| <input type="checkbox"/> Somewhat of a concern | <input type="checkbox"/> Don't know/not sure |

Traffic congestion:

- | | |
|--|--|
| <input type="checkbox"/> Not a concern | <input type="checkbox"/> A major concern |
| <input type="checkbox"/> Somewhat of a concern | <input type="checkbox"/> Don't know/not sure |

11. Please share any comments about how these or other road issues should be addressed by the TMP. Comment Response Option

Active Transportation

12. Which of the statements below best describes your confidence level as a cyclist? (Select one)

- Interested but concerned:** I am open to cycling, but uncomfortable sharing the road with cars without dedicated cycling facilities (e.g. bike lanes).
- Somewhat confident:** I am generally comfortable cycling on roads with cars but prefer to cycle on dedicated cycling facilities.
- Highly confident:** I am comfortable riding on most roads including roads with higher traffic volumes and speeds.
- Non-cyclist:** I do not and likely never will cycle.

13. Which statement below best describes how often you typically cycle during Spring, Summer and Fall? (Select one)

- I do not cycle
- I cycle infrequently (a few times in total)
- I cycle occasionally (about once per week)
- I cycle frequently (more than once per week)

14. What factors would encourage you to cycle more often? (Select all that apply)

- Slower driver speeds
- Fewer heavy trucks on or near cycling routes
- Increased separation of cyclists from other traffic, e.g. dedicated bicycle lanes or multi-use paths
- Improved winter maintenance of bikeways
- A more complete and connected cycling network
- I am not interested in cycling more often.
- Other (please specify): Comment Response Option

15. What factors would encourage you to walk to local destinations more often? (Select all that apply)

- Filling in the gaps in the sidewalk network
- Improved sidewalks and/or streetscapes
- Safer pedestrian crossings / more pedestrian crossings
- Improved night-time lighting
- More places to rest comfortably during my walking trip
- I am not interested in walking more often
- Other (please specify): Comment Response Option

Stratford Transit

16. What factors would encourage you to use Stratford Transit more? (Select all that apply)

- Increased frequency of buses (even if it means a longer walk to the bus stop)
- Improved coverage in my area or shorter walk to the bus stop (even if it limits frequency of buses)
- Fewer transfers to complete my trip
- Improved late night bus service
- Digital fare payment options (e.g. use of smart card or smart phone)
- Affordable fares for lower income customers
- Weekday on-demand transit service
- Expanded on-demand transit service hours on weekends
- I am not interested in using public transit
- Other (please specify): Comment Response Option

Areas of Focus for the Transportation Master Plan

17. From the options below, select up to four priorities for the TMP that would be the most important to you:

- Improved Stratford Transit service
- Improved cycling facilities (e.g. on-street bike lanes, recreational trails, signage)

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Transportation Master Plan Engagement Summary
Prepared for the City of Stratford

- Improved pedestrian connections (e.g. improved sidewalk repair, safer pedestrian crossings)
- Improved winter sidewalk maintenance (snow and ice removal)
- Improved winter road maintenance (snow and ice removal)
- Improved year-round road maintenance (e.g. pothole repair, line painting)
- Reduced heavy truck traffic on specific roads
- Reduced traffic congestion
- Construction of roundabouts
- Other road user safety measures
- Other (please specify): Comment Response Option

Thank you for taking the time to participate in this survey and for the information you have provided about transportation needs and opportunities in the City of Stratford.

City of Stratford Transportation Master Plan Public Opinion Survey

Phase 2: Recommended Solutions

The City of Stratford is updating its Transportation Master Plan (TMP). A TMP is a long-range planning document that will guide changes to the City's transportation system over the coming decades, for all modes of travel such as driving, walking, biking, and using public transit.

During the second stage of this study, we are developing the preferred solutions to address the identified transportation needs and opportunities in Stratford. Your participation in the survey will provide the project team with important information that will help shape the development of these recommendations

Respondent Information

1. Where do you live? (Select one)

- City of Stratford
- County of Perth (Including the County's municipalities)
- Other

2. What is your relationship to Stratford? (Select all the apply)

- I am a resident of Stratford
- I am a business owner in Stratford
- I visit Stratford (e.g. for work, for leisure)
- Other

3. How old are you? (Select one)

- 19 and under
- 20-29
- 30-39

- 40-49
- 50-59
- 60-69
- 70-79
- 80+
- I prefer not to say

Preliminary Preferred Solutions

The questions in this section are asking for specific input on proposed solutions as presented in the POH#2 slide deck. Please reference that document for more details on each question.

4. Considering the options presented in the POH#2 slide deck, which option do you prefer for Erie Street? (Select one)

- Option 1: Do Nothing
- Option 2: Narrow to 2 Lanes
- Option 3: Narrow to 2 Lanes + Centre Turn Lane

5. Considering the options presented in the POH#2 slide deck, which option do you prefer for the McCarthy Rd/Romeo St intersection? (Select one)

- Option 1: Install a Pedestrian Crossover
- Option 2: Install Traffic Signals
- Option 3: Install a Roundabout

6. Considering the options presented in the POH#2 slide deck, which option do you prefer for Lake Victoria – Lakeside Drive? (Select one)

- Option 1: Do Nothing
- Option 2: Convert to One-Way with Bike Lanes
- Option 3: Build Multi-Use Path Beside Street

7. Considering the options presented in the POH#2 slide deck, which option do you prefer for Lake Victoria – Veterans Drive? (Select one)

- Option 1: Do Nothing
- Option 2: Design a Flex Street for Special Closures
- Option 3: Close Street to Cars

8. Considering the options presented in the POH#2 slide deck, which option do you prefer for Douro Street? (Select one)

- Option 1: Focus on Alternative Modes
- Option 2: Re-route Traffic to Parallel Corridor
- Option 3: Widen to Four Lanes

9. Considering the options presented in the POH#2 slide deck, which option do you prefer for the West Secondary Plan Area? (Select one)

- Option 1: Focus on Alternative Modes
- Option 2: Focus on Intersection Improvements
- Option 3: Widen McCarthy and O’Loane

10. Considering the Downtown Traffic Study presented in the POH#2 slide deck, how much or how little do you agree with the recommendations? (Select one)

- Completely agree
- Somewhat Agree
- Neutral
- Somewhat disagree
- Completely disagree

11. Considering the cycling network presented in the POH#2 slide deck, how much or how little do you agree with the draft Priority Cycling Network? (Select one)

- Completely agree
- Somewhat Agree

- Neutral
- Somewhat disagree
- Completely disagree

12. Considering the pedestrian network presented in the POH#2 slide deck, how much or how little do you agree with the location of the recommended pedestrian crossings?
(Select one)

- Completely agree
- Somewhat Agree
- Neutral
- Somewhat disagree
- Completely disagree

13. Considering the transit strategy presented in the POH#2 slide deck, how much or how little do you agree with the draft strategic directions? (Select one)

- Completely agree
- Somewhat Agree
- Neutral
- Somewhat disagree
- Completely disagree

14. Please provide any commentary on the above questions. [comment box]

Implementation of Recommendations

The next phase of the Transportation Master Plan study will develop an implementation plan for the recommended projects presented in draft as part of this public open house. Part of the implementation plan involves prioritizing some projects over others and developing spending forecasts over the next 20 years. Budget constraints and competing priorities among residents mean that trade-offs need to be considered and decisions made on how to prioritize the

implementation of the TMP's recommendations. Considering that, please respond to the following questions.

15. For the purposes of this question, assume the City has a budget of \$10 to spend annually on capital transportation improvements. How would you allocate this budget among the following travel modes?

Driving (e.g. new roads, road improvements, road repair and rehabilitation) [____]

Transit (e.g. new buses, bus stop infrastructure, more frequent service, longer hours) [____]

Cycling (e.g. new bicycle lanes, new trails, maintaining existing paths) [____]

Walking (e.g. new sidewalks and paths, new pedestrian crossings, repairing existing sidewalks and paths) [____]

*Please ensure your total adds up to \$10.

Thank you for taking the time to participate in this survey and for the information you have provided for the City of Stratford Transportation Master Plan.

30-Day Public Review Submissions and Responses

The following table displays public submissions received as part of the 30-day Public Review Period of the TMP study. Project team responses to public submissions are also displayed.

Public Submission	Project Team Response
<p>1. Having tried to read the 82 page draft plan, I find it difficult for the ordinary citizen to digest. Simpler language and visuals are needed to understand it. (example attached).</p> <p>2, It appears to have completely left out the subject of taxis, and alternatives like Uber. City Councils are responsible to oversee taxis. While I fully understand that they can delegate the ADMINISTRATION of licences to Police Services, taxi cabs play a vital role in transportation in any city. In Stratford, there is a great need to ensure enough taxi availability is there at all times.</p>	<p>Thank you for your comments. We apologize that you found the TMP difficult to read. It is always tricky trying to balance creating a document for public consumption that will also be used by City staff as a guiding tool for many years. Regarding taxis and alternatives, this was not a consideration in the TMP, but your comment has been forwarded to the appropriate City staff for further consideration.</p>
<p>Please consider my input with respect to paths and roadways around Lake Victoria. My original education was in civil engineering, and I have been deeply involved in the urban development industry since 1975.</p> <p>I live at [redacted], a home I designed with a substantial “window” on the street: my year-round sunroom. I keenly observe what happens on my street, and I regularly walk around Lake Victoria.</p> <p>I support the concept of reducing Lakeside Drive to one lane of vehicular traffic to make room for a two-way bicycle path. There is a large and growing volume of bicycle traffic, and it comes into serious conflict with pedestrians.</p> <p>Which direction should be chosen for a one-way vehicle lane?</p> <p>The best argument is for westbound. After a performance at the Festival Theatre, there is a need to disperse a few hundred cars in the lower parking lot and along Lower Queen’s Park.</p> <p>Queen Street lacks capacity because of stop signs and the absence of a traffic light at</p>	<p>Thank you for your submission. We have reviewed and considered your comments and have provided responses to key items as follows:</p> <p>The Lakeside Drive one-way direction was not determined through the TMP as it can be a complex matter. Further study is recommended for this item.</p> <p>Regarding bicycle boulevards, a description was provided in the glossary for reference, but they are essentially local streets where slow vehicle speeds and traffic calming is emphasized, through traffic is discouraged, and cycling and walking become safer and more comfortable as a result. Specific details are to be developed through the detailed design process, which is the next step following the adoption of the TMP.</p> <p>Regarding the Lakeside Trail, a big motivation for providing distinct space for cyclists is to separate them from pedestrians walking or jogging on the sidewalk and paths around the Lake. A formal ban could be</p>

Ontario Street. If Lakeside were one-way leading into Queen's Park Circle, the result would be an inefficient long way around. There are significant benefits to making Lakeside westbound only. Good signage would encourage many drivers on Lakeside to turn south on Front Street, which has no stop signs on the way to a convenient (and often under-used) traffic light at Ontario Street.

WILLIAM STREET

I am not certain what you mean by a "bicycle boulevard", but the status quo is quite acceptable to accommodate cyclists. William is narrow, but with car parking allowed on the south side, the result in a natural form of traffic calming. It is very rare for any high-speed driving to occur on William between Waterloo and James Street. It is a safe route for cyclists.

LAKESIDE TRAIL

The City is long overdue to ban bicycles from the stone-dust path on the north side of Lake Victoria.

Cyclists using the path usually ride much too fast, and none of them have bells or horns to warn pedestrians that they are coming. I have been nearly hit many times.

Speeding cyclists are missing the point of the path. They are going too fast to appreciate the natural splendour, which itself creates a hazard for pedestrians who are usually paying close attention to the natural elements and are often not sufficiently aware that a speeding bicycle can suddenly appear (especially behind them).

THE MISSING LINK

The time has come to re-establish a pedestrian path on the north side of the lake between Waterloo Street and the paved path that goes over the dam.

I have often had visitors ask me why the lakeside trail does not go all the way around. I have heard several cynical comments that property owners must have had improper

considered after construction, but would hopefully not be necessary.

The missing link segment around the Lake is noted and would be covered by the recommendation to undertake a Trails Master Plan.

Finally, regarding the pedestrian crossing at William and Waterloo, your suggestion is likely to be where it ends up, but further study of sightlines and other engineering items will ultimately determine the best location. The TMP however emphasizes the need for a crossing very near to that location.

<p>influence with the mayor. Regardless of any legal claims the property owners might advance, the City has an absolute right to use expropriation to complete this missing link in the pedestrian network. Leaving this area under exclusive private control goes against everything our City should stand for.</p> <p>CROSSWALK NEAR WILLIAM @ WATERLOO A formal, well-marked pedestrian crossover in this area is long overdue. If the crossover is placed at the central point of the curve, it is possible to eliminate most of the concerns about sightlines. Pedestrians would be able to make their presence known so that drivers would see them and stop. As well, pedestrians would be able to see if a driver is not slowing to accommodate them.</p> <p>This location would serve both a continuous lakeside trail and pedestrians using William Street.</p> <p>Thank you for considering my ideas and concerns. I am readily available to talk with you if you would like more input from a citizen who cares deeply about our City's greatest natural asset, our river/lake park system.</p>	
<p>Thank you for the opportunity to comment. My focus is mostly on active transport and of note that I live in the area of O'Loane and Huron.</p> <p>I am concerned that on Map 1: Recommended Street Network Projects, the focus area 1 for road networks does not include active transport at the same time. Had better planning occurred with all the development currently occurring on Line 36 there would not be a future need to deal with Active Transport - it could all have happened at the same time. Trees have been taken out a sidewalk installed but there is now no room for a bike lane - why would developers</p>	<p>Thank you for your submission. While we do show street network projects separate from cycling and pedestrian projects, it is intended that their implementation is well-coordinated. Following from the Complete Streets approach and updated guidelines for street and community design, all recommended in the TMP, will ensure that these concerns are addressed at that time.</p> <p>Regarding Matilda Street, the TMP did not identify specific locations for traffic calming, but recommended a policy and process that should be adopted. Once adopted, residents should be able to submit requests for traffic calming and initiate a review process.</p>

<p>not be asked to include active transport in all development? The same goes for any expansion on the west side of O'Loane. Make it a developers cost at the time of build and design.</p> <p>If development is to occur on the west side of O'Loane near McCarthy - should there not be consideration for pedestrian crossing there as well when traffic management is implemented and the Street Network Project is being implemented. It seems short sighted to not include that when there is a sidewalk implemented at the corner at Line 36 and O'Loane.</p> <p>Shouldn't a round about or lights be implemented at 36 and O'Loane as it is being developed and not into the future?</p> <p>Separating road and intersection design from active transport use doesn't seem fully logical. If putting in "roundabouts" pedestrian and bike traffic needs to be considered at the same time. If Stratford wants to attract cycling tourism there is insufficient focus on cycling. Look to Waterloo - they are doing a superior job of implementing bike routes.</p> <p>I would suggest that hard traffic calming be seriously considered for Matilda from Oakdale down to Huron. Checking with the police department about the number of complaints about speeding in this area might help determine need.</p> <p>This is used by high school pick up trucks for stunt driving and someone is going to get hurt or killed in this area unless something is done to stop high speed starts in the area and people leaving the bus parking lot. Thank you for reading - I hope my quick read has understood the design focus</p>	
<p>Hi Nancy</p>	<p>Thank you for your submission. We have reviewed your comment regarding adding a PXO at Huron and Matilda and concluded at this time that it does not meet the criteria</p>

<p>Would you please consider a signalized intersection or at least a pedestrian crossing at Matilda and Huron?</p> <p>I've been living in this neighbourhood for nearly 20 years and that intersection is at times terrible to turn left (west onto Huron) from Matilda. You have two plazas (Pinos and Sobey's) and the movie theatre parking lot that people are exiting from, oncoming traffic from the O'Loane intersection, and cyclists and pedestrians to contend with.</p> <p>There are so many more people living on this end of town as well as many new businesses. Also with all the high school students located north of Huron, they are literally running for their lives just to get their lunch. I'm afraid one day there will be a terrible accident as drivers are more distracted nowadays. It would be great if the city was more proactive than reactive when it comes to these kinds of things.</p> <p>Thank you!</p>	<p>developed for the TMP. While it is certainly a candidate for future consideration, it is felt that the locations identified in the TMP should be prioritized. The City will keep this location in mind moving forward, despite it not being formally included in the TMP.</p>
<p>Dear Ms. Roulston:</p> <p>As someone dedicated to the proposition that good outcomes begin with good planning, I am very impressed with the TMP. I have lived in Stratford for only six years but have enough of a feel for the city to believe that most, if not all, of the plans encompassed by this draft will be of great value to a city that is growing and changing, in a world that is definitely changing. The plan appears to take into consideration the kinds of changes we can anticipate in the future.</p> <p>As someone with well over 25 years doing strategic planning with various organizations, there is one thought I have to share with you, and that is the need for vigorous, formal and ongoing monitoring and oversight of such an excellent plan. The duration of the plan is so long that there is a serious risk that city councils and city staff of</p>	<p>Thank you for your comments. While we agree that oversight and monitoring is crucial, it was determined that the annual reporting would be sufficient for monitoring the progress of the TMP. Additionally, it is expected that relevant parts of the TMP will be monitored through the existing City committees such as the Active Transportation Advisory Committee and others.</p>

<p>the future - even the near future - will lose track of the vital details of the plan. I believe that the city needs to create a committee, with duration at least that of the plan, independent of any current council, to monitor, report on, and assure the continuity and implementation of the TMP. What gets evaluated gets done.</p> <p>My congratulations to you, the consultants, the City of Stratford, and the many citizens who have contributed. This TMP can only improve what is already a very liveable city.</p> <p>My best regards,</p>	
<p>Hello,</p> <p>I am encouraged to see a greater focus on pedestrian & bicycle travel in the TMP. Frankly the current state of bike infrastructure in Stratford is disappointing (to say the least), and for a self-proclaimed "green" city we are seriously lagging behind the infrastructure present in other cities, near and far.</p> <p>I'd like to throw my support behind a few points:</p> <ul style="list-style-type: none"> - Raised Pedestrian Crosswalks Looking at the new Romeo street crosswalk by Christopher Plummer Dr, I can't help but be disappointed in its execution. Cars are whipping by often @ 60+ km/h, and even after activating the crosswalk many other cars continue to drive by before someone finally stops. For this to be safe for pedestrians, the pedestrian walkway must be RAISED; Acting as a speed-hump when not active, this will actually slow traffic to the posted speeds and create better cohesion between pedestrian & car. Raised crosswalks are the only safe crosswalks, and should be the standard for the city going forward. - Traffic Calming - Speed-humps throughout the city, less open space for cars 	<p>Thank you for your comments. Raised crosswalks are common traffic calming method, as you note, as they increase safety and slower speeds. These are appropriate for lower volume streets and can be identified through detailed design of pedestrian crossings or through the traffic calming process recommended in the TMP.</p> <p>While speed humps are a common implementation, the TMP's traffic calming process encourages designers to explore other options that may work just as well or better (including raised crosswalks) when implementing traffic calming.</p> <p>The intention of the TMP's cycling plan is to provide higher-order cycling facilities such as protected bike lanes with physical barriers wherever possible, where conflicts with high vehicle volumes and higher speed traffic is expected. The City will follow guidance from the recently updated Ontario Traffic Manual Book 18 - Cycling Facilities when implementing the cycling plan.</p>

<p>Posted speed limits of 40km/h does very little to slow traffic when cars are given highway-sized roads to drive on in the city limits. Tightening the roads, creating separated bike lanes and adding multiple speed-humps (or raised walkways 😊) that greatly slow traffic but are still gentle to drive over if you are going the speed limit would make a dramatic difference.</p> <p>- Bike Lanes - Protected should be the standard Looking forward to the connected cycle network, and I'd just like to offer my support for ALL bike lanes to be protected bike lanes, with a physical barrier between car and bike.</p> <p>And lastly, stating the obvious but worth noting - the entirety of downtown is a nightmare for cycling - It's a hostile environment that is entirely unsafe, with minimal thought or infrastructure for cycling in the way of paths/lights/bike-racks. It also has TWO 4-lane highways polluting our downtown with noise. It's time to take back some of the space from cars.</p> <p>Thanks for your time,</p>	
<p>Subject: Response to the Transportation Master Plan – Include Evaluation of Free Transit During Round #1 and #2 of the Public Consultations, the participants recommended more pedestrian walk ways and bicycle path lanes, more transit routes, increased transit frequencies – all directed to the common goal of reducing car use and green house gas. Great consultation results, but unfortunately, no indication of the Free Transit concept which will have a significant impact in reducing car use, green house gas and downtown congestion while greatly increasing ridership. The Transportation Master Plan is proposing to provide planned pedestrian walk ways and bicycle lanes at no cost to the participants while these costs are included in</p>	<p>The Transit Division has not been asked by Council to review a free Transit service in the City. However, there have been a few high level discussions from a handful of Agencies across the Country in recent years which included a recent study last year from OC Transpo (Ottawa Transit).</p> <p>As suggested, in depth studies are required over a long period of time to determine many factors (positive and negative) regarding such topics as loss of fare revenues, tax levy implications, inflationary pressures to operate, ridership data/trends to name just a few. Prior to an adoption of a free service the City would need to review the overall goal and objective and identify options for meeting that goal. Transit fares currently off set a portion of the costs to operate the</p>

the overall costs of the Plan funded by Stratford tax payers where as the Free Transit concept will not burden tax payers further than current allocations.

You promote that the Stratford transportation system will reflect the principles of equity, accessibility, inclusivity and environmentally sustainability. These principles are incorporated in the Free Transit concept which should be included in the evaluation process as a viable option of public transit. Under Act Plan Summary, number A11 states: Develop a ridership strategy to determine how to retain and expand ridership. I am requesting that the concept of Free Transit be included in the development of this strategy.

The evaluation process for Free Transit requires an in depth analysis of all tangible and intangible impacts, negative and positive, beneficial and regressive, for both status quo fare applications and Free Transit concepts. The financial goal of the Free Transit concept is to replace the existing net fare revenue with reduced costs and increased benefits experienced by community service providers (medical, mental, shelters, police, employment agencies, immigration, homeless, food banks, etc.), business organizations, sports clubs, farmers' markets, municipal staff, etc. The accumulative effect of benefits and cost reductions of theses community services and related entities will offset the loss of net fare revenues, resulting with no tax increases. Further, the money saved by riders, both residents and visitors, with Free Transit will be spent commercially, in Stratford, improving the economy.

This evaluation should be under taken by a consultant familiar with municipal transit and knowledgeable of Free Transit (similar to the Sports Tourism Stratford Project). I have developed strategy fundamentals for this evaluation and am willing to share it with the consultant.

Thank you for the opportunity to input my ideas to improve the well being of the

service. Implementation of a free transit service would impact the tax levy and would need to be a decision of Council. Many Agencies have also suggested that a free service does not necessarily mean more ridership as there are many factors to be considered within their service areas such as a positive sustainable product, seamless easy to use and increased frequencies or schedules based on projected demands.

<p>Stratford community and its visitors through the Transportation Master Plan public consultation process. Sincerely</p>	
<p>Subject: Free Transit Concept Evaluation Update Further to my Free Transit concept submission to the Transportation Master Plan public review, I am submitting additional information to be included in the Master Plan. Opportunities: (1) Remove regressive transit fares' threshold to community well being (2) Connect proposed footpaths/bicycle lanes with free transit to increase participation (3) Build on planned electric buses, reducing car use, green house gas, congestion Scope of Free Transit Financial Benefit Impact: Free Transit will have a positive impact on all entities supporting the well being of municipal citizens. Some of these social services are funded by municipal taxes while others are financially supported by other government programs (health), charities, organizations (Sports) and businesses. Therefore, the beneficial financial impact on the municipal community will be applied to all entities, not just property tax supported ones. The resulting report will therefore contain a residual amount of tax allocation and an equitable evaluation of the total financial benefit of all service sources supporting the community. Evaluation Costs to be included in the Transportation Master Plan: (1) Loss of Fare Revenue/Net of fare operating costs during the evaluation period (30 months) (2) Contracting a consultant to design the plan, publicity, interviews (groups, individual self experiences), monitor and prepare reports to the Evaluation process/council (costs similar to consultant contract for the Sports Tourism Stratford Project). Parameters of the evaluation process:</p>	<p>The Transit Division has not been asked by Council to review a free Transit service in the City. However, there have been a few high level discussions from a handful of Agencies across the Country in recent years which included a recent study last year from OC Transpo (Ottawa Transit).</p> <p>As suggested, in depth studies are required over a long period of time to determine many factors (positive and negative) regarding such topics as loss of fare revenues, tax levy implications, inflationary pressures to operate, ridership data/trends to name just a few. Prior to an adoption of a free service the City would need to review the overall goal and objective and identify options for meeting that goal. Transit fares currently off set a portion of the costs to operate the service. Implementation of a free transit service would impact the tax levy and would need to be a decision of Council. Many Agencies have also suggested that a free service does not necessarily mean more ridership as there are many factors to be considered within their service areas such as a positive sustainable product, seamless easy to use and increased frequencies or schedules based on projected demands.</p>

<p>(1) 30 months Free Transit evaluation period - 24 months active analysis by consultant - last six months to prepare report to council with recommendations</p> <p>(2) All entities impacted by free transit contacted and monitored (i.e. all governments, charities, sports, law enforcement, community well being providers, business associations etc)</p> <p>(3) For impacts where tangible benefit dollars cannot be assigned (i.e. they are intangible), a benefit dollar allocation score will be developed to determine a benefit dollar value.</p> <p>(4) It is expected that the initial uptake of free transit will be quick and the review of all social wellbeing entities will be intensive and long (24 months), especially for followup..</p> <p>(5) After the 30 month evaluation, the decision to continue free transit will be based on the comparison of net fare revenue lost and the accumulated dollars saved or applied differently by community well being services.</p> <p>I am submitting this information to support my request to include these costs in the Master Plan in recognition of the positive impact Free Transit will have on the social well being fabric of Stratford. Sincerely</p>	
<p>Subject: Funding for the Evaluation Process of the Free Transit Concept</p> <p>In my submission to the Transportation Master Plan review, I requested that the Free Transit concept be included in the evaluation process. Further, the estimated length of time to effectively investigate the overall social wellbeing beneficial impacts for Stratford during the analysis process is 30 months, resulting in the following costs:</p> <ol style="list-style-type: none"> 1) Loss of transit fare revenue net of collection costs 2) Consultant costs to undertake the analysis <p>In the Transportation Master Plan is the project to upgrade the new buses to electric</p>	<p>The Transit Division has not been asked by Council to review a free Transit service in the City. However, there have been a few high level discussions from a handful of Agencies across the Country in recent years which included a recent study last year from OC Transpo (Ottawa Transit).</p> <p>As suggested, in depth studies are required over a long period of time to determine many factors (positive and negative) regarding such topics as loss of fare revenues, tax levy implications, inflationary pressures to operate, ridership data/trends to name just a few. Prior to an adoption of a free service the City would</p>

<p>power over a twenty year period. This conversion is being funded by the province. Many provincially funded programs will be beneficially impacted by Free Transit and will be included in the analysis. Therefore, I am requesting the same equitable and inclusive consideration for the funding of the Free Transit concept analysis process and that the province be requested for its funding. Thank you for the opportunity to improve the wellbeing of Stratford and its visitors.</p>	<p>need to review the overall goal and objective and identify options for meeting that goal. Transit fares currently off set a portion of the costs to operate the service. Implementation of a free transit service would impact the tax levy and would need to be a decision of Council. Many Agencies have also suggested that a free service does not necessarily mean more ridership as there are many factors to be considered within their service areas such as a positive sustainable product, seamless easy to use and increased frequencies or schedules based on projected demands.</p>
<p>Ms. Roulston and Mr. Johnston,</p> <p>I'm writing to provide feedback on the Transportation Master Plan. I am a 12-year resident of Stratford living on Brunswick Street. My partner frequently commutes to work at the hospital on a bicycle; her safety would benefit from improved bicycle infrastructure. I have read through the TMP and I appreciate that there is a significant challenge in meeting many different (possibly conflicting) design goals. My comments are specifically about the plan for a Bicycle Boulevard on streets such as Albert and Brunswick but it's possible my comments are broader in scope than relating to just these streets.</p> <p>I'm familiar with what the Dutch call fietsstraat or "cycle streets" where motor vehicles are guests on a local street. I'm concerned that for streets like Albert and Brunswick, a Bicycle Boulevard would only make sense if these streets had sufficient traffic-calming measures already in place such that people are not using these streets to quickly bypass traffic on Ontario Street. It's not uncommon for some vehicles to race down our street---simply changing pavement markings and signage may not mitigate this behaviour. I worry that implementing a Bicycle Boulevard would be to sacrifice cyclists in an effort to create traffic-calming. However, I note that in the TMP, Action A39</p>	<p>Thank you for your comments. We agree that traffic calming is inherent and integral to the bicycle boulevard concept and that is the intention anywhere a bicycle boulevard is recommended. Further, the intention of all of the cycling facilities recommended is to provide safe facilities that meet or exceed guidelines in the Ontario Traffic Manual Book 18: Cycling Facilities, which has been recently updated with the latest best practices, including being influenced by the NACTO guides.</p> <p>In response to your comment, it should be noted that there is no requirement for streets categorized as locals to allow two-way traffic. However, directionality, the specific traffic calming interventions, whether to use modal filters, etc. are all to be determined during the detailed design process, which is the next step following the TMP's adoption.</p> <p>Thank you.</p>

recommends changing the classification from 'Collector' to 'Local' for both Albert Street and Brunswick. This would go some distance towards creating the safer conditions needed for a Bicycle Boulevard to make sense, assuming the implementation includes effective traffic calming in advance.

But, this reclassification raises some questions. In changing streets like Brunswick and Albert to a local street classification, should this not ideally necessitate changing the streets to allow two-way traffic, which should preclude Bicycle Boulevards? Also, if such streets were truly local, could this be enforced by something like mid-block modal filters? Even something as impermanent, inexpensive and low-tech as large cement planters that can be moved via forklift would allow for seasonal changes if snowplows require through-street access. While they are more expensive, automated hydraulic bollards can be installed permanently and triggered remotely by public transit vehicles and EMS. And these modal filters would not need to be placed in the middle of every block---access to traffic lights to aid left-turning onto Ontario Street should take priority so mid-block modal filtering could be used quite sparingly to have the desired effect.

Ultimately, my concern is that Bicycle Boulevards only make sense on streets that are already traffic-calmed and I am skeptical that these streets as they are now, being long and one-way, are too enticing for motorists looking to ignore markings or signage.

Alternatively, NACTO does include in their Urban Bikeway Design Guide what they call a 'Left-Side Bike Lane' which may offer a better alternative to Bicycle Boulevards for streets like Albert and Brunswick as they are today. Specifically they:

- lower the risk of cyclists getting "doored" by parked cars

- avoid competition between cyclists and motorists for space
- retain access for transit stops
- increase visibility of cyclists (being on the left of drivers)

It's possible this could be implemented relatively quickly in advance of these streets being reclassified and could be a reasonable way to get safer bicycle infrastructure implemented on existing one-way collector streets like Albert and Brunswick.

In terms of bicycle safety, I can envision either local streets operating as Bicycle Boulevards with traffic-calming enforced through physical means, or as a half-measure, I can envision converting Albert and Brunswick to Left-Side Bike Lanes. Either of these would be improvements to the existing streets. Failing both of these, I would prefer that Albert and Brunswick remain naked streets and would see the current plan in the TMP as I read it to be a step backwards towards decreasing safety for cyclists.

I'll point out that in Toronto, there has been an effort to improve pedestrian access and safety. This has resulted in the use of 'No Exit' signs on local streets that are dead-ends for cars, but modified to except pedestrians (and cyclists). If mid-block modal filters are employed to provide safety for cyclists on local streets, such signs could be used to notify motorists at the entrance of these streets. These signs are now quite numerous in Toronto.

In terms of cycle access, Stratford deserves better. I think there are some good ideas in the TMP regarding cycling but I'm concerned that this plan was drafted by people who don't commute via bicycle. Some of the planned improvements have the right intentions but miss the mark. I hope this feedback will help you understand what's at stake regarding cycling safety going forward over the next decades and that there are

<p>some opportunities here to make better choices.</p> <p>Sincerely,</p>	
<p>Hi, As a member of E&E and ATAC I want to comment on the TMP. It is a very encouraging document, very well thought out and easy to read the priorities in each area. One detail I found missing is charging stations at the Rotary/Ag complex. There is so much traffic there, such a lot of parking and no chargers. The most important thing for cycling is that it get kick started as recommended so that we see some progress in the cycling network. The price tag of 3 million a year sounds high but we need to start spending money if we expect to see results. We cannot see progress on climate action without dedicating resources to it. We need to start seeing an active transportation network in Stratford in order to encourage people to use it.</p>	<p>Thank you for your submission. The Transportation Master Plan did not specifically identify any new locations for charging facilities. The recommendation is to continue implementing where appropriate throughout the City. The Rotary Complex will be one location that will be considered in the future.</p>
<p>Good Morning Nancy; Scott, The transit section of the plan is detailed and seems to have on boarded a lot of the comments folks raised in the consultations. Brava!</p> <p>Three notes:</p> <ol style="list-style-type: none"> 1. When addressing point A14: Explore expansion of on-demand transit to expand service span and service area, please take care to keep point A12 in mind: Consider modifying the route network to improve travel times, 2. One aspect of many cities' transportation plans seems to have been overlooked: <p>Car Sharing Systems: Car-sharing systems offer cars for shared use for a fee. Auto Commune offers hybrid and electric vehicles in cities like KW, London, Cambridge, Guelph and Toronto with convenient, cost effective, sustainable mobility options for residents without access to a car (or parking</p>	<p>Thank you for your comments. While the TMP does not explicitly mention car sharing services, Actions A48 and A50 refer generally to "emerging transportation technologies", which would include car sharing. As this is a service typically initiated by the private sector, it was not included in the scope of the study, but under Action A50, "supportive policies" for emerging transportation technologies would include being open to car sharing services being provided and working with private companies where needed.</p> <p>While GO and VIA are not within the City's purview, as you noted, the importance of these regional connections is vital. In response to your comment, we have added new text to show the City's support for regional transit improvements, and an action to advocate upper levels of government to include Stratford in future plans. Additionally, an action was added to advocate for sustained funding for PC Connect or other regional bus services.</p>

<p>space) and tourists who typically walk or take transit but sometimes need a car for longer trips, trips outside of transit service hours or transporting heavy goods. If the ultimate goal is reducing car use, adopting a car sharing system will help divert single-occupancy vehicle trips, by providing a convenient alternative to buying a car (or second car) for people who only need one occasionally, as well as support Stratford as a tourist destination by offering an easy, cost effective way to get around after transit hours or explore explore the surrounding area. A car sharing system is an integral complement to a more robust local bus system.</p> <p>3. I'm assuming the GO/VIA train service is outside of the city's purview? We need more (and more frequent service) to nearby municipalities Kitchener, Waterloo, Brantford, London, Cambridge, Guelph and Toronto. Another need that a car sharing service can help address.</p> <p>Thank you for your engaged and attentive work on this project.</p>	
<p>To; Nancy Roulston and Scott Johnston,</p> <p>As outlined on Engage Stratford, the City of Stratford Transportation Master Plan has been open for public input, by September 17th. Please find below our comments on the TMP.</p> <p>1. The TMP is a comprehensive and well laid out plan, containing many exciting transportation improvements for our city. The timeline and cost are of course a concern and will require unwavering commitment from the City to stay with it and complete it. A half executed plan defeats the purpose and is a waste of precious taxpayer dollars.</p> <p>2. The TMP outlines Complete Streets where “every street must be planned, designed and built with explicit consideration for the needs of all road users and modes -</p>	<p>Thank you for these comments.</p> <p>1. We acknowledge that the costs can be a cause for concern, however it was decided that the TMP should present the collective vision for the City as gathered through the consultation process and review of previous planning documents. City Council will have the ultimate authority on the levels of funding and approvals for specific projects. Regarding the timeline, Transportation Master Plans are intended as long-term planning documents. While the plan does stretch out nearly 20 years, regular reviews are planned and major updates possible every 5-10 years in the meantime.</p> <p>3. In the case of bicycle boulevards, specific design details like traffic circles, traffic calming, etc. are to be identified through the detailed design phase, which is the next step following a TMP. Intersections are integral</p>

people walking, using mobility devices, cycling, riding transit, and driving, including emergency and service vehicles as well as trucks carrying goods". Further, Pedestrians are shown at the top of the Transportation Hierarchy. It is also understood that not every corridor will be able to accommodate all modes to the highest level of service with a "building from the outside in approach, beginning at the sidewalk".

3. The TMP outlines the Recommended Quick-Start Priority Routes, and on a larger scale provides recommendations on intersection modifications. Roundabouts are mentioned in areas where traffic volume would benefit. Traffic Circles are not mentioned, anywhere. Further, quick-start item #1, a Bicycle Boulevard on Albert St from Waterloo to Romeo is noted but with no supporting recommendations regarding intersection changes.

4. The Downtown Traffic Study is referenced as a Recommended Street Network Project and specifically says "Continue with the implementation of recommendations in the Downtown Traffic Study where not in conflict with the projects identified by the TMP, including intersection modifications and pedestrian improvements". Perhaps the Downtown Traffic Study contains details of the need for intersection modifications on what will become the Albert/Brunswick Bike Boulevard. If intersection modifications are outlined in another document it is clear they are in conflict with the TMP that has been presented for input and approval. This must be addressed.

3. We live in the Nile and Albert St area. We support the Bike Boulevard concept but have serious concerns about the intersection change, implementation of a Traffic Circle also called a Turning Circle by the City. This is a residential area, close to downtown, two elementary schools, and theatres. A traffic

parts of cycling routes and should be considered during that detailed design.

4. The TMP supersedes the Downtown Traffic Study with respect to plans for the cycling network and some pedestrian crossings. The inclusion of the Downtown Traffic Study as a street network project was intended to recognize its recency and high-quality outcomes that will improve pedestrian safety in the Downtown, without duplicating it.

5. Detailed design elements are outside of the purview of the TMP, but this comment has been forwarded to appropriate City staff.

Thank you again for your submission.

circle or turning circle is not pedestrian friendly. Roundabouts and traffic circles are not for pedestrians, they are for automated vehicles. Even Bicycle Riders are at risk. Traffic volume on Albert, even with traffic calming measures in place, as well as Nile which will have no traffic calming and leads out to Ontario, has steady traffic during peak periods. Roundabouts and traffic circles or turning circles have no place in a residential neighbourhood where Pedestrian traffic and Bicycles, the top two levels on the Transportation Hierarchy, are the largest users. When the Albert St Reconstruction Project was presented and we asked why a Roundabout was being implemented we were told it was part of the "City transportation plan". A don't ask questions, it will not be changed type of response. Based on everything in the TMP and based on absolute common sense, the type of intersection designed for Albert and Nile is quite simply dangerous. Bicycles and vehicles operate by the rules of the road and STOPPING at an intersection is not a new concept. The Albert Brunswick Bike Boulevard is not to be confused with a bike only path that can perform perfectly without stop signs. Mixing vehicles, bikes, and pedestrians trying to cross without traffic stopping is irresponsible.

To conclude, the intersection designed for Albert and Nile is neither a roundabout or a traffic circle and it is misplaced in a residential area where pedestrians need to be safe. A Google search of "traffic circle" produced the following: "What is the difference between a traffic circle and a roundabout in Ontario? Response: A traffic circle is much larger than a roundabout...". Call it what it is, a roundabout, which the TMP has clearly placed in locations throughout the city where they are appropriate. Nile and Albert is not one of those locations.

<p>Thank you for the opportunity to provide our input.</p>	
<p>I am an active cyclist. I am a Senior If we take streets such as Douglas and Normand and make them one way, one going West and the other going East. Put planters in at the intersections such as at Avondale and Huntington which calms the traffic and removes the stop signs allowing free flow for cyclists travelling East and West. This is a pre-emptive smart plan for Stratford to keep traffic in a residential neighbourhood safer. This same concept can be used all over the city going North, South, East, West. Main arteries such as John Street and Forman St. excepted. Such a plan was suggested years ago by Cycle Ontario to improve transportation in our beautiful city.</p> <p>Years ago to improve our main thoroughfares such as highways 7 and 8 within the city the roads were paved with a strip of pavement almost a meter wide from the curb. The cracks in the pavement start from the outside edge and work their way to the centre. I enjoyed riding this strip of pavement which was much safer than the broken up pavement that it covered and the drainage grates were easier to manipulate. A present example of danger is Waterloo Street from Cobourg to the William Hutt Bridge which is hazardous for cyclists especially travelling down hill. If our transportation development put pedestrians high on the list this road should be a high priority.</p> <p>It has been suggested to reduce the Speed Limit on city streets to 40 kph. This is a very good idea. Travelling South along Mornington Street there is a 40kpm speed limit starting at McCarthy crosswalk. That speed limit is continuous until the suggested 30kph limit at James Street because of the curve. The limit continues to the junction at the head of Waterloo Street where the curve merges with Waterloo Street. South of this</p>	<p>Thank you for your comments. The objective with the default speed limit decrease is to simplify the type of situation you are referring to where having to rely on signage can add to confusion, or simply be ignored. A default of 40 km/h will not preclude sections, especially near schools, being set at 30 km/h where desired. Additionally, it is noted that merely changing the speed limits may not result in instantly lowered vehicle speeds. However, the TMP does recommend improved street design standards that will be implemented over time as streets are reconstructed where lower speed design is prioritized. In the meantime, the traffic calming mechanism can provide for interim safety improvements.</p> <p>Additionally, pedestrian improvements and crossings will be studied at Waterloo and William, Waterloo and Mornington, and at Mornington and Delamere in response to the identification of pedestrian needs.</p>

<p>junction around 50 meters there is Elizabeth St. crossing. Once a designated school crossing when Falstaff was a primary school in the Stratford system. Today it is a private school and still warrants the same concerns as it did years ago at both crossings of Williams St. and Elizabeth St. The speed limit is still 40 KPH at this point. (I have observed children being cautious, waiting minutes before crossing and then have to run to cross safely).</p> <p>The 40KPH continues around another Curve until the traffic light at the bridge at Lakeside Drive. The sign then says 50KPH speed limit up the hill to Ontario Street. Something is not right! Something is not Logical. Poor use of signs and dangerous intersections not properly marked for pedestrians.</p> <p>I would like to stress the situation at the South -East corner of Waterloo and William Street. Notice the traffic barrier installed to protect the property on the corner or the people on the sidewalk. I have seen it damaged many times and been repaired. The whole strip of Waterloo Street from Ontario St to Mornington St. warrants a 30kph speed limit for the protection of pedestrians and not their Waterloo.</p>	
<p>Hello Nancy and Scott, I hope this is acceptable feedback- It's easier for me to write items of concern in one document all at once.</p> <p>I've attached a page with my major responses and concerns, with my identifying data. Please let me know that the responses have landed? If there are any questions, I would be happy to be in contact.</p> <p>many thanks, cheers, ---- Senior, pedestrian, cyclist, driver</p> <p>6. Complete Streets - Support completely - Recommend adoption of the Complete Streets Hierarchy</p>	<p>Thank you for your detailed submission. Your comments were reviewed and considered. Responses are provided to selected comments below.</p> <p>6. Complete Streets: This is a good point and hopefully the TMP is the start of that education. Based on the input we received throughout the study, we think it can be the time for a momentous shift in direction.</p> <p>8. Cycling Network: Regarding street design - it is the intention of the TMP to move towards safer design, which could include items such as traffic circles / mini roundabouts, separated cycling facilities, proactive traffic calming, and engineering for slower vehicle speeds. This is borne out in the recommendations for cycling facilities as</p>

<p>- Provide workshops AND PUBLIC EDUCATION not only to staff, but to Stratford Residents, from grades 7/8 through Seniors. We live in a society that has been shaped by cars, trucks and highways. The attitudes of who is most important on a roadway are not going to leave the cult of the car easily. Promote, with explanation, the Complete Streets Hierarchy- and WHY.</p> <p>8. Cycling Network</p> <ul style="list-style-type: none">- Consider using one-way networks to promote bike safety- Consider proactively calming intersections to promote both pedestrian and bike safety – Planters in the middle of intersections along with removal of stop signs, turn intersections into mini-roundabouts that encourage both courtesy and slowing. https://bigthink.com/the-present/want-less-car-accidents-get-rid-of-traffic-signals-road-signs/ <p>Add to the story that stopping and starting on a bike is not always the easiest, especially if you're trying to get going before a car appears- Mini-roundabouts are SO much safer and easier.</p> <ul style="list-style-type: none">-Traffic , bike and pedestrian safety might be better served by proactive calming, rather than waiting for complaints. Design safe pathways for bikes and the neighbourhoods will benefit from calmer traffic and increased safety.-New York City discovered that separated bike lanes increased a feeling of safety for cyclists such that more children, women and seniors began using the bike lanes.- By all means expand safe cycling around schools- for healthy kids, and to get GHG out of the school zones. STRONGLY RECOMMEND NO STOPPING AND NO IDLING ZONES AROUND SCHOOLS.-More enforcement of no sidewalk cycling downtown.- MUCH more public education needed around safety colours and helmets for our cyclists. I wouldn't care to count the number of times a cyclist wearing no reflective colours and usually no helmet has suddenly	<p>well as the complete streets principles, and items like Action A35 which call for improved street design. Finally, the provision of new active travel facilities in new developments is covered in Actions A32 and A33 which directs updates to relevant policies and bylaws concerning this.</p> <p>11. Supporting Strategies: Regarding goods movement - while we acknowledge the desire to remove trucks from the main streets through the City, the unfortunate reality is they are arterial streets and connecting links for provincial highways. However, the TMP does recommend re-routing through trucks along the designated truck routes and proposes improvements to those routes to make them more attractive to truck drivers.</p>
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shot across my bows at night - and is lucky to be alive. They really don't understand that like a moose, they are not seen until the last minute.

-and will someone please explain to me why actors, whose brains are their income, continually cycle without helmets?? How about a few education posters on Festival bulletin boards? To be brain-damaged or not to be.....

-Please find a way to encourage/mandate bike lanes in some of the new subdivisions- I continually asked about when they were going to put in bike lanes in one new development and received an mmmhmmm, yes, cough cough, well, soon I'm sure, yes, soon.... The new area between the RBC Centre and Forman still doesn't have any. Hello??

9. Pedestrian Network

-A combination of pedestrian safety, traffic calming, and cycle safety exists in the Horror Show at Elizabeth Street and Waterloo- Coming onto Waterloo from the East, you can't see around the curve going into Mornington, and NOONE comes around that corner slowly enough. Truly, it is only a matter of time until there is a serious serious accident there, or worse, a fatality. We have wheelchairs in the neighbourhood, kids, baby carriages, cyclists who can just begin to pedal when around the bend comes a Indianapolis 500 racer- aye yi yi!

11. Supporting Strategies

- I firmly support a lowered speed limit city-wide to 40km/h- again with ample public education- Why? And in some spots, such as the Waterloo/Elizabeth corner, reeeeeeally slow- 30 km/h? with cameras and follow-up warnings then charges.

- When pedestrian walkways are being developed, consider integrating accessible neighbourhoods. I've often looked at row upon row of housing in some cities and taken note of the fences that separate these "gated communities" from the sidewalks- It has occurred to me that I would not like to walk those sidewalks with a) nowhere to go

<p>for help if I needed it b) and nothing but a boring fence to look at as I walked.</p> <p>Goods Movement.</p> <p>-One comment. Get those monster trucks off of the route straight through the centre of town- safety, GHG, smells, traffic congestion- terrible.</p> <p>-Emerging Technologies - yes and no. We drive an EV and love it. Hence we're strong supporters of additional charging stations in town.</p> <p>-However- I am absolutely not a supporter of autonomous driving vehicles. That technology isn't there yet, and frankly, I doubt that it will ever be foolproof. I do NOT want to see autonomous vehicles on Stratford City Streets.</p> <p>On-Going Maintenance</p> <p>-My only comment here is to recommend continued awareness of research in alternative road surfaces. Perhaps that might be included in the final report as a guideline. On the one hand, current road surfaces are a fossil fuel product. On another track, it might pay to utilize a more expensive alternative material that uses less fossil fuel, but doesn't require the level of upkeep our current surfaces do. I do remember one brief flurry over road surfaces that stored solar energies, were impervious to frost, and could handle snowplows- It disappeared from the media fairly quickly- One wonders why.</p>	
<p>Hello</p> <p>I do have a few comments after reading through the plan.</p> <p>The plan for reducing the speed limit to 40 km throughout the city is ambitious. I feel that the enforcement of the present limits is the best course of action to show the priority of slowing down. I have recently spent a daily hourly time on St. John Street South by the hospital parking lot and on St. Vincent Street by the hospital and found that the speed limit means nothing to a lot of motorists. Even with the</p>	<p>Thank you for your comments. All of your comments have been reviewed and considered. We have prepared responses to selected items you noted below:</p> <p>Regarding lowering the speed limit, the TMP does acknowledge that simply changing the signs may not be sufficient to reduce vehicle speeds, but it is a crucial first step. Later steps include traffic calming measures as you have noted, while longer term it is intended that streets are re-designed and engineered for slower speeds when they need to be re-constructed or other major capital works are needed. Additionally, a 40</p>

signage and the crosswalk for the staff, a lot of people don't seem to be looking out for people wanting to cross at lunch hour. When looking down on St. Vincent towards the school and being at the hospital, the speed limit doesn't appear to matter to a lot of motorists. The movable sign which tells you what speed you are going always seems to be red indicating that traffic is above the threshold speed. If enforcement got serious, then I believe that people would slow down knowing that tickets are being issued. There seem to be a lot of accidents and almost accidents in the vicinity of the Hospital. It will only get worse with the additional parking lot and speeding in the area.

I also notice when sitting in my car down on Lakeside Drive by the Festival Theatre that many are using the Drive to get from point a to point b within the city rather than taking in the river view. I have also seen pizza delivery vehicles, trade vehicles and larger vehicles using the drive as a shortcut and hence not following the 30km limit. The longer these behaviours are going unchecked at any time, the braver the drivers will be.

If the regular limit is 40 in the future, then 30km will be needed for the hospital zone and the school zones and the same problem will exist.

I feel that the traffic calming measures could be effective, but I feel that some or many would alter their route to avoid such measures and then the issue moves to another area (ie. Devon Street can be fast and busy).

I feel that the any new subdivisions should be built as complete communities in the

km/h default speed limit would not preclude 30 km/h limits where desired.

Regarding complete communities, this is very much a land use planning issue, but the TMP does make several recommendations in this regard as the outcomes of complete communities do impact transportation in many ways. There will be opportunities during the next Official Plan review and update to provide comments on this topic. See here for more details:
<https://engagestratford.ca/official-plan-review>

Regarding ongoing monitoring of TMP progress, it was felt that the different areas of the TMP will be monitored by the various committees that already do exist in the City (e.g. Active Transportation Advisory Committee), so a separate committee would not be needed at this time.

Regarding the potential for a Highway 7/8 bypass, it was identified as important to keep on the books from a City perspective, though it should be noted that the Province does not have any current plans to pursue it. However, to your point, the truck route network was developed with that in mind, and aims to re-route trucks away from downtown to the larger, more industrial, less residential roadways.

Regarding accessibility, it is the intention of the plan to expand accessibility for all along a variety of fronts, and the presence of an aging population was factored into it. Transit fare review was identified for further study as outlined in Action A16.

Thank you again for your comments.

real sense meaning that a convenience store, services like health, work offices and a restaurant at the least should be included to help alleviate the need for an automobile every time you need to go out to get something. It used to be that every community within every few blocks had a corner store before the very large grocery stores. The community met at these stores and "community happened" from meeting your neighbours more often than now. Are schools part of the transportation plan as Stratford grows. We will need more schools rather than sending the children out of town.

The plan of short term and long term as well as ongoing goals are great, but who is overlooking the progress of the goals. I believe that there should be a group to do this which includes a few members of the public so that progress can be measured and small alterations can be made as time goes on. Updating council is great, but I feel that a group of people need to collect data and keep the plan on track meeting perhaps quarterly to discuss progress and problems.

I have noticed city vehicles that are not good examples of public policy to be leaders in things like not idling when unnecessary. In the summer, when not really hot, vehicles have been left idling while staff go to get lunch or a beverage when air conditioning is not necessary. If the staff can not lead in following the bylaws like 1 minute idling, then the public don't feel that they should follow the rules either.

The following and knowledge of such bylaws that are relevant to one's job should be known and followed as it relates to transportation of any sort on behalf of the city.

I feel that Action A43 to advocate to the province for a bypass of Hwy 7/8 will be rerouted to take up precious agricultural land that is needed to feed the additional people in Ontario as it is class A1 agricultural land and the province doesn't seem to care about paving it over. I think that posting clear bypasses around the city for trucks is a better way to decrease big transports using the main street roads and help them to save time by going around the city rather than through it.

I do feel that we must not forget accessibility to all locations, like the riverside and downtown for instance, for those who want to be independent but can't cycle or walk very far. We have a large population of baby boomers that have helped to build this city and we should not be making it more difficult for them to continue to be independent as they grow older. This could also include very reasonable or free transit for seniors, students and our vulnerable population. Seniors need to get food, go to doctor's appointments and go out to entertainment venues. We should not be making these activities difficult for them while making the city more suitable for active transportation.

I feel strongly that old fashioned parking meters should be maintained as not everyone wishes to stand in the rain or snow in a line to input their information just to park. I don't really agree with the 30 minute time limit for most downtown money meters. Perhaps in fifteen years everyone will agree with app or digital meters, but for now there are people who still want to use the meters that take change. I park behind the Guardian in one of the two or three meters there, if I can't find one in the city centre. It needs to be accessible to older people who still carry change. Things seem to be fast tracked in this manner rather than considering the population.

If you listen to the people who use the bus, the on-demand transit on the weekends is not working for them to get around. You need to listen to them and include the transit users in the planning for the future. The Ad Hoc Committee needs to be reestablished to accomplish this.

The emission targets could be used as a guide, but the way the climate is playing out right now, perhaps the time lines for these targets should be fast tracked and plans should be to reach these targets sooner rather than later.

Actions A27 and A28 are great to increase bicycle parking to help store owners and other businesses to be available to cyclists.

<p>Thank you for your work on this plan. I believe that all the people of Stratford need to be represented, not just the people who can use active transportation around the city. Free bus service should help to get some vehicles off the roads, especially if the buses are kept well maintained and keep to a schedule that can be followed.</p> <p>----- -----</p> <p>For better accessibility the sidewalk issue needs to be addressed, especially on the busier roads. People live on both sides of the road and the sidewalk may not be on their side of the road. If the person is in a electric scooter or using a walker this presents problems for a vulnerable person who would have to cross the road to get home. On busy roads and other roads, there should be sidewalks on both sides of the road although the trend is towards a sidewalk on one side. With more active transportation you need to make it easier for people to get around, especially seniors and children.</p>	
<p>Good morning,</p> <p>I realize I'm a few hours past the Sep 17 deadline, but nonetheless, I have a quick comment to share regarding the above noted plan.</p> <p>I live on Ontario Street near the Dominos pizza place and we recently had our water mains replaced.</p> <p>I could not help but notice that during the construction, even given the heavy equipment movements it necessitated,</p>	<p>Thank you for your submission. What you are describing for Ontario Street is a "road diet", which has recently been implemented on Huron Street and is recommended for Erie Street through the TMP. A road diet for Ontario Street was not recommended at this time, but is definitely an idea that should be considered in future TMP updates, especially as other measures in the TMP are implemented (e.g. rerouting trucks away from downtown).</p>

<p>Ontario Street handled the restricted lane situation with little back-up of traffic and much less heavy truck noise (and presumably less road surface wear & tear) for several months in our busiest season. Aside from the construction disruption, this made for a pleasant respite for residents here, and presumably a quieter, more pleasant atmosphere for patrons of the tourist-intensive section of Ontario St. between Waterloo and Huron Streets where a number of businesses and patios face onto the street.</p> <p>One cannot but help imagine Ontario Street from west of Romeo to Waterloo Street repainted (no construction necessary) so that instead of four under-capacity lanes, we instead reduce to two for through traffic. To offset the lane count reduction, a centre turning lane could be introduced so as to keep waiting traffic out of the through-lanes, and we'd still have room for a dedicated bike lane beside each sidewalk. Ontario Street already essentially reduces to two lanes between Waterloo and Huron streets, so the overall effect would be negligible further east where the added lane capacity at present seems more to encourage speeding versus permitting the movement of traffic which simply isn't there to make use of it.</p> <p>This would help further position Stratford as a pedestrian- and cycling-friendly town, would make Ontario Street safer for pedestrians, cyclists and children, would help calm passenger traffic, and might even encourage some heavy truck traffic toward other routes instead of rumbling right through what is essentially our civic 'living room.'</p> <p>I'd be happy to discuss further if interested, or to help explore these ideas further should you wish.</p> <p>Sincerely,</p>	
<p>Good Evening</p>	<p>Thank you for your comments. They have been reviewed and considered. Your</p>

<p>I know this is late but I went with the paper copy. It was a lot to absorb.</p> <p>I think it was a very good report and my main focus was on Pedestrian Network. Part 2 page 33</p> <p>I feel that the city needs to mark more crosswalks on the street crossings. I mean the white lines. When you walk across the William Hutt Bridge and head north on Waterloo Street to Mornington Street you will not find any white lines until you get to Delamere. Concern that Mornington and Waterloo are very busy and it is very difficult to cross anywhere. An old nursing home (at Mornington and Waterloo Sts.) is being fixed up to be apartments and I wonder how the disabled people in wheelchairs will every be able to cross the street. There is so much traffic coming down from McCarthy new subdivision area that it is very difficult to cross any where in that area.</p> <p>Also in the downtown core there are no white lines to cross on many corners.</p> <p>The city should also think about putting in roundabouts in lots of areas.</p> <p>As for postings the speed limit that cars are moving on the roads on the electric highlighted signs it is a waste of money. I have seen so many people speed up when they see the speed they are going since no one is there to ticket them if they are over the limit.</p> <p>Photo radar is the only way to go. Revenue from this system will pay for itself. This is used in Europe all the time.</p> <p>Regarding charging electric cars, I believe it should be done at mall areas outside the downtown core. Elon Musk had the right idea to charge the Tesla cars at areas where you can eat and shop. Doing it down town is</p>	<p>concerns about the painting of crosswalks at intersections is not a matter for the TMP (outside of designated pedestrian crossovers which have been identified), but we have forwarded this comment to the relevant City staff.</p> <p>We have noted that the intersection of Waterloo St and Mornington St can be problematic for pedestrians given the curve and potential speeds. Pedestrian crossovers were identified at Delemare Ave and at William St to help address this, and we also recommend improvements directly at Mornington St and Waterloo St to improve pedestrian connectivity there as much as possible.</p> <p>The TMP does note the effectiveness of automated speed enforcement in the section regarding Vision Zero, so this is something that will be considered as part of the Vision Zero strategy.</p>
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<p>a waste of parking space. Also the city might think of putting charging stations at all the vacant land in the city where gas stations use to be. I am sure they can negotiate some sort of deal with the owners.</p> <p>Regards</p>	
<p>Dear Mrs. Roulston</p> <p>Overall the Transportation Master Plan is an outstanding plan that should be implemented in its entirety, diverting the focus away from the needs of the car and instead toward the needs of more efficient, and climate-friendly, forms of transportation such as walking, cycling, and public transportation. The plans to implement a road diet and bike lanes on Erie Street are vital to cycling infrastructure as without them, biking to the south end of town is drastically harder. The bike lanes on Erie need to be protected for the safety of the cyclists as biking next to high-speed traffic will not encourage people to cycle. Some glaring issues with the Ultimate Cycling Network in the report is the lack of bike lanes on Ontario Street and Huron Street. While cycling to work this summer, due to the early morning hours I would bike along Huron to get to work which would remove 5 minutes of travel time to my commute, if the city wants to encourage cycling, they have to attempt to reduce travel times and these 2 Arterials will require Separated and protected Bike lanes. John Street also needs bike lanes along it instead of being a bike boulevard as this road has too high of traffic to share the road with cars. Another item that should be added to the Ultimate Cycling Network should be the inclusion of Protected Bike Lanes along Douro Street from Romeo to Waterloo as a supplement to the Bicycle Boulevards on Albert St and Brunswick St, as it would allow for easier travel from the east side of the city to the mall and the Industrial businesses on Douro. A multi-use path through the Old fairgrounds up to the Rotary Arena from John Street to McCarthy</p>	<p>Thank you for your detailed comments.</p> <p>Regarding the cycling network, the intention of the plan is to deliver a safe, comfortable, connecting grid of cycling routes (Priority Cycling Network) consistent with the latest best practices in facility design. While the TMP makes initial facility type recommendations, the ultimate facility type will be determined through detailed design with the latest traffic volume and speed data. Many of the routes you mentioned were considered but ultimately omitted from the Priority Cycling Network. In the case of Ontario St, Huron St and Douro St, ultimately the lower traffic parallel routes were preferred at this time.</p> <p>Regarding the downtown area pedestrian priorities, ultimately the TMP carried forward the previous recommendations that arose from the Downtown Traffic Study, which contained numerous improvements for pedestrian safety. While the TMP does not recommend the road closures you suggest at this time, they can be revisited in future TMP updates or through other studies.</p>

would be a useful addition to the Ultimate Cycling Network as well as it would allow for much quicker and easier access to the Arena which is a major destination for people. Along with that, the buffered Bike Lanes on Mornington Street, and on Forman Avenue in the Priority Cycling Network should implement Protected Bike Lanes instead of Buffered Bike Lanes, especially on Forman Ave as it would better encourage High School students to bike to school during the warmer months. Stratford should also look into requiring bicycle parking at tourist destinations and businesses around Stratford, such as Tom Patterson Island, and implement long-term bike parking at the Train Station. The plan to turn Lakeshore Drive into a 1 way with protected bike lanes would be phenomenal for tourism and commuting by cycling. The city's priority should be implementing the multiuse path along Lorne Avenue as the only way to access the businesses is to own a vehicle, which many people do not have. The plan also recommends the implementation of traffic calming measures, These need to be implemented, and the city should look to the Netherlands for inspiration when planning for new traffic calming measures and should require all new developments to implement these measures during construction.

For pedestrian priority in the downtown area and to discourage through traffic through the downtown core, I propose that Downie Street from Albert St to Ontario St be turned into a pedestrian-only plaza, completely restricting the use of that section to cars, instead shuffling that traffic onto Waterloo St. This will allow for the removal of the very stupid intersection at Ontario, Downie, and Erie and allow for better traffic flow and less chance of collisions. All traffic from Downie must merge onto Ontario Street anyways so this should have a negligible impact on traffic, allowing for Downie Street to become much more pedestrian-friendly, and would eliminate the need for the pedestrian signal

at Downie in downtown. In that same vein, the Veterans Drive closure should be implemented and extended through Erie Street to the intersection at Ontario Street. This would effectively turn the mess of an intersection from one 4-way and one 3-way, into a single 3-way intersection. Overall the plan is a great plan that could help to make Stratford a world-class destination, Other than a few areas of critique the plan is great and needs to be implemented by the city, as the city is frankly falling behind the rest of the Province and the country when it comes to implementing Cycling infrastructure, while the cost over the long-term is high, the cost to not implement this plan in full would be higher as we continue to prioritize the car over the needs of the people of Stratford.

Thanks,