



Oxford County 2019 Transportation Master Plan

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21 Reeve Street
Woodstock ON N4S 7Y3

Client Contact

Frank Gross

Consultant Project Team

Stew Elkins, BES

Jill Juhlke, C.E.T.

Heather Hector, M.Eng., EIT

Andrew Steinsky, B.Eng., EIT

Oxford County

Transportation Master Plan

Signatures and Seals



Signature

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Paradigm Transportation Solutions Limited

5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
www.ptsl.com

Post-30-Day Review Period

Council endorsed the Oxford County 2019 Transportation Master Plan (TMP) on April 24, 2019. The 30-day review period began on April 29, 2019 when the TMP and associated background reports were made available for public review at local area municipal offices, through the Oxford County Administration Building and online at Speak Up, Oxford! The public review period ended June 17, 2019.

Comments on the TMP were received from 16 individuals and agencies during the public review. The comments included general requests for clarification, changes to network maps and clarification on changes to the TMP document. At the conclusion of the 30-day review period, the TMP report was updated to address comments where applicable. Several of the comments received have resulted in minor changes to the Executive Summary, 2019 Transportation Master Plan and associated figures. **Table R.1** includes the full compilation of comments received, responses provided and information regarding any actions resulting from those comments. **Appendix D** provides copies of the correspondence letters.



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
Town of Tillsonburg	<p>THAT Council receive Report OPS 19-27 Oxford County Draft Transportation Master Plan; AND THAT Council request Oxford County support the implementation and on-going sustainability of the Town’s Inter-Community Transportation Program; AND THAT Council request the future role of the Tillsonburg Regional Airport be expanded upon within the Draft Transportation Master Plan; AND FURTHER THAT Council request Oxford County provide an annual financial contribution in the amount of \$150,000 to support the only municipally owned major Airport in Oxford County; AND FURTHER THAT this report be forwarded to Oxford County Council for consideration.</p>	<p>The TMP recognizes the role of the Tillsonburg Regional Airport within Oxford County. The future role of the airport as part of the County’s transportation system is outside the scope of the TMP. However, general information about the airport is provided in the TMP for context.</p> <p>Text added to Section 2.3.4 of the TMP: <i>“The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.”</i></p> <p>Request for contribution of funds for the Airport will be considered as part of 2020 County budget deliberations.</p>
Cephas Panschow Town of Tillsonburg	<ol style="list-style-type: none"> I find it odd (and this may be one of only a few reports where I’ve seen that they do this) that the figure title is below the graph. This makes it confusing as it would appear that the common standard (for ease of reference) is to have the figure or graph title above the actual figure/graph. I’d suggest putting all titles above the figures. I’m wondering if the County has considered re-numbering all of the roads in the County with a logical and coherent strategy, i.e. how is it even possible that we have a road 19 (County) that intersects a Highway 19 (King’s)??? Ideally this would be done in consultation with surrounding counties and perhaps Province wide, but it seems to me that we can do better. With all the numbers available, how is that we have so many highway 2s, 6s, 19s, etc??? Page 161 – Rephrase “The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). Its 5,502 foot long main runway can accommodate larger aircraft including Global 5000 (Bombardier) and the refurbished runway can accommodate heavier aircraft up to a Boeing 737 size plane.” Page 162 – Figure ES.2 text – The charts DO NOT indicate that the “majority” of residents are located within Woodstock. Instead, they indicate that the largest share of County Resident Trip Origins and Destinations are to Woodstock with Ingersoll and Tillsonburg being comparable in their share. Page 171 – Just out of curiosity, what is a “bike locker”? Since this is a newer term (presumably), perhaps a definition is in order somewhere in the document. Page 180 – County Overview Map – Call letters for the “Tillsonburg Regional Airport” are CYTB NOT CNQ4. Page 184 – Bottom of the page lists the “Oxford County Phase One Comprehensive Review (2019)”, but not sure what this is referring to. Is the title missing some text? Page 187, 2.1.1 – Text references “a small segment of Highway 3 travels through Tillsonburg”. Not sure of the accuracy or relevance of stating that “a small” segment of Highway 3 is travelling through Tillsonburg as, from my review, it appears like this segment of Highway 3 is comparable to the segment of Highway 401 that travels through Ingersoll and not that much smaller than the segment of Highway 401 that travels through Woodstock. Page 192 – VIA Rail is subsidized by the Federal Government “through” Transport Canada. Page 192, 2.3.3 – I believe the accurate statement is “The Ontario Southland Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to 	<ol style="list-style-type: none"> It is standard formatting to place figure titles below the figure. Oxford County is not considering re-number County roads. Text added to Section 2.3.4 of the TMP: <i>“The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.”</i> Text updated in Executive Summary: <i>“The charts indicate the largest trip origins and destinations are in/to Woodstock...”</i> Text added to Section 7.2.3: <i>“A bike locker is a large box in which up to two bicycles can be placed and locked. Bike lockers provide a higher standard of safety, preventing theft, sheltering bicycles from the weather and deterring casual vandalism.”</i> Figure 1.1 updated to reflect proper airport code, CYTB. This refers to the “Oxford County Phase 1 Comprehensive Review” completed by Hemson in April 2019. The purpose of the Draft Phase 1 Comprehensive Review study is to provide up to date growth forecast and land supply information to inform the County’s growth management policies and various other County and Area Municipal projects and initiatives. The “small segment” is referring to the fact that Highway 3 is not a County wide east-west route. Highway 3 only traverses through Oxford County at the southern end of Tillsonburg. Text updated in Section 2.1.1: <i>“A small segment of Highway 3 (4.7 km) travels through Tillsonburg, and a small segment of Highway 7 (3.7 km)...”</i> VIA Rail is a subsidiary of Transport Canada. Text updated in Section 2.3.3: <i>“The Ontario Southland Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways.”</i> <ol style="list-style-type: none"> General information is provided in the TMP for context since Oxford County is not responsible for railway operation or freight traffic. Text updated in Section 2.3.4: <i>“There are two airports in Oxford County located north of Tillsonburg and west of Woodstock.”</i> and <i>“Woodstock Airport is a smaller airport located west of Woodstock and features one turf runway and is owned and operated by the Woodstock Flying Club.”</i> The only airfields referenced are public airfields. Curries (Rand Private Airfield) is a private airport with no information publicly available. <ol style="list-style-type: none"> Text added to Section 2.3.4 of the TMP: <i>“The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters).”</i>



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From	Comment	Response
	<p>Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways. I can provide a map of those routes if needed.</p> <p>a. I would also suggest some discussion about the freight traffic and customers that OSR services be added here.</p> <p>11. Page 192, 2.3.4 – Technically, both airports referred here are located outside of both Tillsonburg and Woodstock. Also, the County Review Map (Figure 1.1) shows a Curries (Rand Private Airfield) so not sure why it is not referenced if the Woodstock airfield is (or is the Curries Airfield no longer operating???)</p> <p>a. More info about the airport and types of aviation it supports should be added here (as per my comment on Page 161 above).</p> <p>b. Not sure what the source is about “handling generation aviation aircraft with up to 15 passengers” as that is not the case. It would be better to state the type of aircraft that the airport can handle (Hawker, Global 5000, 737) and their potential passengers. Should mention that the 5,502 is the longest municipal airport runway in Southwestern Ontario.</p> <p>c. I’ve recently been part of a presentation by the London International Airport (see attached presentation) and they have indicated that Pearson’s goal is to be an international mega-hub with connections to all the world’s major cities (up from 67% today to 95%). Due to limited movement capacity (90 flights/hour for 3 east/west runways and 60 flights/hour for 2 north/south runways), a lot of second tier destination aircraft will start to get moved out of Pearson to other airports in the area, including (and maybe especially) Southwestern Ontario. Pearson has worked to create the Southern Ontario Airport Network to help handle the planned growth through the development of a regional network of airports. London itself has seen significant increases in routes recently with securing Swoop Airlines plus growth in Rouge, Westjet, and Air Canada effectively doubling number of seats available out of London.</p> <p>d. So, what role could the Tillsonburg Regional Airport play if other International airports in the area start getting taxed with more second tier destination flights and previous regional flights that were at these airport potentially get squeezed out???</p> <p>e. What impact could the rise of low cost carriers have on these and the Tillsonburg airports?</p> <p>12. Page 196 – Is it only “future developments in Woodstock and Ingersoll” that have the potential to create capacity constraints on roadways connecting to Highway 401 and Highway 403??? Seems unlikely considering the size and relative strength of Tillsonburg’s manufacturing and services sector...</p> <p>13. Page 199/any page with a pie chart – Suggest that municipalities be ordered by size when appropriate and alphabetically when size is not relevant as either of these help with making quick comparisons and will assist in better understanding</p> <p>a. Also, Ingersoll and Tillsonburg’s shares seem to be mixed up as Tillsonburg is bigger than Ingersoll, yet the pie chart shows Ingersoll as having 14% of the County’s population and Tillsonburg as having 12%</p> <p>14. Page 200 – Not sure if this is an error or if discussing different data, but the top of the page suggests that 68.4% of Oxford residents work inside the County, but lower down is says 71% of Oxford County residents with a fixed place of work are employed within the County...</p> <p>15. Figure 2.6, 2.7 – Not sure the meaning or purpose of using the word “Existing” in these figure titles. Presumably, all data is existing...</p>	<p><i>The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.</i></p> <p>b. See comment for “a”</p> <p>c. Comment noted.</p> <p>d. Although the Tillsonburg Regional Airport is within Oxford County, the role of the airport as part of the County’s transportation system is outside the scope of the TMP.</p> <p>e. See comment for “d”</p> <p>12. Population and employment forecasts as well as in-stream development applications were provided for all Area Municipalities in Oxford County. Based on the information received, there were minimal development applications and growth identified within Tillsonburg resulting in minimal capacity impacts within Tillsonburg.</p> <p>13. Area Municipalities are listed based on information provided by the Journey to Work data and consistent throughout the figures.</p> <p>a. Ingersoll’s and Tillsonburg’s shares are mixed. Figure 2.4 updated to reflect proper reference to Ingersoll and Tillsonburg population distributions.</p> <p>14. These refer to two different pieces of data. 63.4% refers to all residents, regardless of their place of work. Some residents are employed; however, they do not have a fixed work address; therefore, they were removed from the subsequent discussion. 71% refers to Oxford County residents with a fixed workplace address.</p> <p>15. Since the TMP also includes future forecasts, “Existing” is included for clarity.</p> <p>16. Text updated in Section 2.6.1: <i>“The inbound commuting trips in 2016, were destined to...”</i></p> <p>17. Text updated in Section 2.9.1: <i>“...leased by Ontario Southland Railway (OSR) operates...”</i>. See comment #10 regarding reference to CNR line.</p> <p>18. Comment noted.</p> <p>19. Updated forecasts were provided by the County and used within the study.</p> <p>20. The entries in the table are grouped by Area Municipality.</p> <p>21. At the time of report writing, information for TGo expansion was not available. While TGo provides intra-regional transportation, it is provided by the Town of Tillsonburg and not available to all residents of Oxford County. Proposed inter regional public transit system is covered under Section 7.1. Intercommunity bus network is highlighted as part of the SouthwestLynx plan and bus network implementation project.</p> <p>22. Text updated in Section 4.4: <i>“In Oxford County, auto is the most desirable mode of transportation and should not be overlooked.”</i></p> <p>23. Road Network Strategy refers to the road infrastructure improvements, corridor management policies and traffic control, and railway crossing enhancements outlined in Sections 5.1 to 5.4 and detailed in Table 9.1 of the TMP. There is no standalone document.</p> <p>24. This chapter is specific to active transportation modes. Oxford’s policy is to provide a one-metre paved shoulder as part of road rehabilitation and reconstruction.</p> <p>25. Active transportation modes account for 5% of the mode share in Oxford County, and are higher within the urban centres. While this percentage is relatively small, for a rural county like Oxford, with minimal alternatives to the SOV, this is significant. The County’s goal is to promote and encourage active transportation and continue to increase this mode share.</p>



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From	Comment	Response
	<p>16. Page 204 – Statement that “The majority of the inbound commuting trips in 2016 were destined for Woodstock) is not correct as a majority is more than 50%. Hence, I think “the largest share” is more accurate.</p> <p>17. Page 209 – Last bullet re rail is incorrect. CPR line does run from Ingersoll to Tillsonburg, but forgot to mention that the CNR line also runs from St Thomas to Tillsonburg. Also, name of the short line rail operator is incorrect. Should be Ontario Southland Railway.</p> <p>18. Page 215 – rephrase to “..., anchored by three main urban centres...”</p> <p>19. Page 192/others - Growth forecasts – There were some discrepancies in the population, employment and household forecasts in an earlier version of the Hemson study so need to ensure that the corrected data was used here.</p> <p>20. Table 3.8 – Suggest that it be ordered numerically by County Road number for ease of reference.</p> <p>21. Page 232 – While talking about transit, there should be more info on the Tillsonburg intra-county service that is being planned. Perhaps as a sidebar (or appendix) as it is a fledgling initiative. Seems odd to not include it when it is the main initiative underway that supports more regional transport.</p> <p>22. Page 234 – Rephrase “In all (not just rural) areas of Oxford, auto is the predominant mode of travel...”</p> <p>23. Page 237 – Road Network Strategy – Wording in third paragraph seems to suggest an outside document, but isn’t the Road Network Strategy just a part of this TMP?</p> <p>24. Section 6 – Should mention of Amish horse and buggy travel be mentioned here? Both in the context of non-auto (more enviro friendly???) transportation and also in terms of paved shoulders for the main transportation corridors for this community. In Lancaster Pennsylvania, most of the main roads have a paved shoulder for horse & buggy, which allows the buggy to travel on the shoulder instead of moving on/off the main roadway in response to traffic. This could potentially reduce car/buggy conflicts/accidents while also providing a secondary use as shoulder bike paths.</p> <p>25. Page 244 – I question the statement that “the use of active modes, especially walking, is significant...” Suggest that numbers be shown and then define significant. Also, first sentence in the second paragraph of Section 6.3 contradicts this statement.</p> <p>26. Section 6.2.2 – Presumably the intent of this sentence is to say feasible “...many types of cycling facilities would not be feasible (instead of applicable)”</p> <p>27. Section 6.2.3 – In support of the county’s provision of sidewalks on both sides of County Roads within urban areas, why doesn’t the county consider having one sidewalk as a pedestrian walkway and the other as a Multi-use Pathway??? That way, bike paths can be created as part of existing projects and with only minimal incremental costs? The Multi-use Pathway can be used by pedestrians if they want to but the sidewalk on the other side of the road would serve as the main pedestrian walkway.</p> <p>28. Section 6.3.1 – Should mention of connectivity requirements in new plans of subdivision be developed and then added?</p> <p>29. Page 255 – While the Tillsonburg Regional Airport is not accessible by rail, the CPR Rail corridor from Ingersoll to Tillsonburg is in close proximity to the airport and runs north/south just west of Highway 19 at Airport Road. May be useful to mention.</p> <p>30. Page 261 – Refers to advocating with Federal Agencies but lists CNR and CPR. This appears to be an error as they are no longer federal agencies.</p> <p>31. Page 262 – There are more than 3 EV charging stations at the Quality Inn. Tesla as at least 5 plus others.</p>	<p>26. Feasible refers to whether something may be done in practice, i.e. is it possible. However, applicable refers to whether something is appropriate. In this scenario, it may be possible to construct cycling facilities; however, they are not appropriate.</p> <p>27. Sidewalk provisions fall under jurisdiction of Area Municipalities and associated connectivity are responsibility of Area Municipalities</p> <p>28. Guidelines for subdivision plans are the responsibility of the Area Municipality. Comment to be considered for inclusion in the County’s Traffic Impact Study guidelines.</p> <p>29. This section of the TMP refers to the proposed corridors outlined in the SouthwestLynx Plan. The CPR Rail corridor from Ingersoll to Tillsonburg near the Tillsonburg Regional Airport is not identified in this plan as a proposed corridor.</p> <p>30. Text updated in Section 7.1.2: “Advocate to national railways agencies (CNR and CPR) and government partners (federal, provincial) to examine...”</p> <p>31. Information was accurate at time of writing. There is currently 12 vehicle charging stations (4 EV and 8 Tesla). Text updated in Section 7.2.1: “... and includes 12 electric vehicle charging stations (four electric vehicle and eight Telsa charges).”</p> <p>32. The units should be megatonnes not metric tonnes. Text updated in Section 8.1.1: “These emissions have grown by 28 per cent since 1990 and totalled 58.7 megatonnes in 2014.”</p> <p>33. Electric vehicles have recently gained traction and popularity in the auto market. While the auto share is quite small, electric vehicles are expected to continue to increase in popularity and availability. As the TMP is a forward looking plan to 2038, it is important to recognize the trends in the auto industry. “provides similar needs” should read “provide similar purpose”. Text updated in Section 8.2.1: “These vehicles provide similar purpose as their...”</p> <p>34. Interregional transit is discussed as part of the SouthwestLynx plan in Section 7.1.1 of the TMP. Currently, the Area Municipalities are responsible for the existing transit systems within Oxford County. This comment will be passed to the transit operators. Oxford County will continue to encourage and advocate for expanded transit service within the community. As the SouthwestLynx plan is implemented, input will be required from all parties with the decision for interregional transit made based on feasibility/applicability.</p> <p>35. Population and employment forecasts as well as in-stream development applications were provided for all Area Municipalities in Oxford County. Based on the information received, there were minimal identified future developments within Norwich and Tavistock.</p>



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	<p>32. Page 270 – Transportation Sector’s generation of greenhouse gas emissions is only 58.7 metric tonnes (or should that be millions of metric tonnes?)???</p> <p>33. Page 272 – I wouldn’t describe EVs as providing competition to gas powered vehicles as I understand their market share to be less than 1%. Suggest re-stating to be generating interest in alterative forms of vehicles or something along those lines. Also, rephrase “These vehicles can meet similar needs as their gasoline powered counterparts...”</p> <p>34. I’ve often wondered why local bus transit routes don’t interact with intercity bus routes on the 400 series highway. Wouldn’t it be more efficient and effective (and cool) if Woodstock transit route was able to be connected to Intercity bus routes operating on the 400 series highway through an enabling hub built on the side (perhaps at a service centre or similar design) of the 400 series highway, i.e. That way intercity buses would have minimal loss of time while increasing the number of travel options for residents. Admittedly, it is important to maintain bus service to city centres due to their role as economic and visitor hubs, but perhaps it is time to consider secondary bus hubs adjacent to the highway where people can take transit to without losing time (in many cases) to travel downtown and then out to the highway. Many of the people that are long distance commuters can not afford the time to travel to an inner-city transit hub (usually from their suburban home) and then have to transit back through the city and then to the highway for their bus commute. If we are serious about reducing commuting, then we need to capture the market that won’t even consider bus at this time. If that is to happen, more efficient and effective solutions will be required.</p> <p>35. In general, I find that the Township of Norwich is underweighted in the discussion considering the amount of economic activity and even residential growth that is being seen in the Township. Not sure if this is also true of Tavistock.</p>	
<p>Resident, Southwest Oxford</p>	<p>Please attach my input to Oxford's Transportation Plan. My main concerns in recent years are speeding and distracted driving (cell phone use), so I am keenly interested in implementing programs that will change driver behaviour in these regards.</p> <p>Firstly I would like to see municipal governments petition the provincial government to allow the use of photo radar - keep the control at the municipal level - partisan politics will never bring back photo radar but our local gov'ts can and direct the revenue towards policing and EMS budget expenses. I have seen photo radar used successfully on my travels in the UK,EU, NZ & AU and it really does curb speeding. It would make the roads safer for all users and reduce the number of traffic stops that endanger police officers. Just a couple weeks ago an officer's vehicle was sideswiped in C-K while he was sitting in the vehicle at a traffic stop. Luckily he wasn't injured but the car was totalled and, if the roadside stop was for speeding, photo radar makes this situation preventable. I'm sure the police union will fight photo radar citing job losses but implementation is a no-brainer when we are dealing with road safety - vehicular crashes create life altering injuries and death. My mother died in a car accident during a snowstorm in 2005. Did you know that hitting a cement abutment at 60km/hr is enough force to detach the aorta? Speed kills and it doesn't have to be "speeding" - no doubt Hollywood glamorization of speed and massive wrecks where the driver-hero walks away have distorted our understanding of the consequences. I would like to see Oxford County invest in photo radar throughout the county AND on the 401 running through our county. Imagine promoting Oxford County as a safer place to drive, cycle and walk? In the absence of photo radar, some solutions might be speed bumps, rumble strips, floating crosswalk paint, and roundabouts.</p>	<p>Ontario legislation permits the use of automated speed enforcement in community safety zones and school zones only. Section 5.3 of the TMP details actions surrounding safety in Oxford County, including:</p> <ul style="list-style-type: none"> ▶ Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted; ▶ In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act; and ▶ Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices). <p>Oxford County is committed to improving the safety of all transportation users and will continue to advocate for enforcement where needed.</p> <p>A goal of the TMP is to “Provide and support multimodal choices for commuters including sustainable modes of travel such as public transit, passenger rail, walking and cycling, in order to further reduce reliance on single occupant vehicle commuter trips.” The County will consider SOV alternatives where possible when designing and constructing transportation infrastructure.</p> <p>Oxford County does not operate public transit within the County. Transit comments will be passed to the Area Municipality transit authority. Oxford County will continue to encourage and advocate for expanded transit service within the community</p>



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From	Comment	Response
	<p>More needs to be done about distracted driving and cell phone use - I see people using their phones while driving EVERY DAY. I urge council to investigate what technology is available. Can we catch distracted drivers using cameras or satellites? It may be cost prohibitive technology at this time but let's find out what options are available. Maybe it is as simple as allowing photo radar to reduce the time police officers spend on speeding traffic stops so they can focus on catching drivers using their cell phones.</p> <p>I urge council to carefully consider the resulting behaviour of drivers to any transportation changes - think carefully about your end goal and make sure the changes will elicit the correct driver behaviour. For example, widening roads to alleviate traffic congestion is proven not to work - it actually increases the number of drivers on the road until the congestion is back to where it started. The GTA could stand to learn that - if they want to alleviate congestion they need to implement tolls, traffic camera ticketing, car pool lanes and more public transport options - is Oxford County prepared to do this?</p> <p>If you want to reduce GHG emissions you need to get cars off the road. I used to be able to catch the early VIA in Woodstock and get into Union Station at 8:25am in time to walk to the towers for a 9am start. After the last VIA strike I noticed the arrival times are later to the point that I have to drive for an early meeting.</p> <p>Do we know how many people are driving single vehicles within the county to Toyota, CAMI and other large factories? What would happen if we ran buses from Ingersoll, Tillsonburg and Woodstock car pool lots to these sites? Imagine a commuter could pick up their Tim Horton's coffee at a self-serve kiosk at the carpool lot in the morning, play on their phone the entire ride to work, and pre-purchase a Hello Fresh/Chefs Plate meal package that is handed to them on the bus home? This is the type of thinking we need for millenials and road safety.</p>	
<p>Erica Arnett Southwestern Public Health</p>	<p>1. Planning for our aging adult population by adding an objective around accessibility A healthy transportation network is safe, affordable, and accessible to all ages and levels of mobility and prioritizes active transportation options like walking, cycling and where possible, taking public transit. The Ministry of Finance projected that 22,793 people 65 years and older would be living in Oxford County in 2019 and that this would increase to 27,904 by 2025. In 2019, 19.8% of the population in Oxford County were older adults, which is projected to increase to 23.3% by 2025.(1) Due to our increasing population of older adults in Oxford County we would recommend that addition of a strategic objective about creating an accessible and safe transportation network in the TMP.</p> <p>2. Considering health data, including serious injury and fatalities on our roadways, when prioritizing road improvements Our transportation network plays a vital role in the health of Oxford County residents. Deaths and serious injuries can be prevented on our roadways when we work collaboratively and use evidence-based interventions that are focused on creating safer roads. The rates of emergency department visits and hospitalizations were consistently higher in Oxford County compared to Ontario across all years from 2013-2017 for transportation related injuries.(2) In 2014, 11 people were killed and 390 people were seriously injured on Oxford County roads, with 6 killed and 477 seriously injured in 2013.(3) It is important to prioritize safety of all residents over convenience of vehicle drivers. These deaths and serious injuries have huge impacts on residents both emotionally and</p>	<p>1. Oxford County considers the needs of all users during design and implementation of all transportation projects. All improvements are to be AODA compliant and accessible to users. All transportation infrastructure is designed to meet minimum standards including safety outlined in Transportation Association of Canada, Ministry of Transportation Ontario, and Oxford County guidelines. Oxford County will be supported by a safe, efficient and sustainable multi-modal transportation network which moves people and goods into and through the County while improving the quality of life for Oxford's current and future generations.</p> <p>2. Collision data was analyzed as part of the TMP and taken into consideration when identifying and prioritizing road improvements. As part of this process, high priority roadways and intersections were identified where further evaluation/monitoring will be undertaken to review potential/additional safety improvements - refer to Section 5.1 Infrastructure Improvements and Section 5.3 Road Safety Strategy. The development of a Road Safety Strategy in collaboration with municipal partners and stakeholders will prioritize safety for vulnerable road users.</p>



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From	Comment	Response
	<p>financially as the costs for Ontario in 2010 for transportation related injuries was \$1.2 billion. (4)</p> <p>When looking at the collision data in Appendix B, it would be beneficial to also consider the fatality and serious injury data from Oxford County roads when prioritizing road improvements. When designing roads, crossings, and new developments, safe active transportation should be the priority as these are the most vulnerable road users. Best practices and approaches that increase safety for non-vehicle road users, and reduce traffic speeds without the need for enforcement, should be used such as those outlined in Canada’s Road Safety Strategy 2025.</p>	
<p>Craig Newton Ministry of Environment, Conservation and Parks</p>	<p>Message 1: MECP SWR has completed its review of the Master Plan document.</p> <p>In response, at the Notice of Commencement stage for this Master Plan, MECP provided comments (refer to attached letter of March 17th, 2017 to Oxford County) to Oxford County. Aboriginal Consultation and Source Protection were both raised as matters to be addressed in the Master Plan.</p> <p>MECP SWR noted in its recent review, of the Master Plan, that Aboriginal Consultation was pursued in the Master Plan, but could find no reference to Source Protection being pursued. Please refer back to MECP’s attached letter of March 17th, 2017 on Source Protection for details.</p> <p>To recap, as per amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in the EA. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The County should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply.</p> <p>Please include a section in the Master Plan on Source Water Protection. Specifically, it should discuss whether or not the projects presented in the Master Plan are located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the EA how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.</p>	<p>Thank you for responding to my call. Please see the following response in regards to your previous email.</p> <p>Thank you for confirming our Aboriginal Consultation was acceptable to the MECP.</p> <p>Source Protection Plans are specifically referenced in Section 5.1 on page 60 of the TMP: “The projects identified in the TMP are subject to the applicable policies outlined in the Lake Erie and Thames-Sydenham and Region Source Protection Plan. For the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.” Given further environmental assessment is required for Schedule B and C projects, Source Water Protection discussion along with further consultation with the applicable Conservation Authority will be done at that time. Please confirm this is acceptable.</p> <p>The TMP proceeds under Approach 1 and does not address requirements for Schedule B and Schedule C projects. Separate Class EAs for these projects would be required at a later date; therefore, providing the public the opportunity to request a Part II Order. Please confirm there is no requirement to reissue the Notice of Completion. The approach of the Master Plan is discussed in Section 1.3 of the TMP, however we will reference the TMP proceeds under Approach 1.</p> <ul style="list-style-type: none"> ▶ Page 5 of the TMP notes “The Oxford County TMP satisfies Phases 1 and 2 of the five-phase Municipal Class EA process” ▶ Furthermore page 6 notes “The TMP does not require approval under the Environmental Assessment Act, although the recommended TMP projects must fulfill all appropriate Class EA requirements (i.e. future Class EA “Schedule C” Studies will require Phases 3 and 4 of Municipal Class EA process to be met). Requests for an order to comply with Part II of the Act, the portion of the legislation regarding appeals, is possible only for those projects that are subject to the Municipal Class EA, and not the TMP itself. All infrastructure improvements fall into this category.” <p>Text added to Section 1.3: <i>The TMP proceeds under Approach 1 and does not address requirements for Schedule B and Schedule C projects... For project specific Class B and Class C Class EAs that are subject to this Master Plan, the public, agencies, and indigenous communities will be provided an opportunity to submit Part II Order requests at the time of the completion of those project specific Project Files/Environmental Study Reports.</i></p>



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>Also, which approach under the Municipal Engineers Association Municipal Class EA is this Master Plan proceeding under, Approach #1, #2,#3, #4? Reason being, if this Master Plan is intended to address the MEA Class EA requirements for Schedule B and Schedule C projects listed within it and not require the provision of separate Class EAs for those projects at a later date, the Notice of Completion issued by the County thus far is not adequate as it did not advise the public, Indigenous Communities and agencies of their right to request a Part II Order from the Minister of the Environment, Conservation and Parks for those project(s). Depending upon which Approach this Master Plan is taking, reissuance of the Notice of Completion may be required. Please confirm.</p> <p>Please note that as of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order as per O. Reg. 152/18. Accordingly, please include those details when conveying information regarding the Part II Order process such as on the Notice of Completion. The following sample text would cover this requirement in the Notice of Completion for this project:</p> <p>"As of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order in accordance with O. Reg. 152/18. The Part II Order Request Form is available online on the Forms Repository website (http://www.forms.ssb.gov.on.ca/) by searching "Part II Order" or "012-2206E" (the form ID number)."</p> <p>Thank you providing this ministry the opportunity to review and comment on Oxford County's Transportation Master Plan. MECP SWR awaits Oxford County's written response to MECP SWR comments as described herein. Thanks in advance.</p> <p>Message 2: I apologize for the lengthy delay in responding to your phone call to me of quite some time ago. Unfortunately, the written message that I made of your call at the time, inadvertently was misplaced, until now. I did note that you called about MECP's comments of June 7th, 2019, as described in the immediately preceding e-mail. However, your voice mail message did not indicate what specifically you were responding to with respect to MECP's June 7th, 2019 comments?</p> <p>Message 3: Thank you for your immediately preceding e-mail of yesterday, Monday October 7th, 2019. This ministry provides the following in response to the October 7th, 2019 discussion on Source Protection and Master Plan Approach, as it applies to the Oxford County Transportation Master Plan.</p> <p>Source Protection: Thank you for drawing to this ministry's attention the Oxford County Transportation Master Plan's reference to Source Protection Plans as provided in Section 5.1 under the heading of Infrastructure Improvements.</p> <p>This reference / discussion was missed during this ministry's previous review of the Master Plan (i.e following issuance of the Notice of Completion) due in part to the Source Protection discussion not having a separate Section or Heading of its own in the Master Plan. Typically, the ESRs and Master Plans that the MECP reviews provide Source Protection as a heading/section of its own. Such an approach was previously recommended by MECP to Oxford County, and its consultant (PTSL), at the Notice of</p>	



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>Commencement stage of this Master Plan (refer to MECP’s attached comments of March 17th, 2017).</p> <p>Much of the information that MECP previously recommended, in its letter of March 17th, 2017, be included with respect to Source Protection in the Master Plan is reportedly being deferred until the the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the Transportation Master Plan. Ideally, such a discussion on Source Protection would be provided both in the Master Plan itself, and all future Schedule B and C projects (Project Files / ESRs) that are subject to this Master Plan.</p> <p>Given that the 30 day public and agency review period for this Master Plan has now come and gone, the MECP is prepared to accept the approach the County of Oxford has taken with respect to Source Protection for this specific Master Plan, without any wording change or wording additions, or reissuance of another Notice of Completion. That said, MECP recommends that any future Master Plans prepared by, or for the County of Oxford on its behalf, please provide a more substantive discussion on Source Protection (and any associated Maps / Drawings etc.) addressing all of the matters referenced in MECP’s letter of March 17th, 2017, all under a distinct heading of Source Protection.</p> <p>Master Plan Approach As this Master Plan is reportedly proceeding under Master Plan Approach 1, as described in the Municipal Engineers Association Municipal Class EA, there is no need to re-issue the Notice of Completion. Thank you for confirmation of Master Plan Approach #1, as it was not readily evident to MECP in the present wording of the Master Plan.</p> <p>In that regard, MECP asks that you please follow through with the offer, as noted in the preceding e-mail, to insert a reference in the Finalized Master Plan that the Transportation Master Plan is proceeding under Maser Plan Approach 1, and furthermore, please also include a statement to the effect that for project specific Class B and Class C Class EAs that are subject to this Master Plan, the public, agencies, and indigenous communities will all be provided an opportunity to submit Part II Order requests at the time of the completion of those project specific Project Files/ ESRs.</p>	
Resident, Woodstock	I would like to see the transit system expanded. paying \$400/month for cab to get to work which is 5 min away really hurts my pocket and i'm sure i'm not the only one feeling this in Woodstock...the buses need to start earlier and expand to cover more areas...i moved here from Toronto but i don't expect that kind of service but it needs to expand!!!	The City of Woodstock is responsible for transit within Woodstock. This comment will be passed to Woodstock Transit. Oxford County will continue to encourage and advocate for expanded transit service within the community, County and inter-regionally.
Resident, Tillsonburg	Is Oxford County ever going to get on the band wagon regarding out of town transit. It appears Norwich County are well underway with their out of town transit plans but Tillsonburg is not.....what is the delay? The grant is only good for 4 years so the wheels better get moving.	At the time of report writing, information for TGo expansion was not available. Proposed inter regional public transit system is covered under Section 7.1. Intercommunity bus network is highlighted as part of the SouthwestLynx plan and bus network implementation project
Resident, Woodstock	When is someone, anyone going to fix the track crossing on Wilson St. It is ridiculous that this has allowed to continue for so long. Why can't the city hold the people responsible for this mess accountable? While they are fixing this one also the crossing on Ingersoll Road is also a mess.	Section 5.4 of the TMP notes the adequacy of Railway Crossings infrastructure across the County-wide road network and is evaluated through the Road Needs Study (at--- grade road crossings) every 5 years and the Bridge Needs Study (grade separated crossings) every 2 years. Action items from the TMP include:



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
		<ul style="list-style-type: none"> ▶ Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities; and ▶ Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities. <p>The Wilson Street and Ingersoll Road crossings have been identified by the County for future improvements.</p>
Jeff Molenhuis Township of Wilmot	Thanks Frank – had a quick review. Something to keep on our radar in the future with what we are planning in infrastructure master plans and active transportation in the next 2-4 years.	Comment noted.
External Comment	EV chargers along 401 corridor. Free chargers bring in people. People love to explore while their vehicles charge. Oxford county is roughly 150km from Toronto. DC fast charger not far from 401 but placed in an area with shops coffee restaurant etc.	Oxford County is committed to supporting new technologies, including electric vehicles. Section 8.2.1 of the TMP specifically details Oxford's history implementing Electric Vehicle Service Equipment (EVSC) and the future of ongoing implementation. Figure 8.1 outlines the recommended EVSC locations within the County.
Resident, Woodstock	<p>Thank you for this opportunity to comment on the Oxford County 2019 Transportation Master Plan. May I first compliment the comprehensive work done to date by all the partners in this assessment and goal-setting endeavor.</p> <p>As noted in the MAE framework, there are a host of issues under consideration. I will limit myself to just a few.</p> <ol style="list-style-type: none"> 1. It is vitally important to minimize our carbon footprint at every opportunity. This planet, this air is all we have. Protecting it should be a top priority, so let's be efficient with our transportation services. 2. I agree with the selection of Alternative 4 as the preferred transportation strategy, as it blends a wide range of considerations and included most of the needs of our varied population. 3. I also agree with suggestions that the County adopt a variety of transportation solutions other than the large buses, such as shuttles, smaller buses, and subsidized ride share programs. <p>The public surveys show citizens are concerned to see the large buses often with very few passengers running continuously through our quiet streets. Empty buses driving around every half hour make no sense.</p> <p>Would it not be more sensible to use the full sized buses only on the busiest routes during peak times?</p> <p>Would it not be more sensible to use the smaller transit vehicles less frequently on routes with lower demand? We just have to look at other communities to realize the economic and environmental benefits smaller vehicles offer.</p> <p>May I suggest ridership demand be given more weight to determine the size of bus and the bus schedule. Since a regular review and update of the TMP is required, as needs change these aspects can be adjusted.</p> <p>Woodstock is a vibrant growing community. Let's develop a transportation plan that is sensible and sustainable, one to grow with us and our priorities of healthy living and being financially responsible.</p>	Oxford County does not currently operate any of the public transit services available in Oxford (Woodstock Transit, TGo, etc.). The comments regarding public transportation will be passed to Area Municipality transit authority.
Meredith Maywood Tourism Specialist County of Oxford	Having not provided comments before, and being a service of the county I was unsure of your preference to receive my comments for the transportation strategy. Either way my key thoughts are below for the active transportation section. I do think these comments are better suited to the actual cycling and trails strategies.	Comments to be passed along for the cycling master plan. Section 6.3.2 of the TMP recommends the development of a County-wide Cycling Master Plan (CMP). The CMP will include a network of bicycle facilities throughout the County, considering both commuter and recreational routes.



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>1. Not all bicycle transportation is commuter traffic. Pleasure travel by bike is an economic driver and also provides a health benefit for a community.</p> <ul style="list-style-type: none"> a. Commuter routes cannot always be used for pleasure travel. They would be difficult to market and are not the preferred routes for a pleasure bike ride. Riders are considering distance, ability to loop, traffic, scenery, attractions etc.. b. Gravel Road Routes. We have draft gravel road routes available now and wish to market them this fall and in 2020. Gravel road cycling is the fastest growing cycling audience. c. Signage on designated tourism cycling routes is needed. Based on conversations with cyclists this will increase the number of cyclists wanting to ride in the area. This includes both paved, gravel road and trail routes. Signage needs include <ul style="list-style-type: none"> i. Wayfinding signs (highly desirable) <p>Share the road (increase safety for cyclists, particularly on rural routes without a shoulder)</p>	
<p>Kimberley Armstrong Township of Norwich</p>	<p>At their meeting held Tuesday June 4, 2019, the Council of the Township of Norwich passed the following resolutions: “That the Oxford County Notice of Study Completion, Re: Oxford County Transportation Master Plan (TMP), be received as information.”</p>	<p>Comment noted.</p>
<p>Resident</p>	<p>I have reviewed the Executive Summary and note that the TMP reflects input from myself and others on passenger and rail freight issues. The comments I have are limited as follows:</p> <p>1) Passenger rail services. When attending meetings, conferences and giving passenger rail presentations I have experienced significant public interest in improved services in SWO. Many current rail users express extreme frustration at the limited options open to them from Woodstock and Ingersoll. This could be an "echo chamber" effect but I feel that Oxford County's position on improved passenger rail services through Ingersoll and Woodstock might be reinforced by pushing for a provincially-funded survey of the public's perception and potential needs for enhanced rail and bus services in the region. It must also pose the thorny question of how much they are prepared to pay on key routes such as:</p> <ul style="list-style-type: none"> • Windsor - London. • Windsor - Toronto Union. • London/Woodstock - Pearson airport (using UPX) • and others. <p>I understand MTO did this for the GTHA in 2016 but not for other Ontario regions. Although not a statistician I believe that a subtle "what would you like and how much are you prepared to pay for it" might pre-empt the subjective opinions of politicians and special-interests. Of course, it assumes respondents think rationally.</p> <p>2) Air services. Oxford County does not have a commercial airport so most people head to Pearson and a few to London. Although these destinations are outside of the remit of the TMP I believe they should be part of it considering that our industry includes many branch plants of foreign-owned corporations. Visiting company executives expect an efficient intermodal transportation system to get here. Highway 401 is rapidly deteriorating as a usable mode from Pearson and this can negatively affect our competitive position.</p>	<p>1. Section 7.1.2 of the TMP outlines Oxford's position to support the development of an integrated public transportation system including an intercommunity bus network and an enhanced commuter rail service. Specifically, the County should:</p> <ul style="list-style-type: none"> ▶ Promote the re-establishment of an Inter-community Bus Network through discussion with the neighbouring municipalities, the motor coach industry and the Province of Ontario; ▶ Advocate federal agencies to examine the potential for High-Performance Rail on the existing north and south rail corridors (via strategic infrastructure improvements as per Figure 7.3) that is fully integrated with the inter-community transportation system and goods movement; ▶ Advocate for enhanced passenger rail service on the north and south rail corridors which offers increased train frequency and reliability; and ▶ Integrate with local transit and ensure adequate first/last mile transportation options. <p>The County will consider advocating for a public perception survey for rail service in Oxford County.</p> <p>2. While the airports are within Oxford County, they are not operated by the County. However, County roads form part of the transportation system that provides access to the airports and the County will continue to provide this service. The focus of the County's TMP is to ensure the County's transportation system can accommodate growth to 2038.</p>



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>About 50% of the meetings I have attended in the London-Woodstock corridor have seen key out of town and international delegates arriving late because of #401 issues. This is unlikely to improve in the foreseeable future due to induced-demand of #401 widening. I am unsure how you might incorporate this but I suggest that Woodstock is somewhat more dependent on Pearson accessibility than most people realise for both business and leisure travel.</p> <p>Please consider or reject these ideas as you see fit. No response is needed.</p> <p>I guess my biggest concern is not Oxford County's TMP but whether there's sufficient lucidity in our provincial and federal governments (current and future) to invest in a supportive manner reflecting environmental and climate realities.</p> <p>If you have time you might want to skim through the attached PPT I presented to Woodstock Chamber of Commerce a week ago. It generated many questions that indicated it's an issue on the minds of business people.</p>	
<p>Chris Traini County of Middlesex</p>	<p>The County of Middlesex would like to be included in any future discussions about potential regional transit initiatives and/or planned capital works for roads that are near or on the border with Middlesex and Oxford.</p>	<p>Comment noted.</p>
<p>Nancy Orr Rural Oxford Economic Development Corporation (ROEDC)</p>	<p>Thank you for reaching out to Rural Oxford Economic Development with regard to feedback on the Oxford County Transportation Master Plan. From our perspective, to support the continued success and growth of the five rural townships that make up Oxford County, it is critical that they be well serviced for transportation needs. Below we have outlined comments on the draft report provided:</p> <ol style="list-style-type: none"> 1. Our ROEDC 2018 Business Retention + Expansion Study showed that two of the key priorities for our businesses include Workforce and Infrastructure. Both of these priorities are heavily influenced by transportation needs. 2. 59% of rural oxford businesses interviewed as part of our BR+E study have plans for expansion within the next 18 months. This offers exciting opportunity but also a requirement for enhanced transit options to mobilize needed workforce and movement of goods. 3. The Rural townships largest economic drivers and employment sectors include Agriculture & Agribusiness, Food Processing, Manufacturing, and Transportation/Logistics. Many of these sectors require effective transit networks to facilitate large equipment and truck use; these industries are key to the growth and success of Rural Oxford so supporting rural transportation infrastructure should be a key component for consideration when making decisions. 4. Ensure there is a focus on providing effective transportation measures throughout the five rural townships including both the communities and rural routes. 5. P ii – “The County of Oxford provides a transportation network serving commuter, recreational and commercial goods movement.” _ the importance of offering transit options for local residents across the rural municipalities should also be considered, both for those located in small communities and those on rural routes. 6. P iv – graph depicts 40% of trip origins in Oxford County start within the 5 rural townships. Inbound trip destinations of the rural townships for both County and non County residents is equal or higher than that of Tillsonburg and Ingersoll. This is an indication of the opportunity and need for effective modes of transportation for the rural areas. 7. Further consideration should be made to broaden multimodal connections to/from the larger rural geographic access points of Oxford County ie Tavistock, Plattsville, Norwich, and Thamesford to locations within Oxford County and larger centres in 	<ol style="list-style-type: none"> 1. Growth forecasts used in the TMP included population and employment numbers – these are reflected in the analyses and recommendations. 2. Transit within the County, including the five rural townships is discussed as part of the SouthwestLynx plan in Section 7.1.1 of the TMP. Currently, the Area Municipalities are responsible for the existing transit systems within Oxford County. Oxford County will continue to encourage and advocate for expanded transit service within the community. 3. Comment noted. 4. The focus of the TMP is on the transportation system under the County's jurisdiction. Providing transportation measures outside of the County's jurisdiction will rely on effective communication with lower tier municipalities. 5. See comment 2. 6. Comment noted. 7. See comment 2. 8. See comment 2. 9. Further discussion with respective Area Municipalities for potential road transfers will be considered as per Section 5.2 10. See comment 9. 11. Norwich Road from Brant County to Stover Street is a County Rd (Oxford Rd 18)



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>close proximity ie London, KW, as well as to geographies which have shown the largest inflow of workforce to Oxford County (fig 2.6). Rural bus routes could also consider flexible stop locations, or on demand transit options.</p> <p>8. Para transit options and/or partnerships for the rural townships are not well identified.</p> <p>9. Muir Line dead ends at New Durham Road. It should continue south as a county road by Base Line to the Oxford/Norfolk boundary.</p> <p>10. New Durham Road should be a county road from Oxford/Brant boundary to Highway 59.</p> <p>11. Norwich Road should be a county road from Oxford/Brant boundary to Highway 59/Stover Street in Norwich .</p> <p>Please feel free to contact us if you have any questions or would like further clarification or discussion.</p>	



Executive Summary

Introduction

The County of Oxford Transportation Master Plan (TMP) is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage anticipated transportation demands to the year 2038 and beyond. The plan represents an update to the 2009 TMP and builds on the foundation set by several key documents including, but not limited to:

- ▶ Oxford County Official Plan (1995, as amended);
- ▶ Future Oxford Community Sustainability Plan (2015);
- ▶ Oxford County Phase One Comprehensive Review (2019);
- ▶ Oxford County Asset Management Plan (2017)
- ▶ Oxford County Road Needs Study (2015);
- ▶ Oxford County Bridge Needs Study (2018);
- ▶ 100% Renewable Energy Plan (2016);
- ▶ Oxford County Trails Master Plan (2014);
- ▶ New Directions (Advancing Southwestern Ontario's Public Transportation Opportunities) (2016);
- ▶ Empowering Ontario's Short Line Railways (2017);
- ▶ SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario (2018), and
- ▶ Steel Corridors of Opportunity: Maximizing the Benefit of Southwestern Ontario's Freight Railways (2018).

The TMP is a multi-modal plan focusing on all modes of transportation including walking, cycling, public transportation (i.e. transit, intercommunity bus, commuter rail), automobiles, motorcycles, etc. The TMP also supports provisions for freight/goods movement, agricultural mobility, corridor access management and low carbon transportation.

Plan Development

Preparation of the TMP followed the Municipal Class Environmental Assessment (Class EA) Master Plan process. The TMP serves to satisfy Phases 1 (identify the problem) and 2 (identify alternative solutions to the problem) of the five-phase Municipal Class EA planning and design process. Project-specific investigations may be required to satisfy the Municipal Class EA requirements (Phases 3 & 4) before implementation of each individual project (i.e. Schedule C Class EA Studies).



The projects identified in the TMP are subject to the applicable policies outlined in the Lake Erie and Thames-Sydenham and Region Source Protection Plan. For the project specific Class EA studies that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.

In keeping with the principles of environmental assessment, the development of the new TMP included a comprehensive and inclusive consultative process involving the residents, businesses and stakeholders of the County and its Municipalities; representatives of County and Area Municipal staff; agencies of the Provincial and adjacent Municipal governments; Conservation Authorities; Indigenous Communities; and other interest groups.

Existing and Future Conditions

The County of Oxford provides a transportation network serving commuter, recreational and commercial goods movement. The network within the County is primarily comprised of road right-of-ways (sidewalks, on-road cycling facilities, and general travel lanes), with some off-road active transportation routes (trails and pathways). This County system is supplemented by a broader transportation network of Local Roads (under the jurisdiction of the Area Municipalities), Provincial Highways, local transit (Woodstock Transit, TGo) interregional transit (Via Rail, Greyhound) services. Goods movement within the County is facilitated by the existing road network and rail system. The Tillsonburg Regional Airport accommodates private commercial planes, EMS, and Canadian Military.

The existing County travel patterns were derived through a review of the 2016 Journey to Work data from Census Canada, the most current available information regarding home to work trips. Like many municipalities, most trips by County residents are currently made by personal automobile. As shown in **Figure ES.1**, single auto driver and transportation demand management (through carpooling and work from home) comprise 93% of all trips. Walking, bus/rail transit, cycling and other modes make up the remaining portion of trips.



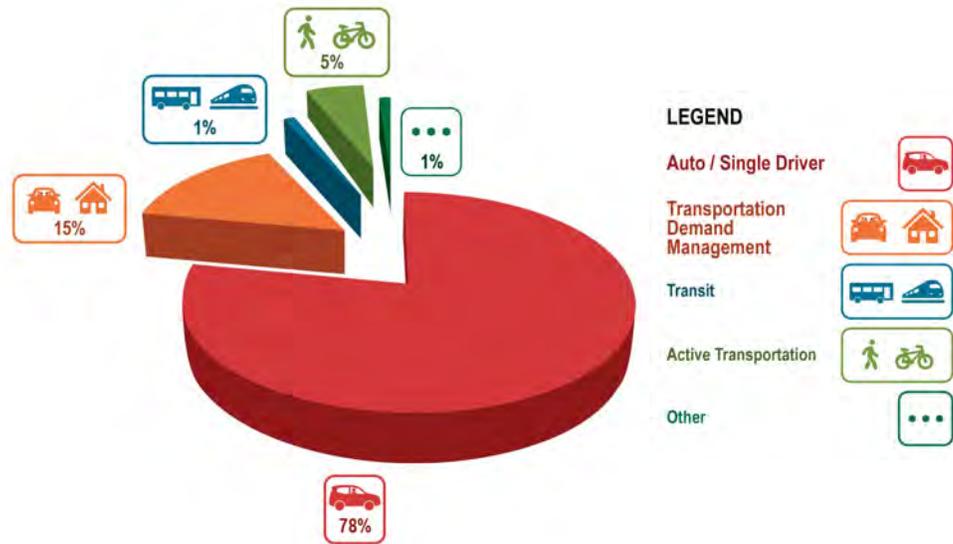


FIGURE ES.1: EXISTING TRANSPORTATION MODE SHARE

Future demand on the County's transportation network is expected to increase as the County grows. Recent forecasts indicate the County's population will increase 27% over the next 20 years, and the County's employment base will increase 21% over the same period. Analyses were conducted to review the impact of the forecast population and employment increase on Oxford's transportation network.

This anticipated growth was factored into the transportation network based on population and employment growth forecasts, land use and future development patterns, collision data, existing road network and traffic conditions, origin-destination surveys and trip generation/travel demand estimation. A screenline and link capacity analysis was completed to assess the current and future conditions, including level of service on County Roads and road network capacity constraints.

Figure ES.2 summarizes the work trip origins and destinations for Oxford County residents. The charts indicate the largest trip origins and destinations are in/to Woodstock and approximately 73% of residents work within the County. The remaining 23% of residents commute to other municipalities.

Figure ES.3 details the origins and destinations for work trips into Oxford County. Of note, 80% of inbound commuting trips from neighbouring jurisdictions are destined for the urban centres of Woodstock, Ingersoll and Tillsonburg. The remaining 20% of inbound commuting trips are destined for the five townships within the County.



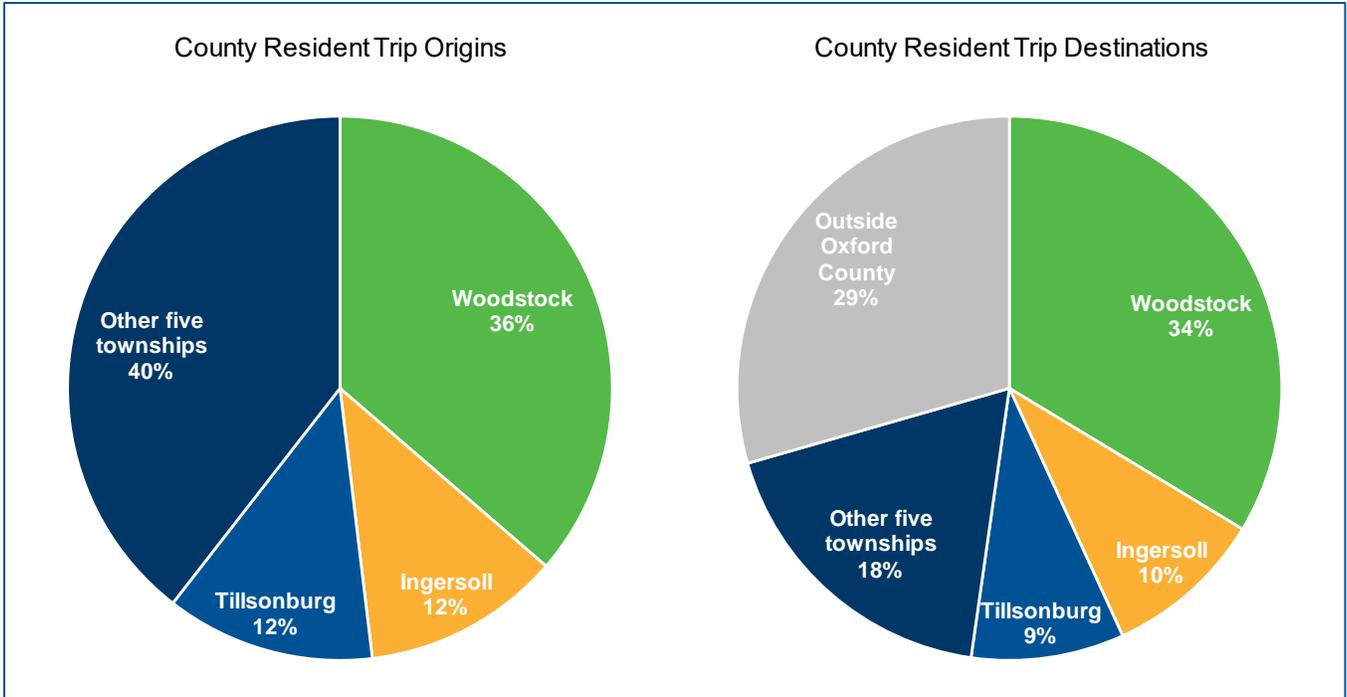


FIGURE ES.2: COUNTY RESIDENT TRIP ORIGINS AND DESTINATIONS

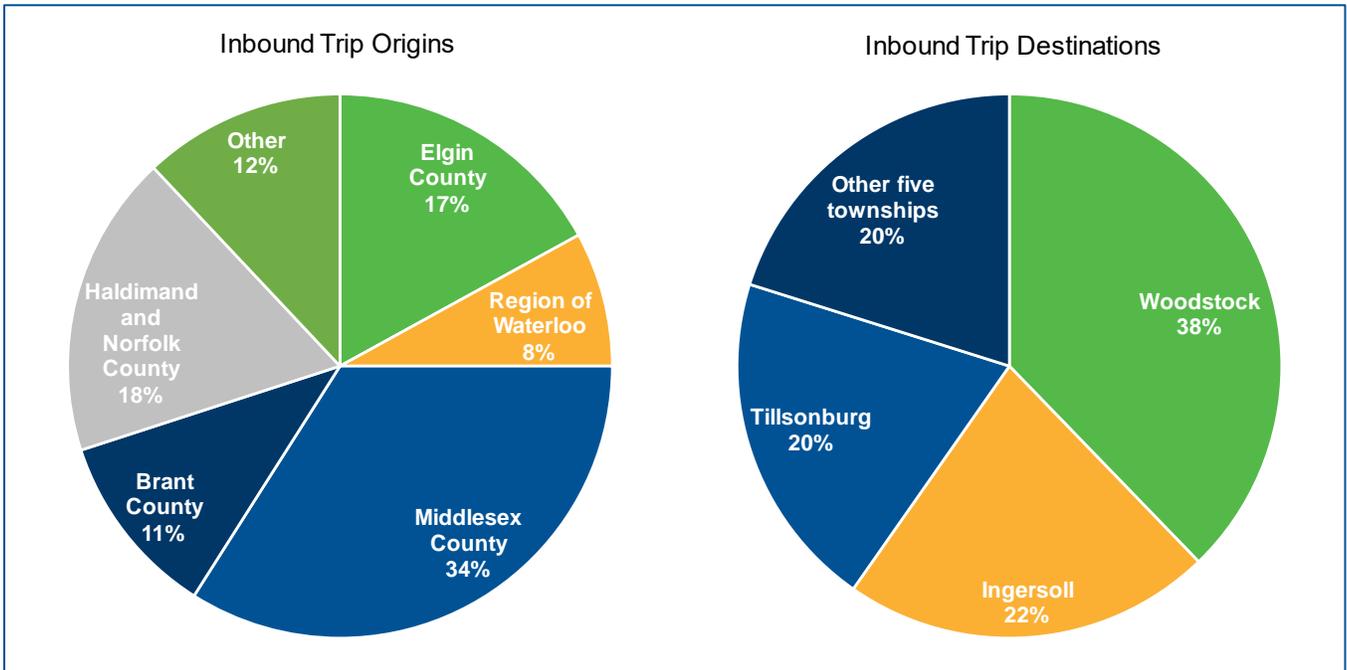


FIGURE ES.3: INBOUND TRIP ORIGINS AND DESTINATIONS



Vision and Goals

The TMP defines the transportation vision for the County, to focus on addressing the County's mobility needs in an effective, responsible and sustainable manner:

Through 2019 to 2038, Oxford County will be supported by a safe, efficient and sustainable multi-modal transportation network which moves people and goods into and through the County while improving the quality of life for Oxford's current and future generations.

The transportation vision is supported by the following goals:

- ▶ Provide and support multimodal choices for commuters including sustainable modes of travel such as public transit, passenger rail, walking and cycling, in order to further reduce reliance on single occupant vehicle commuter trips;
- ▶ Advocate and promote the foundational development of an integrated passenger rail and intercommunity bus transportation system ("SouthwestLynx") that would enhance the connection of residents in small urban/rural Southwestern Ontario to each other, larger urban centres, work, social services and shopping, recreation and entertainment activities;
- ▶ Integrate transportation facilities within the County with services provided by Area Municipalities, adjacent municipalities and provincial/federal government;
- ▶ Minimize conflict between through-traffic and local traffic by refining the designation of local, County and Provincial roads that move people and goods throughout the County safely and efficiently;
- ▶ Maintain and improve the functionality of the County transportation network by maximizing the existing network and underutilized links as well as identifying and making provision for necessary improvements over time; and
- ▶ Promote an integrated and effective strategic goods movement strategy that considers all forms of goods movement (including surface, rail, aggregate and agricultural) and explores the potential for an intermodal terminal.



Strategic Objectives

The key strategic objectives of the TMP are to:

- ▶ Maximize the use of existing transportation infrastructure;
- ▶ Promote transportation demand management measures (carpooling, work-from-home, etc.);
- ▶ Expand active transportation facilities (walking, cycling, etc.); and
- ▶ Advocate and support the development of an inter-regional public transportation system implementation plan for an integrated intercommunity bus network and an enhanced passenger commuter rail service (within existing railway corridors), as identified within the “SouthwestLynx” Report and in partnership with provincial/federal governments, municipalities, and motor coach industry.

To achieve these strategic objectives, the County is targeting a 4% mode share reduction in peak hour single occupant vehicle trips over the next 20 years as shown in **Figure ES.4** in order to manage the future demands on the transportation network. Use of sustainable modes of travel including active transportation (walking, cycling) and public transit (local and interregional transit, commuter rail), along with sustained use of transportation demand management (i.e. carpooling, work from home, etc.), will serve to support this target goal.

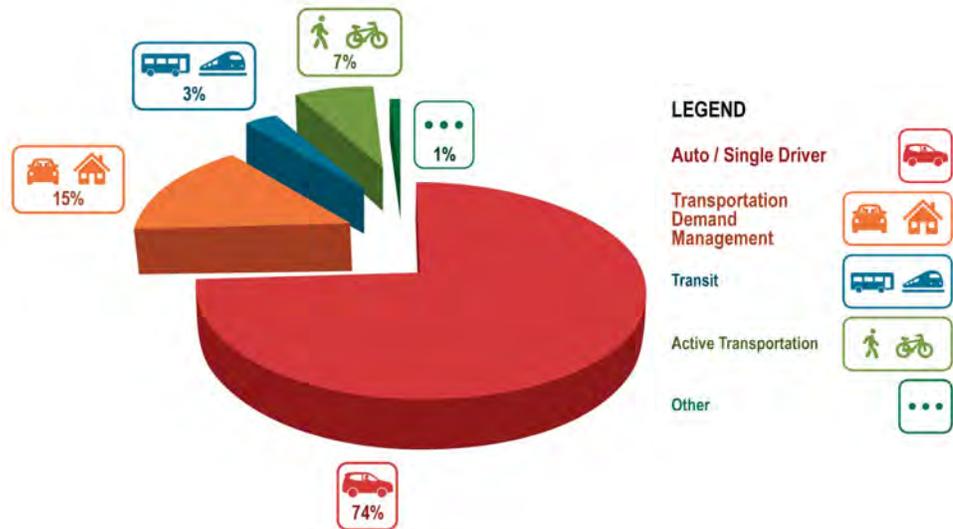


FIGURE ES.4: TRANSPORTATION MODE SHARE TARGET (2038)



Public Engagement

In keeping with the principles of the Environmental Assessment process, the TMP featured a high degree of public and stakeholder involvement. The following summarizes the public announcements and opportunities for public and agency input and participation in the study:

- ▶ Notice of Study Commencement in September 2016;
- ▶ Two public opinion surveys, to understand the transportation needs and concerns of County residents (Spring 2017), and to provide input on the Draft Summary Report (Fall 2018). Both surveys were available online and at the consultation events;
- ▶ News releases, radio ads, and social media posts;
- ▶ Four public pop-up public consultation events at the Future Oxford Expo (Woodstock) and Tillsonburg Community Centre (April 2017) and Canada's Outdoor Farm Show (Woodstock) and Drumbo Fall Fair (October 2018);
- ▶ Updates and references to the study through the Oxford County website and "Speak-Up Oxford";
- ▶ Oxford County 2019 Budget Survey; and
- ▶ Three Transportation Master Plan Advisory Committee (TMPAC) meetings with County staff, representatives from the Area Municipalities and community partners (Cycling Advisory Committee, Future Oxford, and Oxford County Trails Council) held in November 2016, April 2017 and October 2018.

Agencies, stakeholders and Indigenous Communities were notified at key points in the study process and to fulfill the requirements of the Municipal Class EA process. They were encouraged to provide any information they felt was necessary for the Project Team to consider during the study. All comments received from agencies, stakeholders and Indigenous Communities were recorded and considered. **Appendix D** provides the complete record of public consultation for the TMP.

Preferred Transportation Strategy to 2038

A number of alternative solutions to address future demands on the County's transportation network were evaluated against environmental, social, economic and transportation service criteria.

From this analysis, a preferred TMP strategy and implementation plan to 2038 was developed which includes, but is not limited to, the following initiatives:



▶ **Road Network Strategy**

- Ongoing implementation of **Road Infrastructure Improvements** (road widening/urbanization, intersection upgrades, bridge and culvert replacements, railway crossing enhancements, intersection feasibility studies, etc.);
- **Corridor Management** policies to support County-wide Road Safety Strategy and Traffic Calming approach, Automated Speed Enforcement, and Updated Access Management Guidelines; and
- Continued monitoring of the County road network to ensure adequate **Traffic Control and Levels of Service** are provided.

▶ **Active Transportation Strategy**

- Infrastructure and policies to support **Active Transportation** (walking, cycling, etc.);
- Ongoing provisions for wider asphalt platform (with edge line) for on-road cycling as part of regular road resurfacing programs, along with Share the Road signage installation; and
- Development of a County-wide Cycling Master Plan.

▶ **People and Goods Movement Strategy**

- **People and Goods Movement** initiatives including advocacy of an integrated **Inter-Regional Public Transportation System (“SouthwestLynx” Plan)** for intercommunity bus network and enhanced commuter rail service; and
- Initiatives and policies to promote **Transportation Demand Management** (carpooling, telecommuting, flexible work hours, etc.), and
- Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity.

▶ **Transportation System Sustainability and New Technology Strategy**

- Ongoing implementation of **Low Carbon Transportation and New Technology** alternatives (electric vehicle charging stations, alternative fuel vehicles, roundabout intersection improvements, autonomous vehicles, etc.)

This preferred TMP strategy to 2038 will serve to promote multi-modal mobility and the long-term sustainability of the overall transportation system. **Table ES.1** summarizes the recommended strategies, policies and infrastructure improvements noted in the TMP.



Implementation

The successful implementation of the TMP measures (as noted in **Table ES.1**) over the next 20 years will require that concurrent efforts be undertaken to achieve key strategies, including supportive land uses, and managing transportation demand and constructing the transportation infrastructure identified in the plan.

A regular review of the TMP is proposed every five years. The County may amend the TMP in the intervening period to incorporate changes resulting from an Official Plan review process or other major initiatives.

With implementation of the strategies and actions outlined within the TMP, the County is supporting a shift away from single-occupant auto trips and an increase in sustainable modes of travel and transportation systems. The implementation of the TMP further aligns with the County's ongoing commitment to transitioning away from fossil fuels and to promoting low carbon transportation.



TABLE ES.1: TMP IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Road Network Strategy					
Infrastructure Improvements (Section 5.1)	Implement Annual Capital Program - Road Rehabilitation and Resurfacing - Guide Rail Installation - Crack Sealing - Rural/Urban Storm Sewer - Bridge & Culvert Rehabilitation/Replacement, Expansion and Design Projects	X	X	X	X
	Major Road Reconstruction: - Oxford Road 119 (from Oxford Road 10 to Oxford Road 7)* - Oxford Road 16 (from 31st Line to Kintore)* - Oxford Road 36 (from Oxford Road 29 to Township Road 5)*	X X X			
	Road Urbanization: - Oxford Road 3 (Princeton)* - Oxford Road 9 (Ingersoll)* - Oxford Road 22 / Oxford Road 8 (Bright)* - Oxford Road 35 (Woodstock)* - Oxford Road 59 (Burgessville)*	X X X X X			
	Undertake Intersection Upgrades / Improvements: - Oxford Road 59 and Juliana Drive* - Oxford Road 8 & Oxford Road 36 (Roundabout)* - Clarke Road & Harris Street* - Oxford Road 15 & Ferguson Drive - Oxford Road 59 & Lakeview Drive* - Oxford Road 119 and Oxford Road 2* - Oxford Road 13 / Oxford Road 46 / Oxford Road 59 - Oxford Road 59 (intersections between Oxford Road 35 & Oxford Road 17)* - Oxford Road 12 (Mill St) and Oxford Road 2(Dundas St) - Phase 2* - Oxford Road 59 and Oxford Road 8* - Oxford Road 9 and Oxford Road 2* - Oxford Road 59 and Oxford Road 15 (Parkinson Drive)*	X X X X X	X X X X	X X X	
	Consider Intersection Control Feasibility Studies: - Oxford Road 59 & Oxford Road 28* - Oxford Road 4 & Oxford Road 15* - Oxford Road 4 & Oxford Road 17* - Oxford Road 4 & Oxford Road 35* - Oxford Road 59 & Oxford Road 33* - Oxford Road 59 & Oxford Road 8* - Oxford Road 6 & Oxford Road 16* - Oxford Road 13 & Oxford Road 18* - Oxford Road 29 & Oxford Road 36* - Oxford Road 24 & Oxford Road 5*	X X X X X	X X X X X		



TABLE ES.1: TMP IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
	- Oxford Road 6 & Oxford Road 9* - Oxford Road 59 & Oxford Road 24*			X X	
	Undertake Condition Assessment Studies: - Bridge Needs Study (OSIM) - Roads Needs Study - Retaining Wall Infrastructure - Storm Infrastructure	X X X	X X X	X X X	X X
Road Network Strategy (cont'd)					
	Undertake Class Environmental Assessment Studies: - Oxford Road 19* - Trans Canada Trail Bridge over Ontario Southland Railway - Oxford Road 4 Corridor Master Plan* - Oxford Road 18* - Oxford Road 20 (Tillsonburg to Brownsville)* - Oxford Road 22* - Oxford Road 28* - Oxford Road 14* - Oxford Road 36* - Transportation Master Plan*	X X X X	 X X X X X	 X X	 X X
	Annual review of collision data to identify any areas of concern for consideration and prioritization in future road projects.	X	X	X	X
	* denotes projects that are all or in part related to new development/future growth				
Corridor Management Policies (Section 5.3)	Review and update the County's Access Management Guidelines to reflect current road design standards and best practices.	X	Monitor and update as required		
	Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted.	X	Monitor and update as required		
	In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement, particularly in school zones and community safety zones.	X	Monitor and update as required		
	Maintain the Emergency Detour Routing to facilitate safe and efficient movement of people and goods throughout the County;	Ongoing			
	Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices).	X	Monitor and update as required		
	Implement a Road Occupancy Permit process for all third-party undertakings within the County Right-of-Way.	X	Monitor and update as required		
	Continue to maintain a detailed database of all collisions occurring in the County.	Ongoing			
Railway Crossings Enhancements (Section 5.4)	Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.	X	X	X	X
	Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.	X	X	X	X



TABLE ES.1: TMP IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Active Transportation Strategy					
Active Transportation Policies (Section 6.6)	Update active transportation policies to include the following in addition to the existing policies: <ul style="list-style-type: none"> ▶ Policies on active transportation (detailed as pedestrian and cycling) should be updated to further guide planning and encouragement of active transportation. ▶ Continue with the program to provide a wider asphalt platform with edge line on rural roads as part of regular resurfacing programs and incorporate cycling facilities as part of any urban road reconstruction (2009 TMP). ▶ Facilitate trail development and implementation in accordance with the Trails Master Plan. ▶ Include property for active transportation routes with the land requirements for roads (where possible); ▶ Design active transportation routes based on the principles of accessibility, connectivity, continuity, directness of route, safety convenience and comfort. 	X		Monitor and update as required	
Active Transportation Strategy (cont'd)					
	Prepare a County-wide Cycling Master Plan in partnership with the Area Municipalities. *	X		Monitor and update every 5 years	
	Design all active transportation cycling infrastructure in accordance with OTM Book 18.			Ongoing	
	Update Pedestrian Crossing Policy to Align with OTM Book 15.	X		Monitor and update as required	
People and Goods Movement Strategy					
People Movement (Section 7.1)	In partnership with provincial/federal governments, municipalities and motor coach industry, support the development of an integrated public transportation system implementation plan for an Intercommunity Bus Network and an enhanced commuter rail service, as identified within the "SouthwestLynx" Report (2018).			Ongoing	
Carpool Lots (Section 7.2.3)	Advocate for and support the development and maintenance of carpool lots along the Highway 401 and Highway 403 corridors with the Ontario Ministry of Transportation and private land owners including: <ul style="list-style-type: none"> - Highway 401 at Oxford Road 29 (interchange 250). - Highway 401 at Towerline Road (interchange 236). - Highway 401 at Culloden Road (interchange 216). - Quality Inn (580 Bruin Boulevard, Woodstock). - Oxford Road 15 at Oxford Road 55. - Sobeys Plaza (678 Broadway Street, Tillsonburg). - Travel Centres of America (TA) Truck Stop (535 Mill Street, Woodstock). 	X		Ongoing	
	Consider the installation of secure bike lockers at the carpool lots located within reasonable distance from residential areas to support first mile/last mile connectivity.			Ongoing	
Work From Home (Section 7.3)	Consider engaging the business community and other participants through ongoing TDM marketing and education.	X		Ongoing	
	Support TDM measures for residents and businesses by providing TDM information on the County website.	X		Ongoing	
	Demonstrate leadership in sustainable transportation by promoting TDM initiatives (i.e. flexible work hours, telecommuting, work from home, etc.)	X		Ongoing	



TABLE ES.1: TMP IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Goods Movement (Section 7.4)	Explore options for provision of an intermodal terminal that is accessible to Class 1 and short line railways and well connected to the 400-series highways (ideally between the Highway 401/402 and Highway 401/403 junctions) and the existing arterial roadway network.	Ongoing			
	Construct truck route roadways to arterial road specifications and provide adequate turning radii and turning lane storage to accommodate freights, aggregate and agricultural vehicles.	Ongoing			
	Support the use of more fuel-efficient vehicles and options for alternative modes for deliveries.	Ongoing			
	Provide adequate height and width under bridges when constructing new roads or undertaking road rehabilitation to facilitate existing rail services and transport trucks.	Ongoing			
	Foster the formation of a Southwest Ontario rail corridor coalition to facilitate expansion of the region's rail freight system as recommended in Steel Corridors of Opportunity report (2018).	X	Ongoing		
People and Goods Movement Strategy (cont'd)					
Multi-Modal Facility Opportunities (Section 7.5.3)	Consideration should be given to exploring opportunities across the County for the development of centralized multi-modal facilities that connect multiple elements of the transportation network to one another.	Ongoing			
	With the potential for high-performance rail service, connectivity among rail, transit, carpool lots and active transportation infrastructure should be maintained. This ensures users can access each mode of the system with one another.	Ongoing			
Sustainability and New Technology Strategy					
Electric Vehicles and Charging Stations (Section 8.2.1)	Support the ongoing implementation of the network of EV charging stations recommended in the "Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County's Electric Vehicle Accessibility Plan (EVAP)" report prepared by CUTRIC (Figure 8.1).	Ongoing			
	Explore funding opportunities for the new EV charging stations through public funds, private funds or through public-private partnerships to reduce the County's financial impact, as well as reducing the timeline for EVSE implementation.	Ongoing			
	Consider the implementation of EV charging stations within official and unofficial carpool lots to encourage both electric vehicle and carpool use.	Ongoing			
Autonomous Vehicles (Section 8.2.2)	Implement the autonomous vehicle (AV) network (Figure 8.2) to facilitate the testing of Level 3 to Level 5 autonomous vehicles as part of the Windsor to Ottawa network. Establishing a designated province-wide AV testing road network will provide a focused approach for AV manufacturers where they can consider enhanced mapping of the routes (#D laser scanning) and further testing and validation of wireless communication networks and technology.	X	Monitor and update as required		
	Coordinate with the Area Municipalities to integrate the County AV network to the local (municipal) routes. The County has distributed the proposed AV routes to the Area Municipalities and requested they consider identifying routes within their communities that could potentially link to the County AV network, with the objective of establishing routes with a variety of conditions (i.e. gravel/paved surfaces, urban, rural, multi-lane, etc.). The County should facilitate a future workshop with the Area Municipalities for further discussion and collaboration.	Ongoing			
	Continue to work with the MACAVO (through the Ontario Good Roads Association) on the development of a larger AVE road network serving Southwestern Ontario. This will help to ensure a focused approach and provide opportunities for the municipality to influence AV testing and implementation for local and regional benefits.	Ongoing			



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1 Introduction

1.1 Background

Oxford County is an upper tier municipality in a partnership-oriented, two-tier system of municipal government made up of eight Area Municipalities with an aggregate population of 110,862 (2016 Census). Located at the crossroads of Highway 401 and Highway 403, in the heart of southwestern Ontario, the County has been experiencing continued growth in residential, commercial and industrial land uses over the last several decades.

The County includes one of Ontario's richest areas for agricultural farmland. Agriculture is a key industry that serves as a springboard for some of the sustainable industries that are steadily diversifying the local economy. Oxford County also offers a thriving local arts, culture and culinary community, as well as conservation parks, natural areas and more than 100 kilometres of scenic trails.

The County comprises eight lower tier Area Municipalities, including the City of Woodstock, Town of Ingersoll, Town of Tillsonburg, Township of Zorra, Township of East Zorra-Tavistock, Township of Blandford-Blenheim, Township of South-West Oxford and the Township of Norwich.

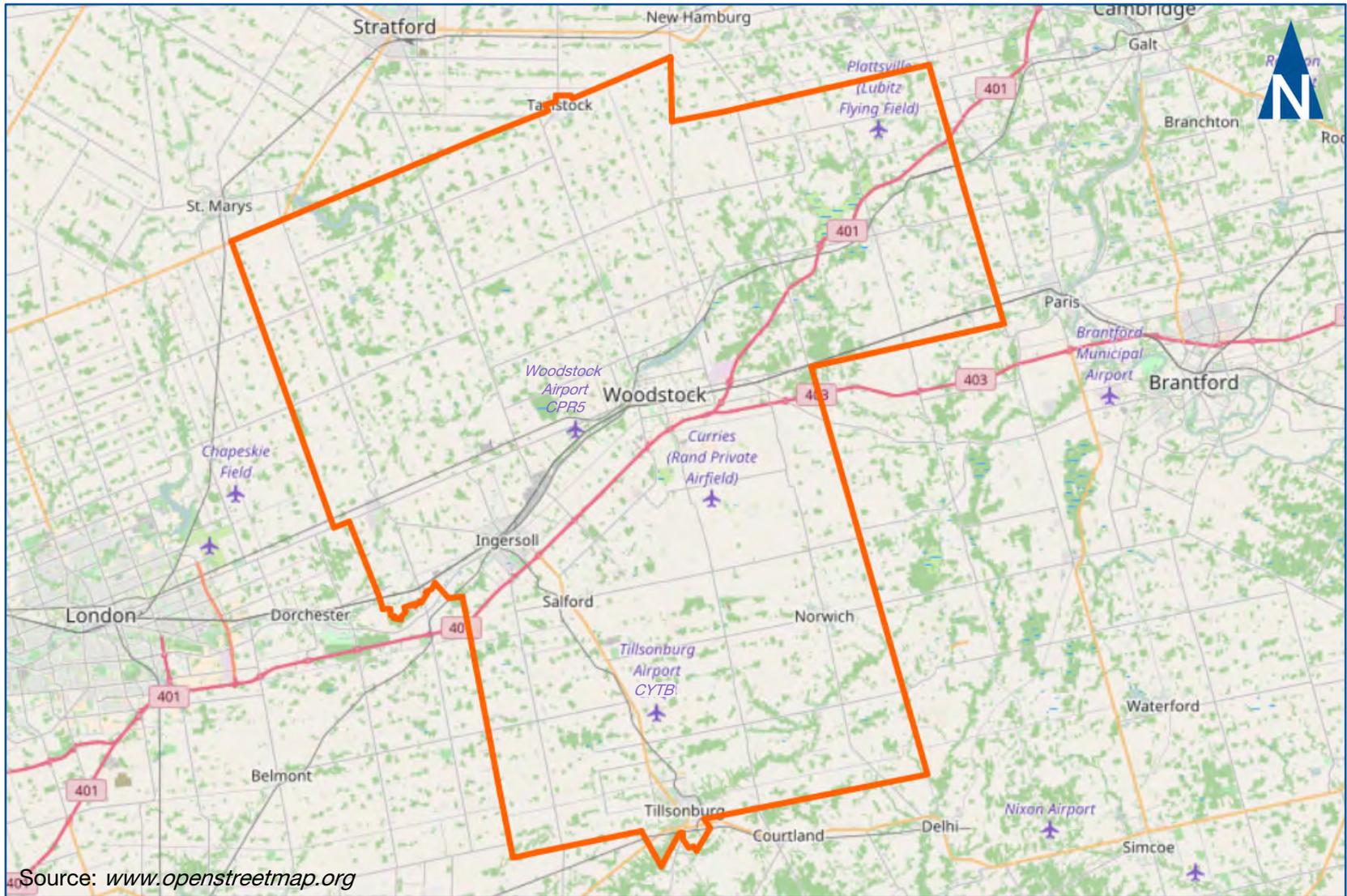
The County completed its last Transportation Master Plan (TMP) in 2009 and is now updating the 2009 TMP in the light of continuing growth and the emphasis on achieving sustainable community growth. In September 2015, the County and the eight Area Municipalities adopted the Future Oxford Community Sustainability Plan. The Community Sustainability Plan includes the following principle transportation goals:

- ▶ Develop accessible intercommunity transportation options to reduce reliance on personal automobile ownership; and
- ▶ Move away from Fossil Fuels and encourage low-carbon transportation.

The County has retained Paradigm Transportation Solutions Limited (Paradigm) to carry out the task of updating its TMP. The purpose of the new TMP and the process for achieving it are provided by the Terms of Reference, as summarized herein.

Figure 1.1 provides an overview map of Oxford County.





1.2 TMP Purpose and Objectives

The intended purpose of the new TMP is consistent with the transportation goals of the Community Sustainability Plan and the County Official Plan, and includes the following components:

- ▶ Identify existing and future levels of travel demand throughout the County;
- ▶ Determine the transportation infrastructure required to ensure the safe and efficient movement of people, goods and services;
- ▶ Achieve effective integration of transportation planning, growth management and land use planning to develop a Transportation Strategy that accommodates growth and change to 2038, and that effectively supports land use objectives as defined in County Official Plan;
- ▶ Provide a practical and financially achievable implementation plan that supports economic, social, and environmental sustainability while achieving the mobility needs;
- ▶ Develop policies and guidelines for different modes of travel including road, rail, transit, commercial vehicles, personal vehicles, cycling and pedestrian;
- ▶ Ensure compliance with the Environmental Assessment Act (EA Act) by fulfilling the requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process;
- ▶ Minimize conflict between non-local and local traffic by defining a hierarchy of roads within the County that moves people and goods throughout the County efficiently;
- ▶ Improve the functionality of the County transportation network by identifying and making provision for necessary improvements over time;
- ▶ Provide a safe, convenient and aesthetically pleasing pedestrian environment, where the County road system forms part of a designated Village, Serviced Village or Large Urban Centres; and
- ▶ Improve the integration of transportation facilities within the County with services provided by Area Municipalities, adjacent municipalities, and senior levels of government.

The TMP supports planning for a multi-modal environment, focusing on walking, cycling, public transportation (i.e. local transit, intercommunity bus, commuter rail), automobiles and motorcycles. The TMP also supports provisions for freight/goods movement, agricultural mobility, corridor access management and low carbon transportation.



The key strategic objectives of the TMP are to:

- ▶ Maximize the use of existing transportation infrastructure;
- ▶ Promote transportation demand management (TDM) measures (carpooling, work-from-home, etc);
- ▶ Expand active transportation facilities (walking, cycling); and
- ▶ Advocate and support the development of an inter-regional public transportation system implementation plan for an integrated intercommunity bus network and an enhanced passenger commuter rail service (within existing railway corridors), as identified within the “SouthwestLynx” Report and in partnership with provincial/federal governments, municipalities, and motor coach industry.

To achieve these strategic objectives, the County is targeting a 4% mode share reduction in peak hour single occupant vehicle trips over the next 20 years in order to manage the future demand on the transportation network. Use of sustainable modes of travel including active transportation (walking, cycling) and public transit (local and interregional transit, commuter rail) along with transportation demand management (i.e. carpooling, work from home, etc.) will serve to support this target goal. **Figure 1.2** summarizes the 2038 mode share targets for Oxford County.

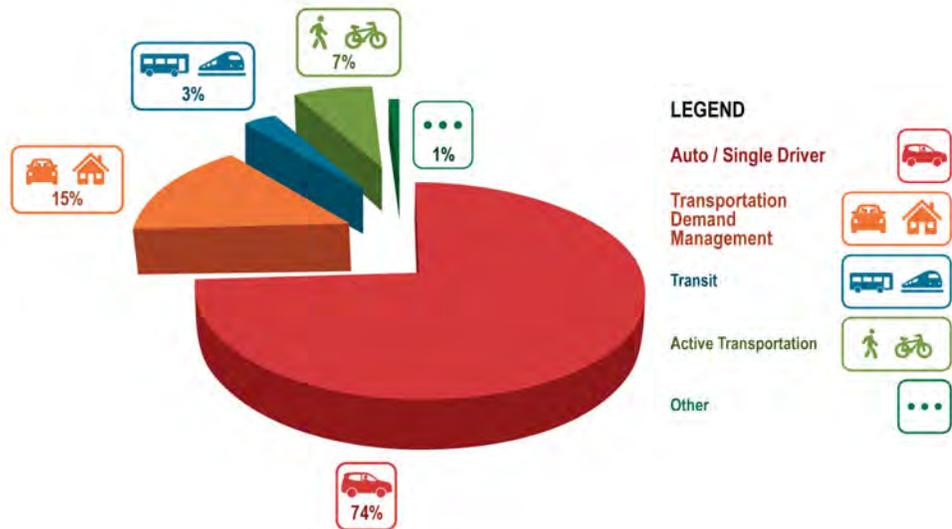


FIGURE 1.2: TRANSPORTATION MODE SHARE TARGET (2038)



1.3 TMP Process

Transportation Master Plans are long range plans that integrate infrastructure requirements for existing and future land uses with environmental assessment planning principles, which include:

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

The Municipal Class Environmental Assessment (Class EA) Master Plan process examines infrastructure systems or groups of related projects in order to provide a framework for planning for subsequent projects and/or developments extending 20 to 25 years in the future and an opportunity to consider different perspectives when looking at the impact of alternatives. (Municipal Class Environmental Assessment, October 2000, as amended in 2007 and 2015.)

The Oxford County TMP satisfies Phases 1 and 2 of the five-phase Municipal Class EA process detailed as follows:

- ▶ **Phase 1** – Identify the problem or opportunity;
- ▶ **Phase 2** – Identify alternative solutions to address the problem or opportunity by considering the existing environment and establishing the preferred solution;
- ▶ **Phase 3** – Examine alternative methods (designs) to implement the preferred solution;
- ▶ **Phase 4** – Complete an Environmental Study Report (ESR) that documents the study process; and
- ▶ **Phase 5** – Complete contract drawings and documents and proceed to construction and operation.

The Class EA process addresses projects by classifying them into different “schedules” according to their environmental significance (Schedule A, A+, B or C). The level of complexity and the potential effects of a project will determine the appropriate schedule that in turn will determine which phases will need to be addressed. The four schedules of the Class EA process are summarized as follows:



- ▶ **Schedule A** – Limited in scale and have minimal adverse impacts, assumed to be pre-approved;
- ▶ **Schedule A+** – Limited in scale and have minimal adverse impacts, assumed to be pre-approved but must be advised prior to implementation;
- ▶ **Schedule B** – Some potential for adverse environmental impacts and consultation with those affected is required; and
- ▶ **Schedule C** – Potential for significant environmental impacts and must proceed under the full planning and documentation procedures specified in the Class EA document.

The TMP proceeds under Approach 1 and does not address requirements for Schedule B and Schedule C projects. The TMP does not require approval under the *Environmental Assessment Act*, although the recommended TMP projects must fulfill all appropriate Class EA requirements (i.e. future Class EA “Schedule C” Studies will require Phases 3 and 4 of Municipal Class EA process to be met). Requests for an order to comply with Part II of the Act, the portion of the legislation regarding appeals, is possible only for those projects that are subject to the Municipal Class EA, and not the TMP itself. All infrastructure improvements fall into this category.

For project specific Class B and Class C Class EAs that are subject to this Master Plan, the public, agencies, and indigenous communities will be provided an opportunity to submit Part II Order requests at the time of the completion of those project specific Project Files/Environmental Study Reports.

1.4 Planning and Policy Framework

The TMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by Oxford County, Area Municipalities, and Provincial government ministries and agencies. The plans and policies that have informed the TMP include:

Provincial Policies and Plans:

- ▶ Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2015);
- ▶ Provincial Policy Statement (2014);
- ▶ Accessibility for Ontarians with Disabilities Act (2005);
- ▶ Ontario Ministry of Transportation Transit Supportive Guidelines (2012);
- ▶ Ontario Cycling Strategy #CycleON (2013); and
- ▶ Ontario Trails Strategy (2010).

Oxford County Policies and Plans:



- ▶ The Oxford County Official Plan (1995, as amended);
- ▶ County of Oxford Transportation Master Plan Study (2009);
- ▶ Future Oxford Community Sustainability Plan (2015);
- ▶ Oxford County Phase One Comprehensive Review (2019);
- ▶ Oxford County Asset Management Plan (2017)
- ▶ Oxford County Road Needs Study (2015);
- ▶ Oxford County Bridge Needs Study (2018);
- ▶ 100% Renewable Energy Plan (2018);
- ▶ Oxford County Trails Master Plan (2014);
- ▶ Oxford County Green Fleet Plan (2016);
- ▶ New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities (2016);
- ▶ SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario (2018);
- ▶ Steel Corridors of Opportunity: Maximizing the Benefit of Southwestern Ontario's Freight Railways (2018); and
- ▶ Empowering Ontario's Short Line Railways (2017)

Area Municipal Policies and Plans:

- ▶ City of Woodstock Cycling Master Plan (2014);
- ▶ Town of Ingersoll Cycling Master Plan (2015); and
- ▶ Tillsonburg Trails Master Plan (2015).

1.5 Community Engagement

The development of the new TMP included a consultative process involving the residents, businesses and stakeholders of the County and its Municipalities; representatives of County and Area Municipal staff; agencies of the Provincial and adjacent Municipal governments; Conservation Authorities; Indigenous Communities and other interest groups.

The main components of the TMP consultative process included:

- ▶ A Public Consultation Plan;
- ▶ Transportation Master Plan Advisory Committee (TMPAC), comprising the Consultant Team and County and Area Municipal staff representatives;
- ▶ Public notifications including two News releases;



- ▶ Public Consultation Centres (PCCs) – Minimum of four PCCs at four different locations in the County to maximize community outreach; and
- ▶ Stakeholders and Indigenous Communities were notified of the TMP and invited to participate.

Chapter 10 further details the community engagement process.

1.6 Report Organization

The remainder of the TMP is organized into the following chapters:

- ▶ **Chapter 2 – Existing Transportation Conditions** provides an overview of current conditions in Oxford County, including land use and demographics, the transportation system and recent trends in travel characteristics;
- ▶ **Chapter 3 – Future Transportation Needs** details the forecasted population and employment growth and describes the future transportation demand modelling process;
- ▶ **Chapter 4 – Transportation Vision and Alternative Planning Strategies** provides the problems and opportunities statement, followed by the vision and goals to address the problem statement. The chapter also details the process used to develop the potential alternatives and evaluation criteria to select the preferred transportation strategy;
- ▶ **Chapter 5 – Road Network Strategy** highlights the roadway infrastructure improvement recommendations, road classification, railway crossings and corridor management policies;
- ▶ **Chapter 6 – Active Transportation Strategy** presents policies to encourage active transportation and design guidelines for bikeways and walkways;
- ▶ **Chapter 7 – People and Goods Movement Strategy** highlights the recommendations to develop a robust people and goods network including intercommunity bus routes, high performance rail, carpool lots and multi-modal terminals;
- ▶ **Chapter 8 – Sustainability and New Technology Strategy** details the County’s sustainability goals and recommendations to encourage new transportation technology;
- ▶ **Chapter 9 – Implementation, Policy and Monitoring** organizes the TMP Implementation program into short and long-term horizons. The chapter also provides a monitoring framework to track the progress and performance of the recommended plan; and
- ▶ **Chapter 10 – Public and Stakeholder Consultation** details the engagement process for the TMP including the content and methods of communication.



2 Existing Transportation Conditions

2.1 Road Network

The road network in Oxford County falls within three government jurisdictions comprising Provincial, County and local jurisdiction. Oxford County maintains jurisdiction over County roads, while Area Municipalities maintain jurisdiction over their respective local road networks.

2.1.1 Provincial Freeway Network

Highway 401 and Highway 403 are critical components of the network, and are key passenger and freight vehicle routes, connecting Oxford's major economic centres of Ingersoll and Woodstock to markets in Southwestern Ontario, and the Greater Toronto and Hamilton Area (GTHA). Highway 401 provides connectivity to Waterloo Region, and Highway 403 provides connectivity to Brant County and other markets to the east. A major interchange between Highway 401 and Highway 403 is located east of Woodstock; however, this interchange lacks connectivity for westbound vehicles on either highway to connect to eastbound traffic. These highways are the major east-west routes through the County.

Highway 19 is a major north-south corridor connecting Tillsonburg to Ingersoll and Highway 401 and operates under the jurisdiction of the Ontario Ministry of Transportation (MTO). A small segment of Highway 3 (4.7 km) travels through Tillsonburg, and a small segment of Highway 7 (3.7 km) travels along the northern boundary of the Township of Zorra, both of which operate under jurisdiction of Ontario's Ministry of Transportation (MTO).

2.1.2 County Road Network

The County road network comprises urban and rural roadways and connects to the provincial road network through at grade intersections with Highway 3, Highway 7, and Highway 19, or through interchanges with Highway 401 and Highway 403. Oxford Road 59 and Oxford Road 119 are major north-south corridors connecting smaller towns and villages throughout the County. The road network under the jurisdiction of the County exhibits a distinct grid pattern in the five rural townships and provides excellent connectivity to local township road networks.

2.1.3 Local Road Network

The remaining roadways within the County comprise minor arterials, collectors and local roads which service local traffic, and operate under the jurisdiction of the Area Municipalities. The local road network generally has lower speed limits and carry lower traffic volumes as compared to the County and Provincial road networks.

Figure 2.1 illustrates the existing road network within Oxford County.



OXFORD COUNTY



Legend

Road Jurisdiction

- County Road
- Township Road
- Provincial Highway



Oxford County Road Network

2.2 Active Transportation Facilities

The existing cycling facilities in Oxford County consist of on and off-road facilities that are managed by the County, Area Municipalities, Conservation Authorities, and other entities. **Figure 2.2** displays the preferred on-road cycling routes as identified by the Oxford County Cycling Advisory Committee. The preferred routes on County roads are equipped with Share the Road signs and delineated with white edge lines where road width permits.

2.3 Other Transportation Infrastructure

Other transportation infrastructure and services in Oxford County include the following public transit, rail service, freight rail lines and airports.

2.3.1 Public Transit

Transit services within the County are provided at the municipal level in the City of Woodstock and Town of Tillsonburg. Woodstock Transit was founded in 1962 and continues to service the City via six surface bus routes centred around the Transit Terminal located at 623 Dundas Street. **Figure 2.3** illustrates the existing transit services offered by Woodstock Transit.

The Town of Tillsonburg previously operated a local transit system from 2001 to 2005; however, this system was cancelled due to operating costs exceeding operating revenues. Currently, transit is provided by T:Go Call-N-Ride, a community bus service providing low-cost rides within Tillsonburg. The transit system operates on set schedules, with flexible routes to accommodate residents in a cost-effective manner.

Accessible transit services are provided by Para-Transit in the City of Woodstock and the Town of Ingersoll.

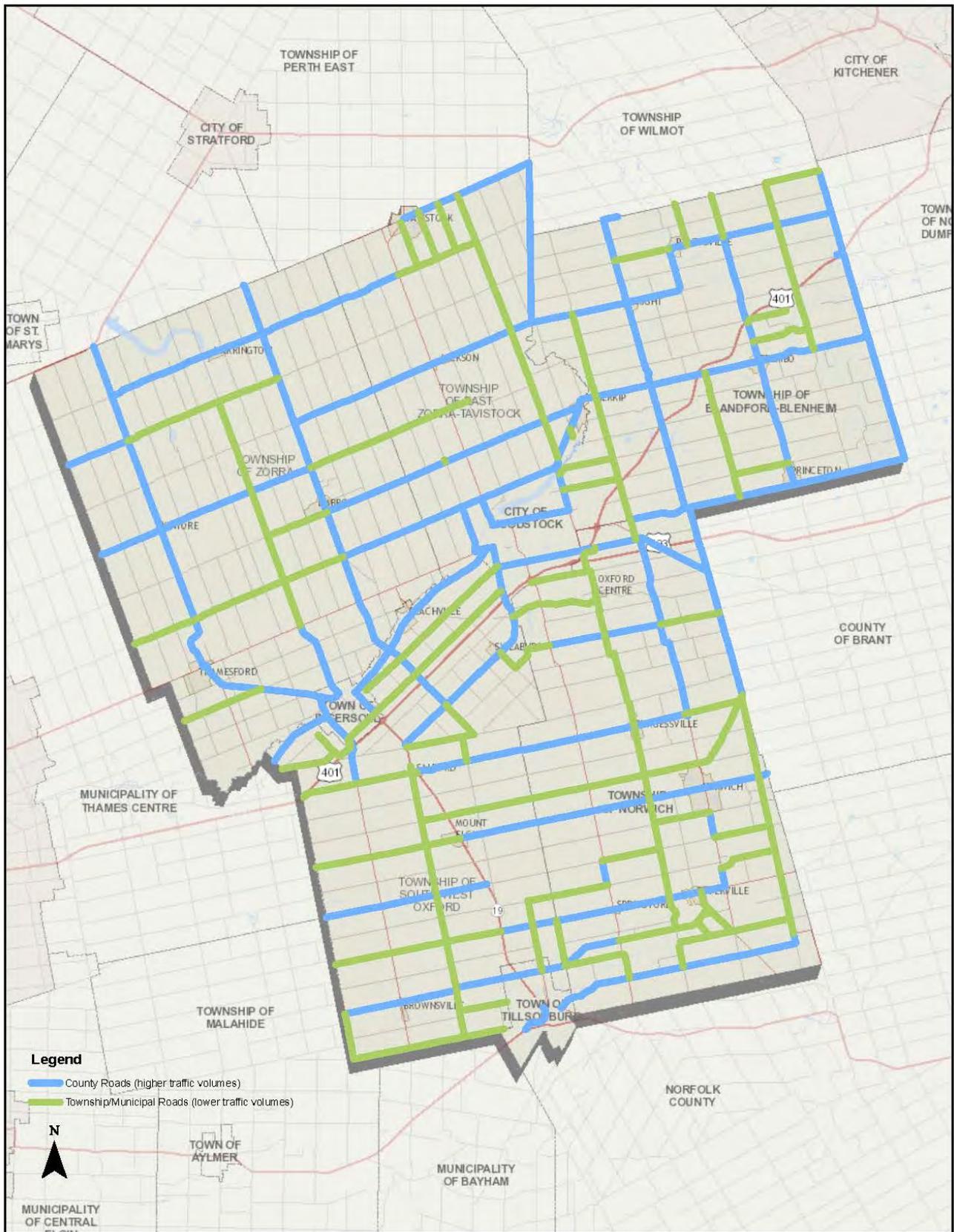
Government of Ontario (GO) Transit does not provide direct bus service within the County; however, services are available at Brantford Bus Terminal (64 Darling Street) in addition to the stations listed in the following section.

2.3.2 Rail Service

GO Transit does not provide direct service within the County; however, services are available at the following stations which represent the western terminuses of three (3) GO Transit lines:

- ▶ Kitchener Station (126 Weber Street West) provides access to GO Transit's Kitchener Line, with limited (morning only) train service, and all-day bus service to Union Station in Downtown Toronto;
- ▶ Milton Station (780 Main Street East) provides access to GO Transit's Milton Line, with limited (peak hour only) service to Union Station; and
- ▶ Aldershot Station (1199 Waterdown Road) provides access to GO Transit's Lakeshore West Line, with all-day train service to Union Station.





Oxford County Preferred On Road Cycling Routes

Bus Schedule

All buses leave Terminal at :00 or :30 and arrive back at Terminal at :25 or :55.

1 Northeast
Terminal, Whitewater, Springbank, Springbank, Cromwell, Terminal
Dundas, Springbank, Springbank, Dundas, Springbank

2 Dundas East
Terminal, Queen Tiger, Lakeshore, Nails, Nails, Terminal
Terminal, Queen Tiger, Lakeshore, Nails, Nails, Terminal

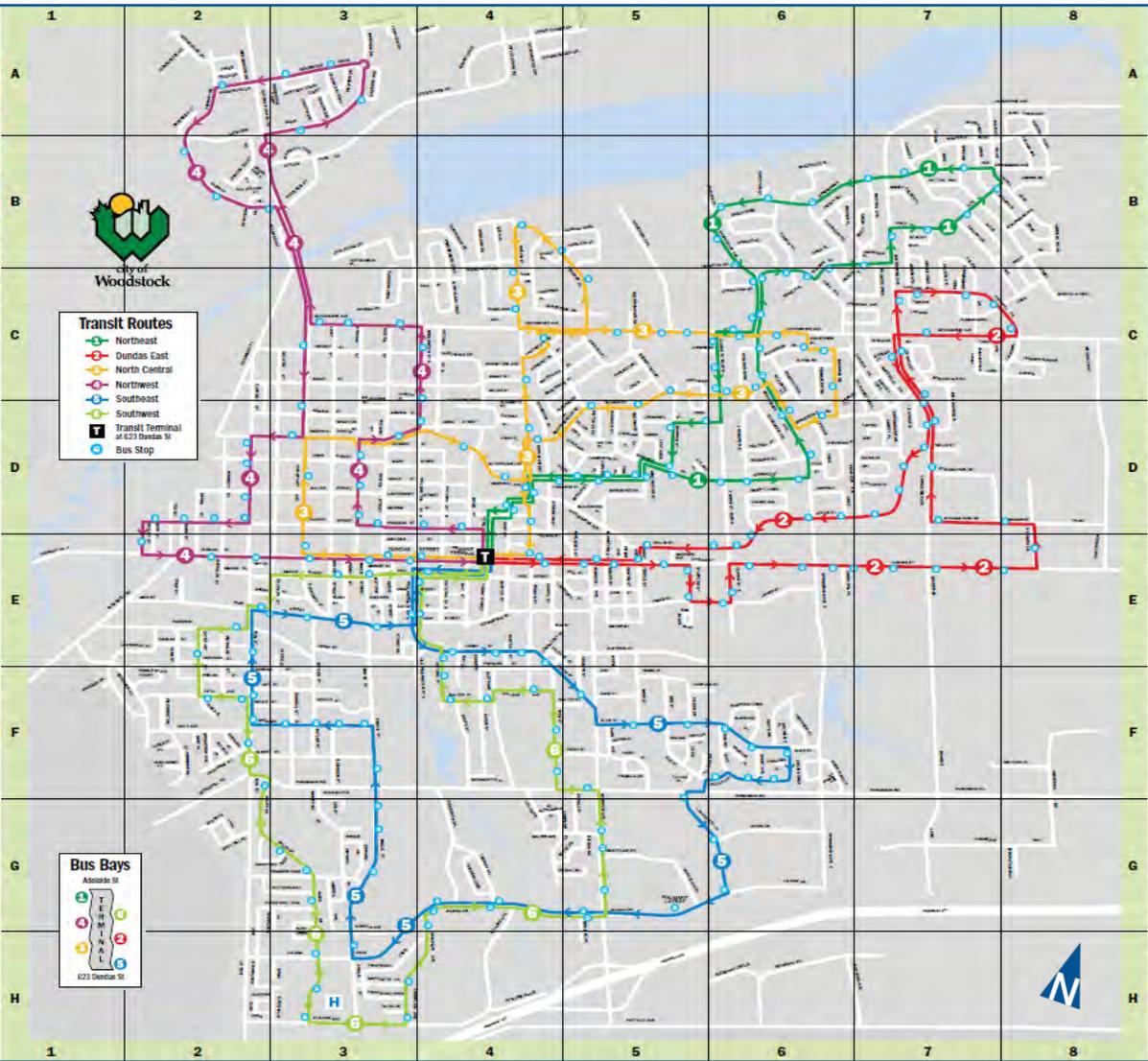
3 North Central
Terminal, Sawdust, Army, Springbank, Springbank, Springbank, Terminal
Terminal, Sawdust, Army, Springbank, Springbank, Springbank, Terminal

4 Northwest
Terminal, Wellington, Lakeshore, Parkway, Highway 54, Terminal
Terminal, Wellington, Lakeshore, Parkway, Highway 54, Terminal

5 Southeast
Terminal, Alton, Alton, Longworth, Juliana, Spencer, Terminal
Terminal, Alton, Alton, Longworth, Juliana, Spencer, Terminal

6 Southwest
Terminal, Stone, Stone, Alton, Alton, Terminal
Terminal, Stone, Stone, Alton, Alton, Terminal

Time	Terminal	Dundas	Stone	Alton	Highway 54	Terminal
6:00	6:00	6:10	6:15	6:20	6:25	6:30
6:30	6:35	6:40	6:45	6:50	6:55	7:00
7:00	7:05	7:10	7:15	7:20	7:25	7:30
7:30	7:35	7:40	7:45	7:50	7:55	8:00
8:00	8:05	8:10	8:15	8:20	8:25	8:30
8:30	8:35	8:40	8:45	8:50	8:55	9:00
9:00	9:05	9:10	9:15	9:20	9:25	9:30
9:30	9:35	9:40	9:45	9:50	9:55	10:00
10:00	10:05	10:10	10:15	10:20	10:25	10:30
10:30	10:35	10:40	10:45	10:50	10:55	11:00
11:00	11:05	11:10	11:15	11:20	11:25	11:30
11:30	11:35	11:40	11:45	11:50	11:55	12:00
12:00	12:05	12:10	12:15	12:20	12:25	12:30
12:30	12:35	12:40	12:45	12:50	12:55	1:00
1:00	1:05	1:10	1:15	1:20	1:25	1:30
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7:00	7:05	7:10	7:15	7:20	7:25	7:30
7:30	7:35	7:40	7:45	7:50	7:55	8:00
8:00	8:05	8:10	8:15	8:20	8:25	8:30
8:30	8:35	8:40	8:45	8:50	8:55	9:00
9:00	9:05	9:10	9:15	9:20	9:25	9:30
9:30	9:35	9:40	9:45	9:50	9:55	10:00



PARA-TRANSIT

Para-Transportation Services Available for Registered Eligible Individuals

Para-Transit Service provided by the City of Woodstock

Cash Fare	Regular hours of operation
\$2.50	Monday-Friday 6:00 am-10:00 pm
	Saturday 8:00 am-10:00 pm

Service must be pre-booked 24 hours in advance. Call 519-539-2382 ext. 2510 (TTY: 519-539-7268) between the hours of 8:30 am-7:00 pm, Monday through Friday and 9:00 am-7:00 pm on Saturday. (Voice mail is available outside of regular hours.)

All passes accepted on conventional transit are now accepted on Para-Transit. Passes are available at the locations noted on the reverse side of this map.

Registration forms are available at City Hall. Note: Photo I.D. cards will be required in order to use this service.

Questions concerning eligibility criteria? Phone 519-539-1291

Street Index

Abbotville St	101	Abbotville St	101	Abbotville St	101
Abbotville St	102	Abbotville St	102	Abbotville St	102
Abbotville St	103	Abbotville St	103	Abbotville St	103
Abbotville St	104	Abbotville St	104	Abbotville St	104
Abbotville St	105	Abbotville St	105	Abbotville St	105
Abbotville St	106	Abbotville St	106	Abbotville St	106
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Abbotville St	149	Abbotville St	149	Abbotville St	149
Abbotville St	150	Abbotville St	150	Abbotville St	150

Transfer Information

If you require more than one bus route to reach your destination, ask your bus driver for a transfer when boarding. The transfer allows you to change buses at no additional charge. Transfers are not a stop-over and are valid only on the next available bus at the designated transfer point.

PLEASE TRANSFER AT THE TRANSIT TERMINAL (623 DUNDAS ST) FOR ALL ROUTES. TRANSFER VALID ONLY FOR THE FIRST BUS LEAVING THE TRANSFER POINT.

1 Route #1 Northeast continues on Route #6 Southwest, and vice-versa. **6**

2 Route #2 Dundas East continues on Route #4 Northwest, and vice-versa. **4**

3 Route #3 North Central continues on Route #5 Southeast, and vice-versa. **5**

NO SUNDAY SERVICE

Transit Fares

Transit Fare	CASH FARES (cash change required)
Adult/Senior	\$2.50
Students (age 5-18)	\$2.50
Children (under 5)	FREE

SPECIAL DISCOUNT / SAVINGS PASSES

Pass Type	12 Rides	Monthly
Man-O-War Value Pass	\$25	\$48
Student / Senior (60+) Pass	Monthly \$48	Monthly \$60
Adult Pass (non-transferable)	Monthly \$60	Monthly \$75
Group Pass (2-5 riders)	All Day \$7.50	

PURCHASE PASSES AT THESE LOCATIONS

Location	Monthly Pass	Man-O-War Pass	Group Pass
City Hall	✓	✓	✓
Community Complex	✓	✓	✓
Engineering / Public Works	✓	✓	✓
Timberline College (Dundas Post only)	✓	✓	✓
Timberline	✓	✓	✓
Shoppers Drug Mart (Dundas West)	✓	✓	✓
South Gate Centre	✓	✓	✓
Southside Aquatics Centre	✓	✓	✓
St. Mary's H.S. Student Pass only	✓	✓	✓
TD Canada Trust (Springbank)	✓	✓	✓
TD Canada Trust (Wellington/Dundas)	✓	✓	✓
Woodstock Public Library	✓	✓	✓

Please note: passes are not available on the bus. Check What's On Woodstock magazine for current ticketed outlets.



Existing Transit Service
City of Woodstock

VIA Rail is an independent Crown corporation, subsidized by Transport Canada and mandated to provide intercity passenger rail services in Canada. VIA Rail offers the following connections from two stations within the County:

- ▶ Woodstock (100 Victoria Street South): provides direct connections with VIA Rail's Windsor-London-Toronto route, operating four trains through Woodstock during weekdays and four trains during weekends; and
- ▶ Ingersoll (1 Thames Street North): provides direct connection to VIA Rail's Windsor-London-Toronto route, operating two trains through Ingersoll during weekdays and three trains during weekends.

2.3.3 Freight Rail Lines

Canadian Pacific Rail (CP Rail) and Canadian National Rail (CN Rail) own and operate the two east-west main rail lines within the County. These rail lines are classified as Class I railways and are the central segments of the two railways' Montreal-Chicago corridors. The CP Rail line travels through Woodstock between London and Cambridge, while the CN Rail line travels through Ingersoll and Woodstock between London and Brantford.

The short line railways in Oxford County are feeders into the main CP and CN Rail main lines. The Ontario Southland Railway (OSR) is a short line rail operator that operates the CP Rail corridor from Ingersoll to Tillsonburg and the CN Rail corridor from St. Thomas to Tillsonburg under lease with these two Class 1 railways. OSR operates between Ingersoll, Tillsonburg, Aylmer and St. Thomas.

2.3.4 Airports

There are two airports in Oxford County located north of Tillsonburg and west of Woodstock.

Tillsonburg Regional Airport is the major airport within the County and is classified as an airport of entry by Nav Canada, handling general aviation aircraft with up to 15 passengers. The airport comprises one paved runway and two turf runways and is used by EMS (air ambulance) and the Canadian Military for search and rescue operations. The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.

Woodstock Airport is a smaller airport located west of Woodstock and features one turf runway and is owned and operated by the Woodstock Flying Club. The airport does not include any border services for international aviation.



2.4 Traffic Volumes & Operations

2.4.1 Base Year Traffic Volumes

To determine existing traffic volumes within the County, eight-hour turning movement counts were conducted at key County intersections in September 2016 and February 2018. These intersections were reviewed by County staff and are summarized in **Table 2.1**.

Existing intersections were summarized to determine the existing traffic volumes during the weekday PM peak hours. Since turning movement counts were completed in both 2016 and 2018, a growth rate of 3% was applied to the 2016 volumes to model the 2018 base year traffic conditions. This growth rate is consistent with population and employment forecasts interpolated between 2016 and 2021. Traffic counts completed in 2018 have not been adjusted.



TABLE 2.1: TRAFFIC COUNT LOCATIONS

Station	Municipality	Intersection Location	
		Street Name 1	Street Name 2
1	Blandford-Blenheim	Oxford Road 8	Cuthbertson Street
2		Oxford Road 22	Oxford Road 8
5		Oxford Road 29	Oxford Road 3
20		Oxford Road 8	Samuel Street
36		Oxford Road 2	Oxford Road 22
38		Oxford Road 8	Oxford Road 3
8	East Zorra-Tavistock	Oxford Road 59	Oxford Road 8
12		Oxford Road 8	Oxford Road 5
13		Oxford Road 33	Oxford Road 4
29		Oxford Road 59	Oxford Road 33
23		Oxford Road 59	Oxford Road 28
9	Ingersoll	Oxford Road 7	North Town Line West
11		Oxford Road 119	Oxford Road 7
32		Oxford Road 119	Clarke Road
3	Norwich	Oxford Road 59	Main Street
18		Oxford Road 18	Oxford Road 13
19		Oxford Road 19	Church Street
21		Oxford Road 19	Oxford Road 13 (North)
31		Oxford Road 2	Oxford Road 55
34		Oxford Road 40	Oxford Road 59
35		Oxford Road 14	Oxford Road 15
37		Oxford Road 40	Oxford Road 14
4	South-West Oxford	Oxford Road 9	West Hill Line
17		Oxford Road 18	Duffy Line
33		Oxford Road 6	Oxford Road 12
39		Oxford Road 46	King's Highway 19
25	Woodstock	Oxford Road 2	Oxford Road 9
26		Oxford Road 59	Oxford Road 15
27		Oxford Road 54	Oxford Road 35
28		Oxford Road 59	Juliana Drive
30		Oxford Road 35	Lansdowne Avenue



Station	Municipality	Intersection Location	
		Street Name 1	Street Name 2
6	Zorra	Oxford Road 6	Oxford Road 17
7		Oxford Road 6	Commissioners Street
14		Oxford Road 119	Oxford Road 16
15		Oxford Road 28	31st Line
16		Oxford Road 28	Oxford Road 6
24		Oxford Road 2	Oxford Road 119 (North)



2.4.2 Base Year Traffic Operations

Intersection Level of Service (LOS) is a recognized method of quantifying the average delay experienced by drivers at intersections. It is based on the delay experienced by individual vehicles executing the various movements. The delay is related to the number of vehicles desiring to make a particular movement, compared to the estimated capacity for that movement. The capacity is based on a number of criteria related to the opposing traffic flows and intersection geometry.

Table 2.2 summarizes the LOS criteria for signalized and stop controlled intersections. The highest possible rating is LOS A, under which the average total delay is equal or less than 10.0 seconds per vehicle. When the average delay exceeds 80 seconds for signalized intersections, 50 seconds for unsignalized intersections, or when the volume to capacity ratio is greater than 1.00, the movement is classed as LOS F and remedial measures are usually implemented, if they are feasible.

TABLE 2.2: VEHICLE LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersections Average Total Delay (sec/veh)	Unsignalized Intersections Average Total Delay (sec/veh)
A	< = 10	< = 10
B	> 10 & < = 20	> 10 & < = 15
C	> 20 & < = 35	> 15 & < = 25
D	> 35 & < = 55	> 25 & < = 35
E	> 55 & < = 80	> 35 & < = 50
F	> 80	> 50

The operations of the intersections were evaluated using Synchro 9 with Highway Capacity Manual (HCM) 2000 procedures. **Table 2.3** summarizes the results of the analysis for the PM peak hour indicating the overall intersection or critical movement LOS and volume to capacity (v/c) ratio. The results of these analyses indicate that the intersections are operating at acceptable LOS and within capacity.

As the Level of Service reaches LOS D, traffic flow will become less stable. This should be an indication that improvements may be required, and the County should monitor the need based on the traffic demand.

Overall, the road network adequately serves the County by providing good connectivity between the Township and Provincial road networks. This level of connectivity performs reasonably well, mainly due to the dispersed nature of the cities, towns and villages throughout the County, and their locations along former Provincial highways. The major challenges to the County's network are related to future development in Woodstock and Ingersoll that has the potential to create capacity constraints on roadways connecting to Highway 401 and Highway 403, in addition to development along the Oxford Road 17 and Oxford Road 4 corridors.



TABLE 2.3: EXISTING TRAFFIC OPERATIONS

Intersection	Control ¹	Critical Movement	PM Peak Hour		
			LOS	Delay	v/c
Oxford Road 8 & Cuthbertson Street	TWSC	Critical Movement	A	9	0.06
Oxford Road 22 & Oxford Road 8	AWSC	Critical Movement	A	8	0.16
Oxford Road 59 & Main Street	TWSC	Critical Movement	B	13	0.19
Oxford Road 9 & West Hill Line	TWSC	Critical Movement	A	8	0.01
Oxford Road 29 & Oxford Road 3	AWSC	Critical Movement	A	9	0.25
Oxford Road 6 & Oxford Road 17	TWSC	Critical Movement	B	15	0.22
Oxford Road 6 & Commissioners Street	TWSC	Critical Movement	C	15	0.06
Oxford Road 59 & Oxford Road 8	TWSC	Critical Movement	D	29	0.53
Oxford Road 7 & North Town Line West	TWSC	Critical Movement	B	12	0.17
Oxford Road 119 & Oxford Road 7	TCS	Overall	B	10	0.27
Oxford Road 8 & Oxford Road 5	TWSC	Critical Movement	A	9	0.05
Oxford Road 33 & Oxford Road 4	TWSC	Critical Movement	B	14	0.25
Oxford Road 119 & Oxford Road 16	TWSC	Critical Movement	A	10	0.33
Oxford Road 28 & 31st Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 28 & Oxford Road 6	TWSC	Critical Movement	B	14	0.21
Oxford Road 18 & Duffy Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 18 & Oxford Road 13	TWSC	Critical Movement	C	16	0.49
Oxford Road 19 & Church Street	TWSC	Critical Movement	A	10	0.06
Oxford Road 8 & Samuel Street	TWSC	Critical Movement	A	10	0.11
Oxford Road 19 & Oxford Road 13 (North)	TWSC	Critical Movement	B	13	0.37
Oxford Road 59 & Oxford Road 28	TWSC	Critical Movement	C	15	0.20
Oxford Road 2 & Oxford Road 119 (North)	TCS	Overall	B	12	0.45
Oxford Road 2 & Oxford Road 9	TWSC	Critical Movement	D	26	0.26
Oxford Road 59 & Juliana Drive	TCS	Overall	C	32	0.74
Oxford Road 54 & Oxford Road 35	TCS	Overall	A	10	0.48
Oxford Road 59 & Oxford Road 15	TCS	Overall	C	27	0.69
Oxford Road 59 & Oxford Road 33	TWSC	Critical Movement	C	20	0.31
Oxford Road 35 & Lansdowne Ave	TCS	Overall	B	11	0.51
Oxford Road 2 & Oxford Road 55	TWSC	Critical Movement	B	14	0.29
Oxford Road 119 & Clarke Road	TWSC	Critical Movement	D	26	0.25
Oxford Road 6 & Oxford Road 12	TWSC	Critical Movement	A	10	0.07
Oxford Road 40 & Oxford Road 59	TWSC	Critical Movement	C	17	0.08
Oxford Road 14 & Oxford Road 15	TWSC	Critical Movement	B	11	0.16
Oxford Road 2 & Oxford Road 22	TWSC	Critical Movement	B	10	0.11
Oxford Road 40 & Oxford Road 14	TWSC	Critical Movement	B	10	0.02
Oxford Road 8 & Oxford Road 3	TWSC	Critical Movement	B	12	0.07
Oxford Road 46 & King's Highway 19	TWSC	Critical Movement	C	19	0.29

¹ TWSC – Two-way Stop Control, AWSC – All-way Stop Control, TCS – Traffic Control Signal



2.5 Existing Population and Employment Statistics

For the purposes of characterizing growth trends, 2018 has been used as the base year. This is the most recent year for which complete land use, population, employment and household figures are available.

Historically, Oxford County has experienced sustained growth, growing from a population of 99,300 in 2001 to 110,860 in 2016. The population is distributed throughout with eight Area Municipalities with larger populations in the urban centres of Woodstock, Tillsonburg and Ingersoll. **Figure 2.4** illustrates the distribution of residents between the Area Municipalities in 2016.

Table 2.4 details the 2001-2016 population and employment statistics for Oxford County obtained from Census Canada (population, housing) and the County's development forecasts (employment). Note the data does not adjust for the Census undercount.

TABLE 2.4: POPULATION AND EMPLOYMENT GROWTH 2001-2016

	2001	2006	2011	2016
Population	99,300	102,800	105,700	110,860
Employment	44,155	48,440	52,045	57,300

Between 2001 and 2016, the population increased by 11.6% (11,560 residents) or 0.74% per annum. During the same period, employment grew 29.8% (13,145 employees) or 1.75% per annum.

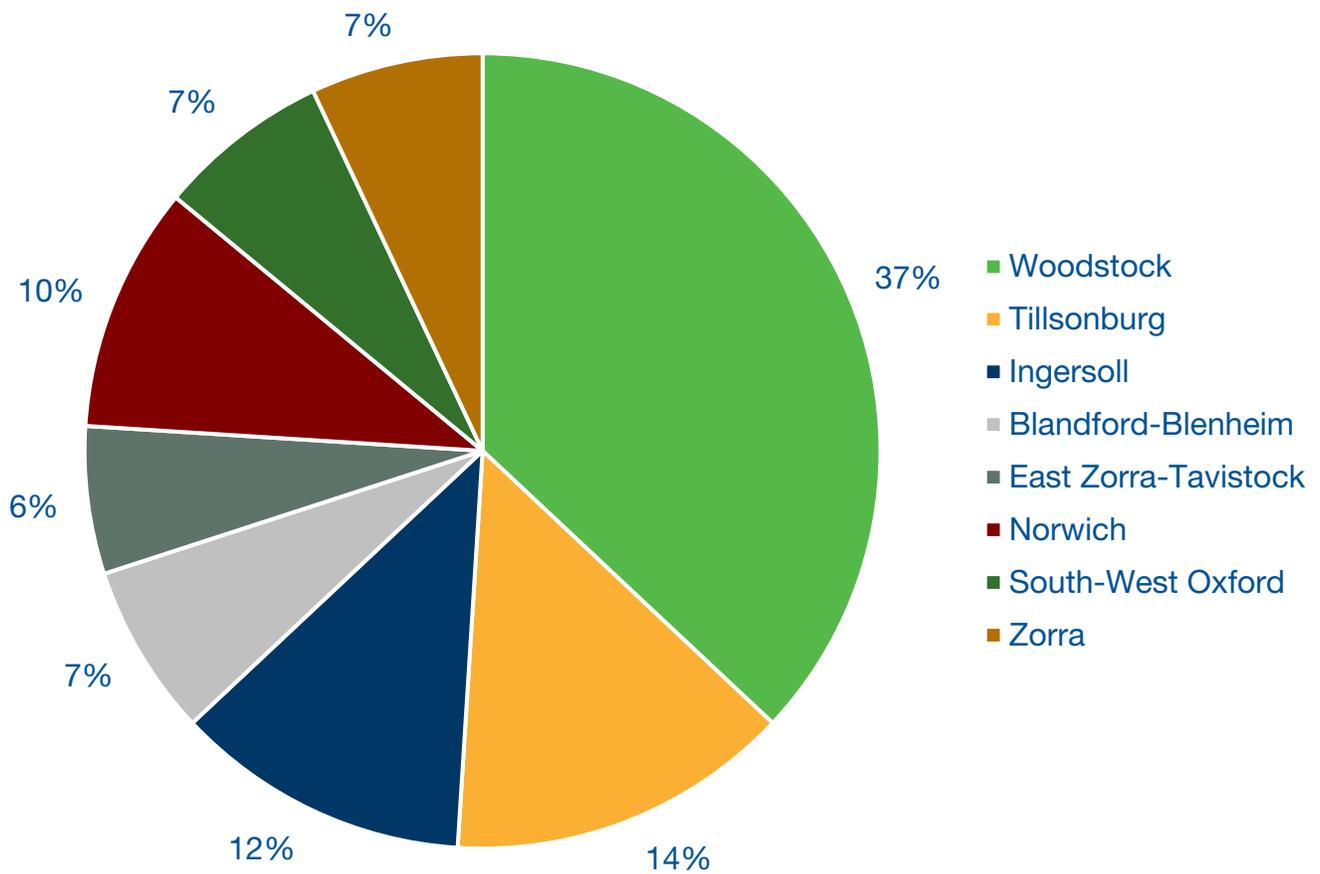
2.6 Oxford County Travel Patterns

2.6.1 Home to Work Travel Patterns

The existing County commuter travel patterns were derived through a review of the 2011 and 2016 Journey to Work data from Census Canada. As expected, a significant portion of travel on the County transportation network is due to auto drivers (single occupant vehicles) commuting to and from their places of employment. **Appendix A** provides the complete 2016 Journey to Work data set for Oxford County.

The data indicates that over the five-year period from 2011 to 2016, the number of residents working in the County increased by four (4)%. Overall, the changes from 2011 to 2016 are minor in nature and do not indicate any trends towards a significant change in travel patterns.





2016 Population Distribution

Existing (2016) home-work travel patterns in the County indicate the following:

- ▶ Of the total home-work trips involving Oxford County, 49.7% are within the County or 'internal trips', 42.3% are 'external trips' and the remaining 8.0% are persons with no fixed work address, who may work both within and outside of the County. Of the external trips, 21.6% are inbound trips by people from outside municipalities, and 20.7% are outbound trips by Oxford residents working in outside municipalities;
- ▶ 63.4% of Oxford residents work inside the County, while 26.5% work outside the County, the remaining 10.1% of employed residents have no fixed work address;
- ▶ The number of people travelling to work in the County (51%) is slightly higher than the number of residents travelling to work outside (49%); and
- ▶ 8.5% of the employed workforce in Oxford County works from home.

The following figures summarize more disaggregated versions of these general travel patterns indicating the distribution of home-work trips between Area Municipalities in the County and different outside municipalities.

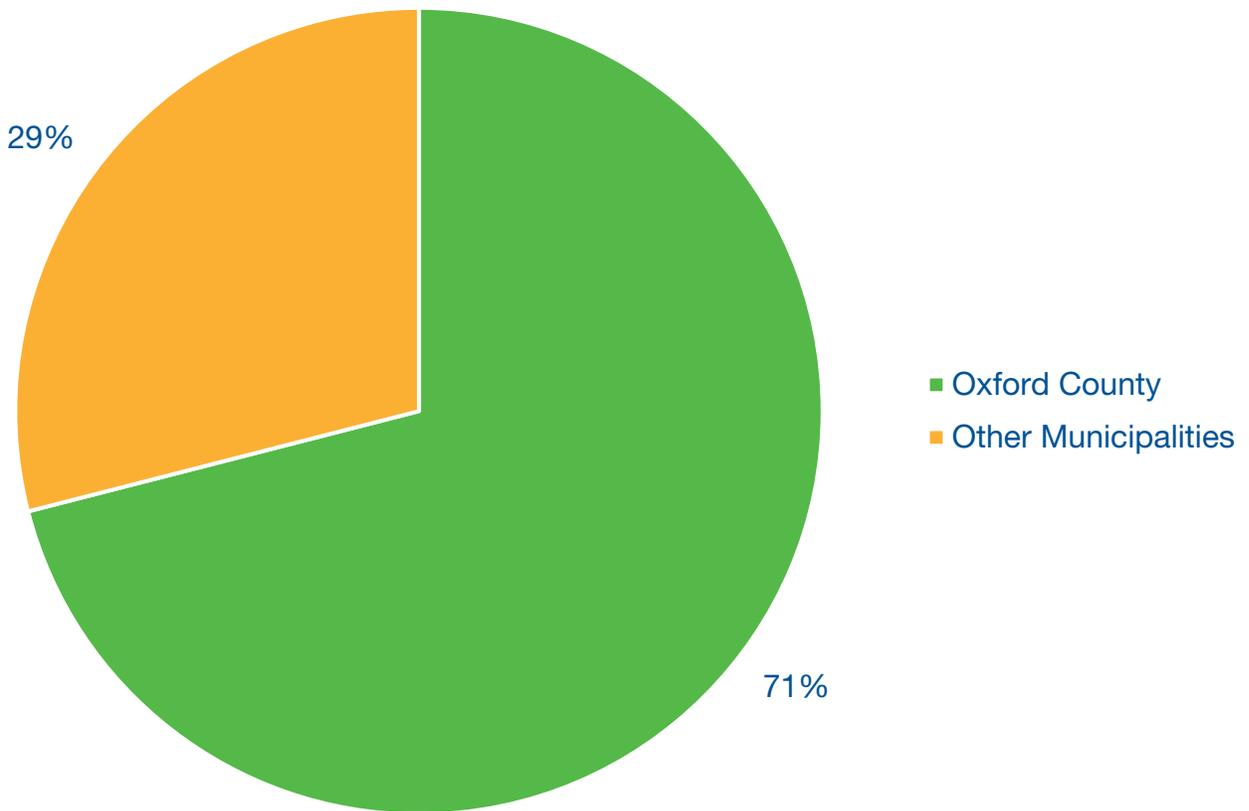
Figure 2.5 illustrates the place of residence of those who commute to, and/or live in Oxford County. Based on the 2016 Journey to Work¹ data, approximately 71% of Oxford County residents with a fixed place of work are employed within Oxford County itself. Conversely, about 29% of Oxford County residents with a fixed place of work travel to neighbouring jurisdictions, primarily the Region of Waterloo and Middlesex County.

Figure 2.6 displays the origin of work trips to Oxford County in 2016, for non-County residents. The primary inbound commuting trips originate in Middlesex County (34%), Haldimand & Norfolk Counties (18% combined), Elgin County (17%), Brant County (11%) and the Region of Waterloo (8%).

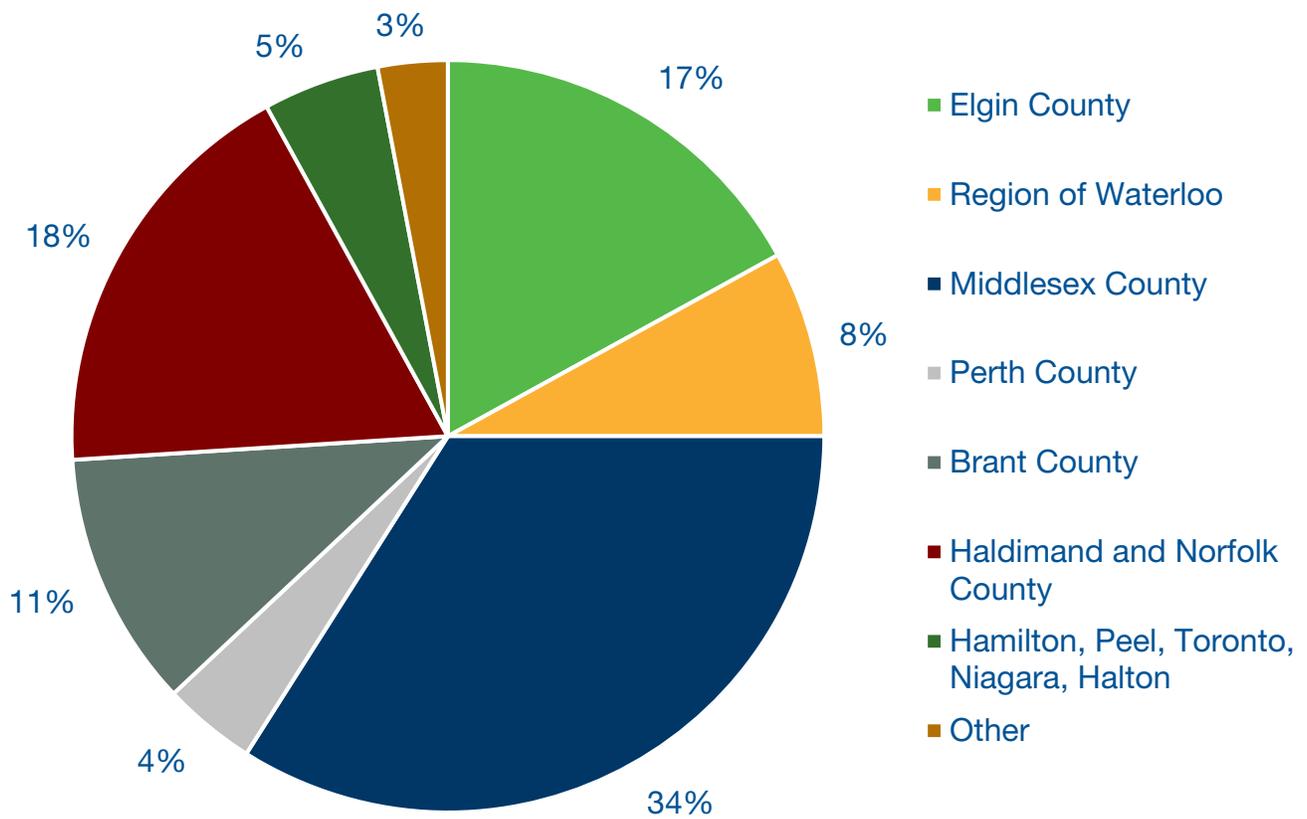
Figure 2.7 summarizes the commuter destinations within Oxford in 2016, of those who work in Oxford County regardless of their place of residence (either within or beyond Oxford County). Of the residents who work in Oxford County, approximately 43% of the commuter trips are destined for the City of Woodstock. The remaining resident trips are destined for Tillsonburg (14%), Ingersoll (13%) or the five Townships (30%).

¹ Statistics Canada, 2016 Census of Population. Site: Statistics Canada. 2017. *Oxford CTY [Census division], Ontario and Ontario [Province] (table). Census Profile. 2016 Census. Statistics Canada Catalogue no. 98-316-X2016001.*



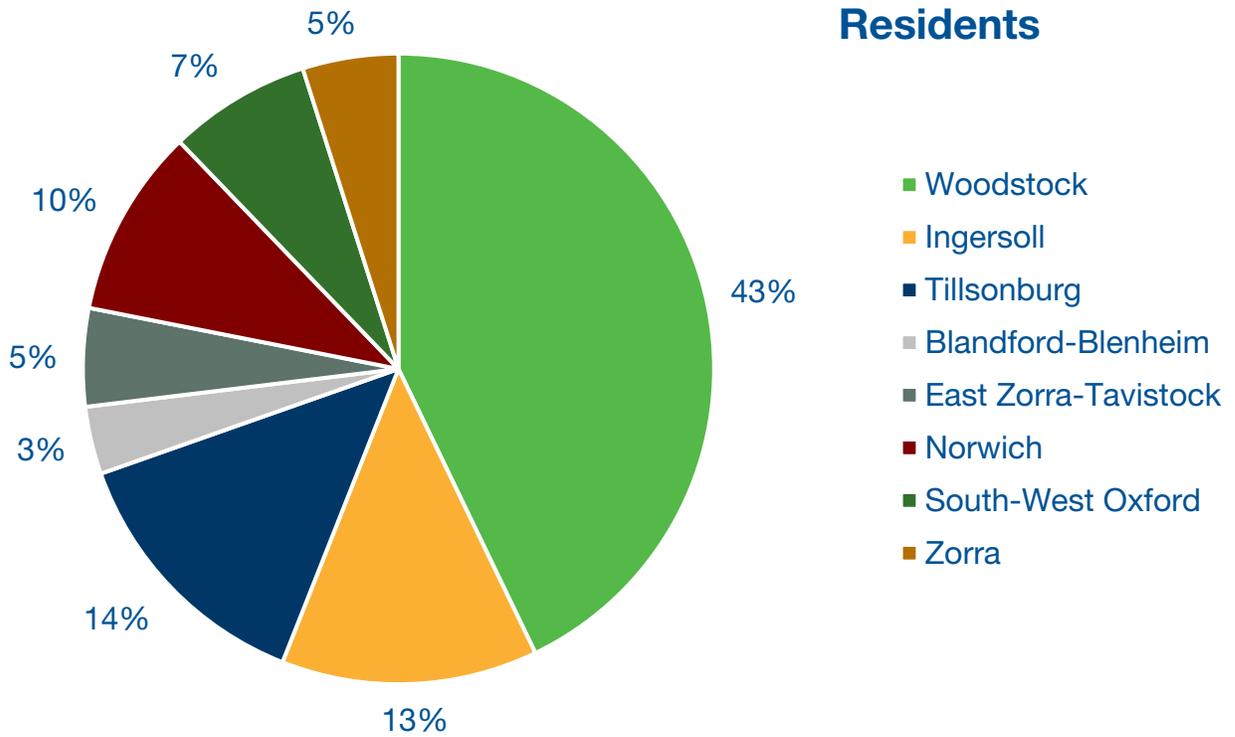


Work Trip Destination by Oxford County Residents with Fixed Place of Work

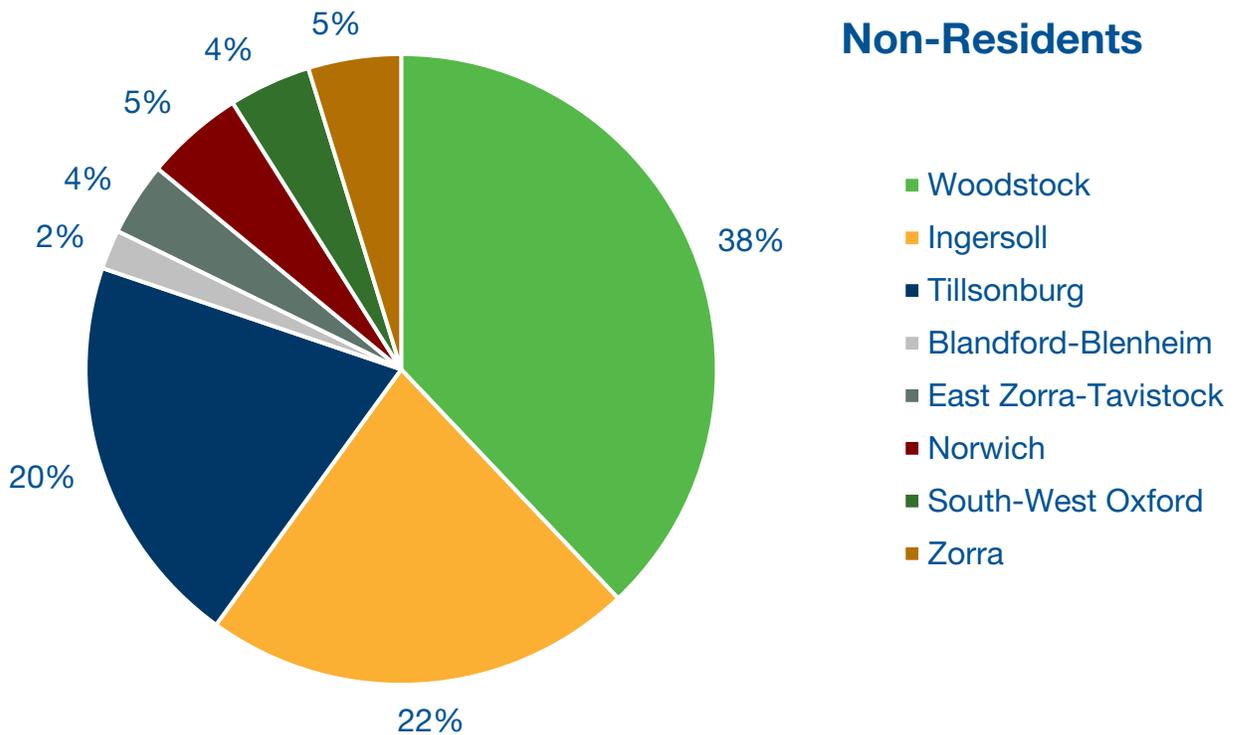


Existing (2016) Origin of Work Trips to Oxford County by Non-Residents

Residents



Non-Residents



The inbound commuting trips in 2016, were destined to Woodstock (38%), Ingersoll (22%), Tillsonburg (20%) and the five Townships within the County (20%).

The existing travel patterns indicate that the three urban centres of Woodstock, Ingersoll and Tillsonburg are the major locations of the County's employment market, with additional employment and economic activities existing in the County's five Townships, primarily in their serviced and unserved Villages.

In addition, the Journey to Work data details residents who work from home. In 2016, a total of 4,805 residents worked from home, which represents 8.5% of the employed workforce in Oxford County. In comparison to the data available from the 2011 National Household Survey, the number of work from home residents has decreased by approximately 495 residents.

2.6.2 Origin-Destination Survey

Origin-destination surveys were undertaken at 20 locations throughout the County in support of determining general travel patterns throughout the County. Surveys were conducted on one weekday between the hours of 3:00 PM and 6:00 PM in June 2017 using Miovision Scout camera technology with connected adapters. These adapters captured the Bluetooth signal of connected devices, assigned a random alpha-numerical value to the signal and recorded the time a device passed a survey station. At the conclusion of the surveys, a trip matrix was created showing the number of vehicles passing through each station during the survey hours. Seventeen of the locations were identical to those in the 2009 TMP, and three new locations were surveyed through consultation with County staff. **Table 2.5** and **Figure 2.8** summarize the locations where the origin-destination surveys were conducted.

The survey data was aggregated and analyzed to determine the predominant travel patterns between the survey locations. Travel patterns between the north and south portions of the County are similar in that major population centres attract from the surrounding areas, and generally coincide with expected travel patterns. As the origin-destination survey was conducted within the weekday PM peak hour, travel patterns are generally indicative of commuter flows.

Travel within the northeastern portion of the County (Stations 1 to 11 in **Figure 2.8**) is dominated by northbound (35%) and southbound (31%) travel, primarily into and out of the City of Woodstock. The remaining travel patterns relate to eastbound travel (23%) and westbound travel (11%).

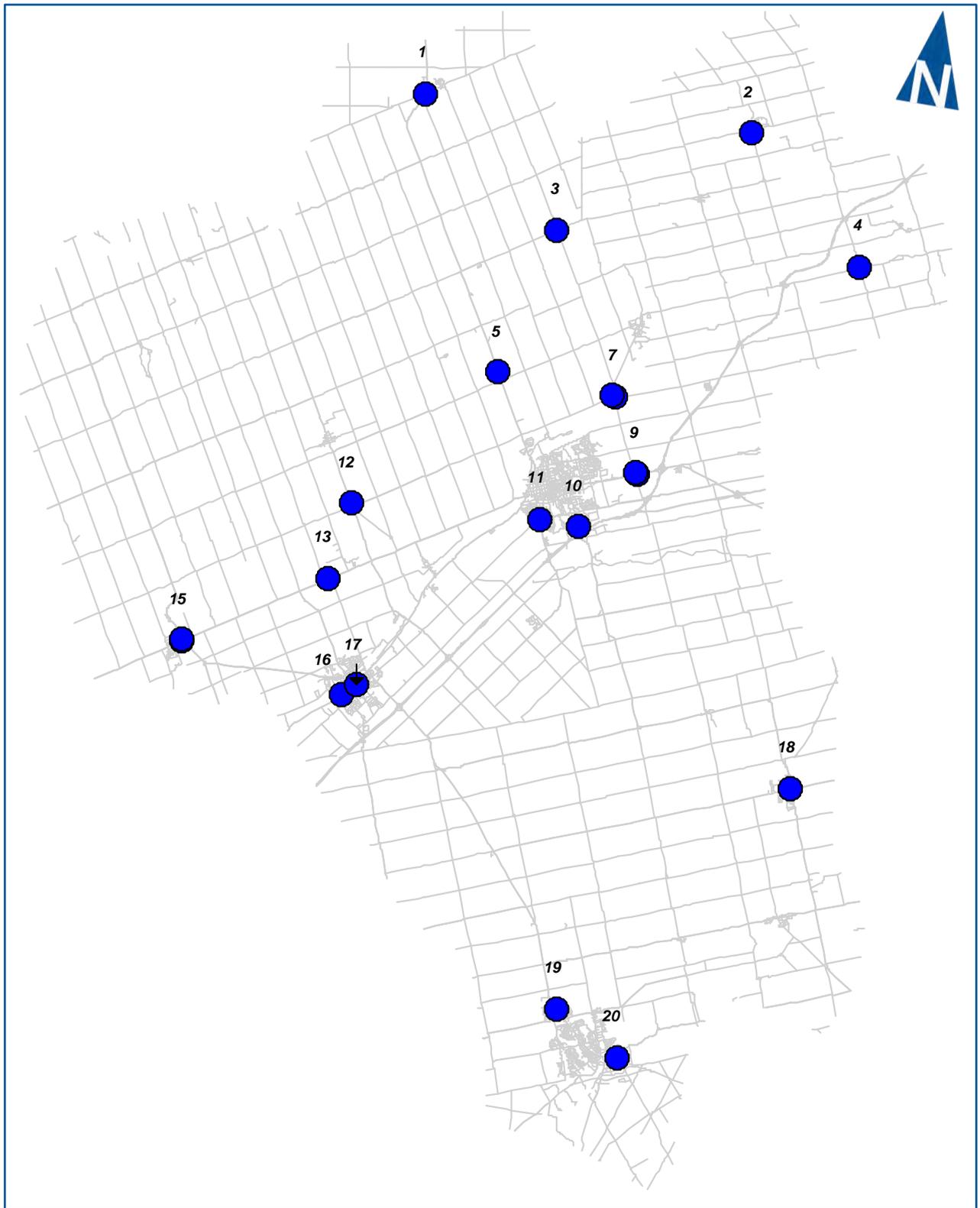
Travel in the southwestern portion of the County (Stations 12 to 20 in **Figure 2.8**) is dominated by eastbound and westbound travel between Ingersoll and Woodstock. Oxford Road 2 and Highway 401 provide direct links between these urban centres. Westbound southbound, and northbound travel is relatively equal, primarily related to travel along Oxford Road 59 and Highway 19.



TABLE 2.5: ORIGIN-DESTINATION SURVEY LOCATIONS

Station	Area	Approach	Street Name 1	Street Name 2
4	Drumbo	North	Oxford Road 3	Oxford Road 29
12	Embro	North	Oxford Road 6/37th Line	North of Oxford Road 17
17	Ingersoll	South	Oxford Road 119	Oxford Road 9
16		South	Oxford Road 10	Oxford Road 9
13		West	Oxford Road 2	Between 33rd Line North and 33rd Line South
18	Norwich	North	Oxford Road 59	Oxford Road 18
2	Plattsville	South	Oxford Road 8	Township Rd 13
1	Tavistock	West	Oxford Road 24	Oxford Road 59
3		West	Oxford Road 8	16th Line
14	Thamesford	North	Oxford Road 119	Oxford Road 2
15		West	Oxford Road 119	Oxford Road 2
20	Tillsonburg	East	Oxford Road 51	Oxford Road 37
19		North	Highway 19	Gateway Centre (Sobeys)
9	Woodstock	East	Oxford Road 2	Oxford Road 4
8		North	Oxford Road 4	Oxford Road 2
11		South	Oxford Road 12	Oxford Road 15
10		South	Oxford Road 59	Juliana Drive (North of 401)
7		South	Oxford Road 4	Oxford Road 17
5		South	Oxford Road 59	Oxford Road 33
6		West	Oxford Road 17	Oxford Road 4





Existing (2017) Origin-Destination Survey Locations

2.6.3 Mode Share

The 2016 Journey to Work survey provides data tables detailing the main mode of commuting (home-work trips) for the residents of Oxford County. **Figure 2.9** illustrates the main modes of commuting indicating auto driver comprises the majority of trips, while TDM, walking, transit, cycling and other modes make up the remaining portion of trips. Work from home is captured within the TDM mode.

2.7 Collision History Data

Oxford County has received collision data from MTO of the motor vehicle collisions that occurred within their jurisdictional boundaries from 1 January 2013 to 31 December 2017 (inclusive). All collision data is maintained in a detailed database by the County.

The collision data is currently being analyzed to assist the County in determining if there are any areas of concern on Oxford County roads. The analysis will allow collision trends over time to be tracked and developed.

These areas of concern should then be reviewed annually in detail to determine any potential mitigation measures with the view of improving road safety for all road users.

A preliminary collision data analysis was completed based on five urban and five rural collision intersections which were identified as areas of concern. The analysis is summarized in **Appendix B**.

2.8 Development Applications

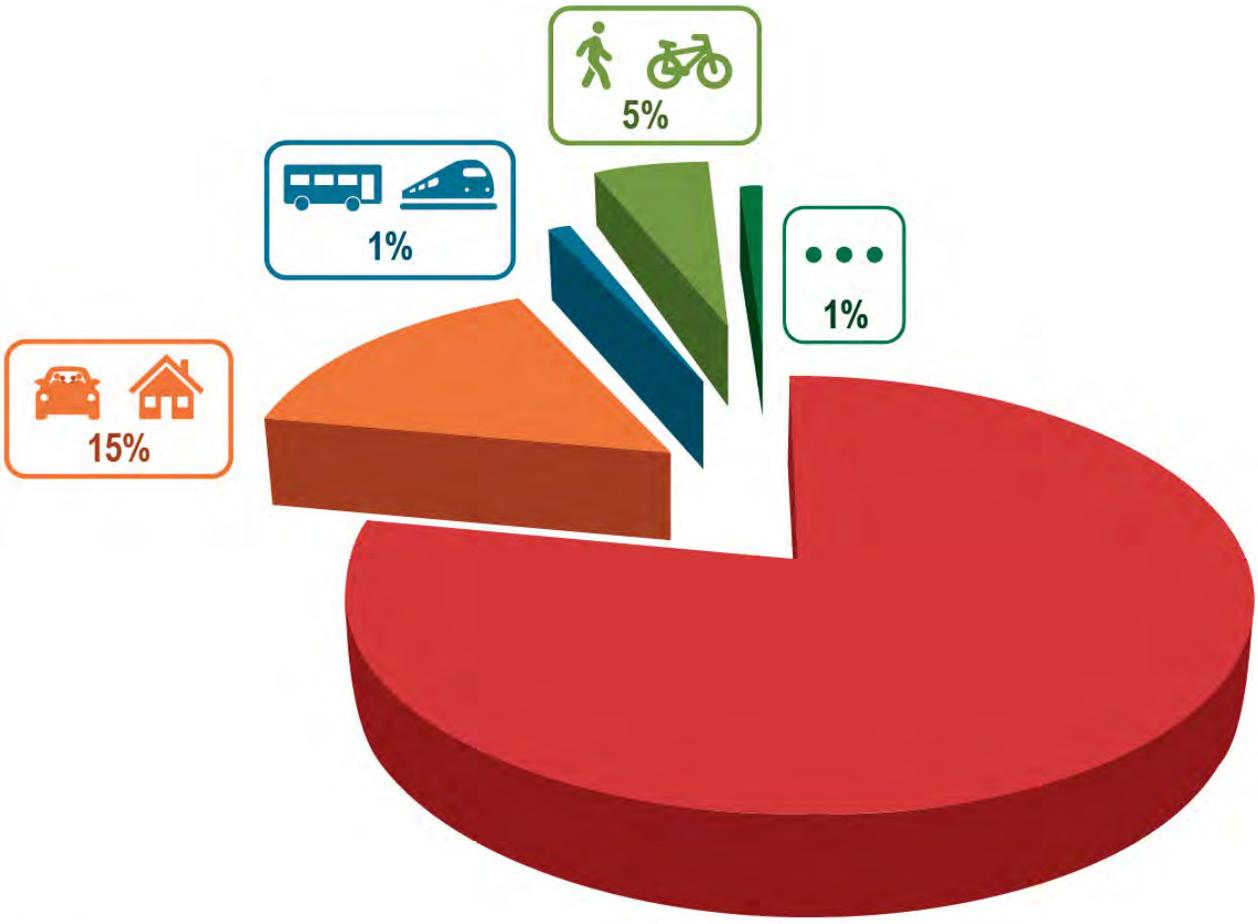
The County's most recent development activity maps² were reviewed to identify and locate the residential and industrial development parcels specific to each area municipality within the County. The maps also provided the status of each parcel:

- ▶ Nearly built plan or phase;
- ▶ Draft approved plan;
- ▶ *Registered plan; or
- ▶ Circulated or submitted plan.

Note that industrial and commercial development have been omitted from the development-specific trip generation forecasts (**Section 3.2**) due to limited development information (i.e.: type of development and size). However, the increase in traffic due to industrial development is included in the employment forecasts (**Section 3.1.2**).

² County of Oxford. *Development Activity Maps for Area Municipalities*. Accessed February 2019 from <http://www.oxfordcounty.ca/services-for-you/mapping/maps>





LEGEND

Auto / Single Driver



Transportation Demand Management



Transit



Active Transportation



Other



Existing (2016) Mode Share

2.9 Railway Crossings

2.9.1 Locations and Train Volume

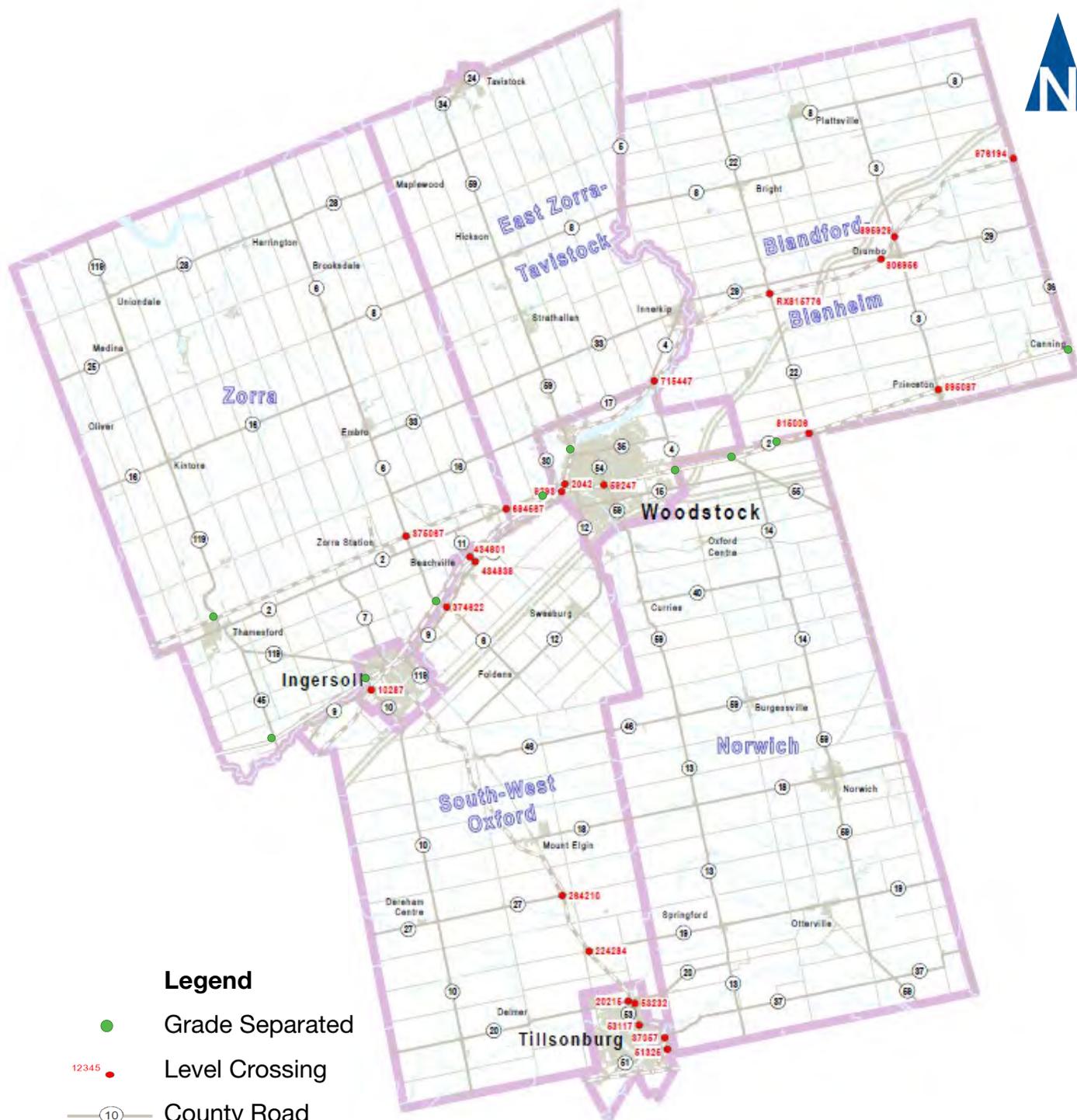
There are currently twenty-two (22) level crossings with County roads as documented in the 2015 Road Needs Study for the County of Oxford.³ The level crossing (Asset ID# 53232) on Oxford Road 53 was removed in 2017. The remaining ten (10) crossings with County roads are grade separated. **Figure 2.10** shows all crossing locations.

Table 2.6 details the current daily train volume at each crossing location from the 2015 Road Needs Study and updated with the most recent CPR data for the County. The table indicates:

- ▶ The highest volume (59 daily trains) was recorded at Asset ID 434838 – Oxford Road 11 (Zorra Line), 0.45 north of Oxford Road 9 (Beachville Road) on the CNR line;
- ▶ The lowest volume (1.1 daily trains) was recorded at 10 locations - one (1) on the CNR line and nine on the CPR line;
- ▶ The CPR Mainline running through Thamesford, Zorra Station, Woodstock, and Drumbo towards Ayr operates 11 trains per day; and
- ▶ The CPR line running from Ingersoll to Tillsonburg, leased by Ontario Southland Railway (OSR) operates eight trains per week.

³ County of Oxford. *2015 Road Needs Study*. December 2016.





Legend

- Grade Separated
- 12345 Level Crossing
- 10 County Road
- - - Rail Line: Operational
- Municipal Boundary

Source: Figure J1, County of Oxford Road Needs Study, December, 2016.



County Road Railway Crossings

TABLE 2.6: DAILY RAILWAY CROSSING TRAIN VOLUME

Asset ID	Location	Location Description	Area	Rail Company	Daily Trains
895087	Oxford Road 3 (Main Street)	0.87 km north of Oxford Road 2	Princeton	CNR	45
895929	Oxford Road 3 (Wilmot Street)	0.93 km north of Oxford Road 29 (Oxford Street)	Drumbo	CPR	11
806956	Oxford Road 29 (Oxford Street)	0.97 km west of Oxford Road 3 (Wilmot Street)	Drumbo	CPR	11
RX81577 6	Oxford Road 22	0.53 km south of Oxford Road 29	Blandford	CPR	11
815006	Oxford Road 22	0.06 km north of Oxford Road 2	Creditville	CNR	26
715447	Oxford Road 4	0.03 km south of Oxford Road 17	Woodstock	CPR	11
59247	Oxford Road 59 (Wilson Street)	0.3 km south of Dundas Street	Woodstock	CNR	42
2042	Oxford Road 2 (Dundas Street)	0.1 km west of Oxford Road 9 (Ingersoll Road)	Woodstock	CNR	4
684567	Oxford Road 2	0.19 km west of Zorra/East Zorra-Tavistock Line	Zorra	CPR	11
375067	Oxford Road 6 (37th Line)	0.67 km north of Oxford Road 2	Zorra Station	CPR	11
434838	Oxford Road 11 (Zorra Line)	0.45 north of Oxford Road 9 (Beachville Road)	Beachville	CNR	59
434801	Oxford Road 11 (Zorra Line)	0.08 north of Oxford Road 9 (Beachville Road)	Beachville	CPR	1.1
374622	Oxford Road 6 (37th Line)	0.09 km north of Oxford Road 9 (Beachville Road)	Centreville	CPR	1.1
51325	Oxford Road 51 (Simcoe Street)	0.54 km east of Oxford Road 37 (Potters Road)	Tillsonburg	CPR	1.1
37057	Oxford Road 37 (Potters Road)	0.57 north of Oxford Road 51 (Simcoe Street)	Tillsonburg	CPR	1.1
53117	Oxford Road 53 (Tillson Avenue)	1.05 km north of Highway 19	Tillsonburg	CPR	1.1
20215	Oxford Road 20 (North Street East)	1.25 km east of Highway 19	Tillsonburg	CPR	1.1
224284	Oxford Road 19 (Ostrander Road)	0.26 km east of Highway 19	Ostrander	CPR	1.1
264210	Oxford Road 27 (Prouse Road)	0.25 km west of Highway 19	South-West Oxford	CPR	1.1
9293	Oxford Road 9 (Ingersoll Road)	0.57 south of Dundas Street	Woodstock	CNR	35
10287	Oxford Road 10 (Ingersoll Street)	0.03 km south of King Street West	Ingersoll	CPR	1.1
976194	Oxford Road 36 (Trussler Road)	0.51 km south of Township Road 10	Ayr	CPR	11



2.9.2 Physical Condition Assessment

The 2015 Road Needs Study inventoried and appraised the level crossings based on observations made during field review, traffic estimates, discussions with the railway authorities and previous study work provided by the County. The purpose of the 2015 Road Needs Study from a railway crossing perspective, was to document the existing conditions, estimate the exposure index (i.e., cross product of AADT times number of trains per day), under existing condition and for the ten-year forecast of traffic growth. The results of the analysis are used to develop the Ten-Year Capital Road Works Program, to recommended upgrades across the County road network based on condition needs and budget considerations.

The 2015 Road Needs Study details poor physical condition at two (2) of the crossings:

- ▶ Asset ID 806956 – Oxford Road 29 (Oxford Street), 0.97 km west of Oxford Road 3 (Wilmot Street). Crossing surface replacement is planned for 2020; and
- ▶ Asset ID 37057 – Oxford Road 37 (Potters Road), 0.57 north of Oxford Road 51 (Simcoe Street). Crossing surface upgrades were completed in 2018 as part of road reconstruction.

It is recommended that the condition of these crossings be improved through normal maintenance operations.

In addition, the crossing surface does not meet the standards at seven (7) of the crossings:

- ▶ Asset ID 895929 – Oxford Road 3 (Wilmot Street), 0.93 km north of Oxford Road 29 (Oxford Street);
- ▶ Asset ID 806956 – Oxford Road 29 (Oxford Street), 0.97 km west of Oxford Road 3 (Wilmot Street);
- ▶ Asset ID 715447 – Oxford Road 4, 0.03 km south of Oxford Road 17;
- ▶ Asset ID 375067 – Oxford Road 6 (37th Line), 0.67 km north of Oxford Road 2;
- ▶ Asset ID 37057 – Oxford Road 37 (Potters Road), 0.57 north of Oxford Road 51 (Simcoe Street);
- ▶ Asset ID 224284 – Oxford Road 19 (Ostrander Road), 0.26 km east of Highway 19; and
- ▶ Asset ID 264210 – Oxford Road 27 (Prouse Road), 0.25 km west of Highway 19.

It is recommended that the crossing surfaces be widened at these locations, for those sections where rehabilitation or reconstruction work is ultimately implemented.



3 Future Transportation Needs

3.1 Future Population and Employment Statistics

The County's *Updated Forecasts and Area Municipal Growth Allocations*⁴ were referenced to determine the potential rate of growth expected in the County at five-year intervals from 2019 to 2038. These forecasts were then used to determine the potential transportation system needs based on expected population and employment changes throughout the areas where future growth has been identified. These forecasts considered population, household, and employment growth, as well as development activity within the County's Area Municipalities.

Demand on the transportation system will increase as the County grows, both in population and in employment as part of new developments. The magnitude of this growth was assessed using a combination of existing traffic volumes and patterns at key County intersections, population and employment growth forecasts, and development activity. For the purposes of characterizing growth trends, 2019 has been used as the base year. Horizon years of 2023, 2028, 2033, and 2038 have been utilized to determine the future transportation demands within the County.

3.1.1 Population Forecasts

The County's *Updated Forecasts and Area Municipal Growth Allocations (2019)*⁵ was reviewed to document the anticipated growth from 2016 to 2041 within the County and its eight respective Area Municipalities. The forecasts indicate the County is expected to experience considerable population growth (27% total) over the next twenty years. The majority of the forecasted population growth (76 %) is focused in the three major urban centres of Ingersoll, Tillsonburg and Woodstock. Of the County's population growth, approximately half the growth is expected to occur in the City of Woodstock.

Table 3.1 summarizes the population forecasts for Oxford County.

⁴ Oxford County Phase One Comprehensive Review, 2019. Population, Housing and Employment Forecasts and Area Municipal Growth Allocations (Updated). Prepared by Hemson Consulting Ltd.

⁵ Idem.



TABLE 3.1: POPULATION FORECASTS (2019 – 2038)

Area Municipality	Horizon Year				
	2019 *	2023	2028	2033	2038
Blandford-Blenheim	7,840	8,170	8,500	8,850	9,210
East Zorra-Tavistock	7,560	8,130	8,620	9,140	9,650
Ingersoll	13,530	14,590	15,490	16,460	17,430
Norwich	11,670	12,140	12,620	13,120	13,640
South-West Oxford	8,130	8,340	8,580	8,850	9,100
Tillsonburg	16,830	17,800	18,720	19,690	20,660
Woodstock	43,370	47,750	51,700	55,730	59,710
Zorra	8,620	8,950	9,210	9,460	9,730
County Total	117,500	125,870	133,440	141,300	149,130

* (2018 year end)

** Five year horizons from 2019-2023, 2024-2028, 2029-2033 and 2034-2038 were interpolated from the 2016 to 2041 growth forecasts and specifically selected in order to align with future timing of the Official Plan Review and Development Charges Studies.

3.1.2 Employment Forecasts

Alongside projected population growth, the County's employment base is also forecast to increase 21% by 2038⁶. The key findings related to employment growth are noted to include:

- ▶ Total employment forecast to increase from 59,240 in 2019 to 71,880 in 2038, an increase of 12,640 jobs over the forecast period, with all municipalities experiencing employment growth over the forecast period;
- ▶ Employment growth is estimated to be strongest between 2019 to 2023, slowing down during each five-year period after 2023.

Table 3.2 summarizes the employment forecasts for Oxford County. Similar to the population forecasts, it is estimated that approximately 90% of the County-wide employment growth will occur in Oxford's urban centres (Woodstock, Tillsonburg and Ingersoll) from 2019 to 2038, down from 93% within the same centres from 2001 to 2011.

⁶ Oxford County Phase One Comprehensive Review, 2019. Population, Housing and Employment Forecasts and Area Municipal Growth Allocations (Updated). Prepared by Hemson Consulting Ltd



TABLE 3.2: EMPLOYMENT FORECASTS (2019 – 2038)

Area Municipality	Horizon Year				
	2019*	2023	2028	2033	2038
Blandford-Blenheim	1,880	1,940	1,980	2,030	2,090
East Zorra-Tavistock	2,890	3,000	3,070	3,160	3,270
Ingersoll	9,290	9,870	10,240	10,670	11,180
Norwich	4,190	4,270	4,350	4,440	4,570
South-West Oxford	2,950	2,970	3,010	3,050	3,100
Tillsonburg	8,870	9,210	9,470	9,790	10,160
Woodstock	26,280	28,900	30,520	32,300	34,440
Zorra	2,890	2,940	2,970	3,020	3,070
County Total	59,240	63,100	65,610	68,640	71,880

* (2018 year end)

** Five year horizons from 2019-2023, 2024-2028, 2029-2033 and 2034-2038 were interpolated from the 2016 to 2041 growth forecasts and specifically selected in order to align with future timing of the Official Plan Review and Development Charges Studies.

3.1.3 Land Use Forecasts

Oxford County is primarily rural in nature, anchored by three major urban centres (Woodstock, Ingersoll, and Tillsonburg), and several smaller rural communities. The County's historical development has been primarily in communities located in close proximity to Ontario's provincial highway network, notably Highway 401 in Woodstock and Ingersoll. Development in the Town of Tillsonburg, to the south would appear to be influenced by its proximity to Highway 3 and Highway 19.

The land use and future development patterns in the County are guided by the Oxford County Official Plan, Future Oxford Community Sustainability Plan, and the County's commitment to 100% Renewable Energy. Most growth within the County is planned to occur within established settlement areas, notably Woodstock, Ingersoll and Tillsonburg.

The County's Official Plan indicates that the majority of growth will be directed to settlements with centralized waste water and water supply facilities to minimize risks of contamination to air, land, surface water and ground water, to preserve prime agricultural land, and to reduce the per capita and per unit costs of public services and infrastructure.



3.2 Residential Development Trip Generation

The magnitude of the development activity on the existing roadway network was determined through a review of development activity maps provided by the County. Trip generation estimates were developed for each development parcel and organized by municipality to better understand where and to what extent this new development will increase vehicular traffic volumes on the County road network.

The trip generation estimates are based on trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual⁷ as follows:

- ▶ LUC 210 (Single Family Detached Housing);
- ▶ LUC 220 (Multifamily Housing (Low-Rise));
- ▶ LUC 221 (Multifamily Housing (Mid-Rise)); and
- ▶ LUC 253 (Congregate Care Facility).

Table 3.3 summarizes the PM peak hour trip generation forecasts for developments in each municipality based on the most recent Development Activity Maps. It is noted that a mode split factor has not been applied to these forecasts as these developments are expected to be completed within the next five to ten years and closely follow existing mode share trends.

TABLE 3.3: ESTIMATED TRIP GENERATION (COUNTY-WIDE)

Area Municipality	PM Peak Hour		
	In	Out	Total
Blandford-Blenheim	126	168	294
East Zorra – Tavistock	357	474	831
Ingersoll	420	553	973
Norwich	241	383	624
South West Oxford	70	94	164
Tillsonburg	860	1,145	2,005
Woodstock	1,755	2,323	4,078
Zorra	131	174	305
Total	3,960	5,314	9,274

⁷ Institute of Transportation Engineers. Trip Generation Manual (10th Edition). Washington D.C. 2017.



3.2.1 Mode Share Adjustments

The trip generation estimates in **Table 3.3** do not reflect adjustments to account for non-vehicle modes of transportation that may reduce the vehicle demand associated with new development in the County. Modal share information has been estimated based on information contained in the 2016 Census, Journey to Work dataset which documents the mode of transportation information for work trips within Oxford County.

The goal of alternative modes of transportation is to reduce single occupant vehicle trips and to encourage and provide opportunities for active transportation. In order to develop policies to influence future directions, it is necessary to implement mode split targets.

Table 3.4 provides mode share targets for the County over the next 20 years based on the historical mode split changes, mode share targets in similar municipalities and the County's continued efforts to increase sustainability in the transportation network. The County should strive to achieve a 4% reduction of existing auto trips (78%) by 2038 through the increase of transit and active transportation modes and sustained use of TDM measures. Work from home is captured within the TDM mode.

TABLE 3.4: TRANSPORTATION MODE SHARE TARGETS 2023 TO 2038

Mode	2023	2028	2033	2038
Auto	77%	76%	75%	74%
TDM	15%	15%	15%	15%
Transit	1%	2%	2%	3%
Active Transportation	6%	6%	7%	7%
Other	1%	1%	1%	1%



3.3 Future Roadway Traffic Volumes

3.3.1 Assessment of 2009 Model

Consultation with County staff identified the need for a simpler approach to travel demand and forecasting from what was used in the 2009 TMP. To that end, the traffic analysis zones used in the previous TMP were aggregated to the municipality level. The dispersed nature of the County's smaller population centres in combination with a review of potential development activity indicate future growth is planned to occur in the major urban centres of Ingersoll, Woodstock, and Tillsonburg. Development activity within the County's five Townships is forecast to remain centralized around existing serviced communities, and is expected to be relatively consistent with past growth trends.

The 2009 model concluded that the County roadway network was operating at an overall good (LOS B) to excellent level of service (LOS A) with capacity constraints noted as follows:

- ▶ The County's east boundary (Oxford Road 36) was forecast to operate with unstable flow conditions (v/c ratio equals 0.80) in 2033;
- ▶ The west boundary of Blandford-Blenheim was forecast to operate at LOS F by 2033 and Oxford Road 22, was forecast to operate at LOS E; and
- ▶ Southbound traffic north of Highway 401 in Ingersoll and Woodstock was forecast to operate at LOS D while northbound traffic was also forecast to operate at LOS D.

3.3.2 Future Growth Forecasts

The future traffic volumes at the County specific intersections were developed based on the year over year population and employment growth forecasts to 2041, summarized in **Section 3.1**. With employment growth, it is expected the number of residents from surrounding municipalities employed within the County will increase. Similarly, employment growth in other municipalities will attract Oxford County residents. Therefore, the business as usual case has referenced the average growth rates between population and employment for each area municipality. **Table 3.5** summarizes the business as usual growth rates applied to the base year traffic volumes.



TABLE 3.5: AREA MUNICIPALITY GROWTH FORECASTS

Area Municipality	Horizon Year			
	2023	2028	2033	2038
Blandford-Blenheim	4%	7%	10%	14%
East Zorra – Tavistock	6%	10%	15%	20%
Ingersoll	7%	12%	18%	25%
Norwich	3%	6%	9%	13%
South West Oxford	2%	4%	6%	9%
Tillsonburg	5%	9%	14%	19%
Woodstock	10%	18%	26%	34%
Zorra	3%	5%	7%	10%

3.4 Future Intersection Analyses & Operations

The growth forecasts noted in **Section 3.1** were utilized to determine the future level of service at the intersections reviewed in this TMP. For the purposes of this report, the forecasting model has focused on the PM peak hour as the design hour, for which up to date traffic volume information is available. The following subsections summarize the level of service conditions at each analysis year.

As the Level of Service reaches LOS D, traffic flow will become less stable. This should be an indication that improvements may be required, and the County should monitor the need based on the traffic demand.

3.4.1 2023 Traffic Operations

Table 3.6 summarizes the level of service conditions at the **2023** analysis year and indicates the reviewed intersections are forecast to generally operate with acceptable levels of service and within capacity. However, the following is noted:

- ▶ The eastbound/westbound approaches on Oxford Road 8 at Oxford Road 59 are forecast to operate at LOS D, with a maximum v/c ratio of 0.61; and
- ▶ The intersection of Oxford Road 59 & Juliana Drive, overall, is forecast to operate at LOS D and a v/c ratio of 0.86. More specifically, the westbound left-turn movement is forecast to operate at LOS F, with a v/c ratio of 1.04.

The analysis above has included signal timing optimization to account for an increase in traffic volumes within the County. Geometric improvements and/or traffic control improvements are recommended to accommodate future traffic volumes at the 2023 horizon year. **Section 5.1** summarizes the recommended improvements.



3.4.2 2028 Traffic Operations

Table 3.7 summarizes the level of service conditions at the **2028** analysis year and indicates the reviewed intersections are forecast to generally operate with acceptable levels of service and within capacity. However, the following is noted:

- ▶ The eastbound/westbound approaches on Oxford Road 8 at Oxford Road 59 are forecast to operate at LOS D and LOS E, with a maximum v/c ratio of 0.67;
- ▶ The northbound left-turn movement on Oxford Road 119 at Oxford Road 2 is forecast to operate at LOS E, with a v/c ratio of 0.32; and
- ▶ The intersection of Oxford Road 59 and Juliana Drive, overall, is forecast to operate at LOS D, and a v/c ratio of 0.95. More specifically, the westbound left-turn movement is forecast to operate at LOS F, with a v/c ratio of 1.17.

The analysis above has included signal timing optimization to account for an increase in traffic volumes within the County. Geometric improvements and/or traffic control improvements are recommended to accommodate future traffic volumes at the 2028 horizon year. **Section 5.1** summarizes the recommended improvements.



TABLE 3.6: 2023 TRAFFIC OPERATIONS SUMMARY

Intersection	Control ¹	Critical Movement	PM Peak Hour		
			LOS	Delay	v/c
Oxford Road 8 & Cuthbertson Street	TWSC	Critical Movement	A	9	0.06
Oxford Road 22 & Oxford Road 8	AWSC	Critical Movement	A	8	0.17
Oxford Road 59 & Main Street	TWSC	Critical Movement	B	13	0.20
Oxford Road 9 & West Hill Line	TWSC	Critical Movement	A	8	0.01
Oxford Road 29 & Oxford Road 3	AWSC	Critical Movement	A	10	0.26
Oxford Road 6 & Oxford Road 17	TWSC	Critical Movement	B	15	0.23
Oxford Road 6 & Commissioners Street	TWSC	Critical Movement	C	15	0.06
Oxford Road 59 & Oxford Road 8	TWSC	Critical Movement	D	35	0.61
Oxford Road 7 & North Town Line West	TWSC	Critical Movement	B	13	0.19
Oxford Road 119 & Oxford Road 7	TCS	Overall	B	10	0.30
Oxford Road 8 & Oxford Road 5	TWSC	Critical Movement	A	9	0.05
Oxford Road 33 & Oxford Road 4	TWSC	Critical Movement	B	15	0.28
Oxford Road 119 & Oxford Road 16	TWSC	Critical Movement	B	10	0.34
Oxford Road 28 & 31st Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 28 & Oxford Road 6	TWSC	Critical Movement	B	15	0.21
Oxford Road 18 & Duffy Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 18 & Oxford Road 13	TWSC	Critical Movement	C	17	0.51
Oxford Road 19 & Church Street	TWSC	Critical Movement	A	10	0.07
Oxford Road 8 & Samuel Street	TWSC	Critical Movement	A	10	0.11
Oxford Road 19 & Oxford Road 13 (North)	TWSC	Critical Movement	B	13	0.38
Oxford Road 59 & Oxford Road 28	TWSC	Critical Movement	C	16	0.22
Oxford Road 2 & Oxford Road 119 (North)	TCS	Overall	B	13	0.46
Oxford Road 2 & Oxford Road 9	TWSC	Critical Movement	D	32	0.29
Oxford Road 59 & Juliana Drive	TCS	Overall	D	38	0.86
Oxford Road 54 & Oxford Road 35	TCS	Overall	B	10	0.54
Oxford Road 59 & Oxford Road 15	TCS	Overall	C	30	0.81
Oxford Road 59 & Oxford Road 33	TWSC	Critical Movement	C	22	0.35
Oxford Road 35 & Lansdowne Ave	TCS	Overall	B	12	0.56
Oxford Road 2 & Oxford Road 55	TWSC	Critical Movement	B	14	0.31
Oxford Road 119 & Clarke Road	TWSC	Critical Movement	D	30	0.30
Oxford Road 6 & Oxford Road 12	TWSC	Critical Movement	A	10	0.07
Oxford Road 40 & Oxford Road 59	TWSC	Critical Movement	C	17	0.08
Oxford Road 14 & Oxford Road 15	TWSC	Critical Movement	B	12	0.16
Oxford Road 2 & Oxford Road 22	TWSC	Critical Movement	B	11	0.11
Oxford Road 40 & Oxford Road 14	TWSC	Critical Movement	B	10	0.02
Oxford Road 8 & Oxford Road 3	TWSC	Critical Movement	B	12	0.07
Oxford Road 46 & King's Highway 19	TWSC	Critical Movement	C	20	0.29

¹ TWSC – Two-way Stop Control, AWSC – All-way Stop Control, TCS – Traffic Control Signal



TABLE 3.7: 2028 TRAFFIC OPERATIONS SUMMARY

Intersection	Control ¹	Critical Movement	PM Peak Hour		
			LOS	Delay	v/c
Oxford Road 8 & Cuthbertson Street	TWSC	Critical Movement	A	9	0.07
Oxford Road 22 & Oxford Road 8	AWSC	Critical Movement	A	8	0.18
Oxford Road 59 & Main Street	TWSC	Critical Movement	B	13	0.21
Oxford Road 9 & West Hill Line	TWSC	Critical Movement	A	8	0.01
Oxford Road 29 & Oxford Road 3	AWSC	Critical Movement	A	10	0.27
Oxford Road 6 & Oxford Road 17	TWSC	Critical Movement	C	15	0.24
Oxford Road 6 & Commissioners Street	TWSC	Critical Movement	C	16	0.06
Oxford Road 59 & Oxford Road 8	TWSC	Critical Movement	E	41	0.67
Oxford Road 7 & North Town Line West	TWSC	Critical Movement	B	13	0.21
Oxford Road 119 & Oxford Road 7	TCS	Overall	B	11	0.31
Oxford Road 8 & Oxford Road 5	TWSC	Critical Movement	A	9	0.05
Oxford Road 33 & Oxford Road 4	TWSC	Critical Movement	C	15	0.29
Oxford Road 119 & Oxford Road 16	TWSC	Critical Movement	B	10	0.35
Oxford Road 28 & 31st Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 28 & Oxford Road 6	TWSC	Critical Movement	B	15	0.22
Oxford Road 18 & Duffy Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 18 & Oxford Road 13	TWSC	Critical Movement	C	17	0.53
Oxford Road 19 & Church Street	TWSC	Critical Movement	A	10	0.07
Oxford Road 8 & Samuel Street	TWSC	Critical Movement	A	10	0.12
Oxford Road 19 & Oxford Road 13 (North)	TWSC	Critical Movement	B	13	0.40
Oxford Road 59 & Oxford Road 28	TWSC	Critical Movement	C	17	0.24
Oxford Road 2 & Oxford Road 119 (North)	TCS	Overall	B	13	0.47
Oxford Road 2 & Oxford Road 9	TWSC	Critical Movement	E	38	0.32
Oxford Road 59 & Juliana Drive	TCS	Overall	D	45	0.95
Oxford Road 54 & Oxford Road 35	TCS	Overall	B	11	0.58
Oxford Road 59 & Oxford Road 15	TCS	Overall	C	33	0.90
Oxford Road 59 & Oxford Road 33	TWSC	Critical Movement	C	23	0.38
Oxford Road 35 & Lansdowne Ave	TCS	Overall	B	12	0.60
Oxford Road 2 & Oxford Road 55	TWSC	Critical Movement	B	14	0.32
Oxford Road 119 & Clarke Road	TWSC	Critical Movement	D	35	0.33
Oxford Road 6 & Oxford Road 12	TWSC	Critical Movement	A	10	0.07
Oxford Road 40 & Oxford Road 59	TWSC	Critical Movement	C	18	0.09
Oxford Road 14 & Oxford Road 15	TWSC	Critical Movement	B	12	0.17
Oxford Road 2 & Oxford Road 22	TWSC	Critical Movement	B	11	0.12
Oxford Road 40 & Oxford Road 14	TWSC	Critical Movement	B	10	0.02
Oxford Road 8 & Oxford Road 3	TWSC	Critical Movement	B	12	0.08
Oxford Road 46 & King's Highway 19	TWSC	Critical Movement	C	20	0.30

¹ TWSC – Two-way Stop Control, AWSC – All-way Stop Control, TCS – Traffic Control Signal



3.4.3 2033 Traffic Operations

Table 3.8 summarizes the level of service conditions at the 2033 analysis year and indicates the reviewed intersections are forecast to generally operate with acceptable levels of service and within capacity. However, the following is noted:

- ▶ The eastbound/westbound approaches on Oxford Road 8 at Oxford Road 59 are forecast to operate at LOS F, with a maximum v/c ratio of 0.75;
- ▶ The northbound left-turn movement on Oxford Road 9 at Oxford Road 2 is forecast to operate at LOS E, with a v/c ratio of 0.35;
- ▶ The intersection of Oxford Road 59 and Juliana Drive, overall, is forecast to operate at LOS D and a v/c ratio of 1.05. More specifically, the westbound left-turn movement is forecast to operate at LOS F, with a v/c ratio of 1.30; and
- ▶ The intersection of Oxford Road 59 and Oxford Road 15, overall, is forecast to operate at LOS D and a v/c ratio of 1.00. More specifically, the northbound left-turn movement is forecast to operate at LOS F, with a v/c ratio of 1.09.

The analysis above has included signal timing optimization to account for an increase in traffic volumes within the County. Geometric improvements and/or traffic control improvements are recommended to accommodate future traffic volumes at the 2033 horizon year. **Section 5.1** summarizes the recommended improvements.

3.4.4 2038 Traffic Operations

Table 3.9 summarizes the level of service conditions at the 2038 analysis year and indicates the reviewed intersections are forecast to operate with acceptable levels of service and within capacity. However, the following is noted:

- ▶ The eastbound/westbound approaches on Oxford Road 8 at Oxford Road 59 are forecast to operate at LOS F, with a maximum v/c ratio of 0.84;
- ▶ The northbound left-turn movement on Oxford Road 9 at Oxford Road 2 is forecast to operate at LOS F, with a v/c ratio of 0.39;
- ▶ The intersection of Oxford Road 59 and Juliana Drive, overall, is forecast to operate at LOS E, and a v/c ratio of 1.13. More specifically, the eastbound through/right-turn and westbound left-turn movements are forecast to operate at LOS F, with v/c ratios of 1.01 and 1.40 respectively; and
- ▶ The intersection of Oxford Road 59 and Oxford Road 15, overall, is forecast to operate at LOS D, and a v/c ratio of 1.15. More specifically, the northbound left-turn movement is forecast to operate at LOS F, with a v/c ratio of 1.25.



The analysis above has included signal timing optimization to account for an increase in traffic volumes within the County. Geometric improvements, and/or traffic control improvements are recommended to accommodate future traffic volumes at the 2038 horizon year. **Section 5.1** summarizes the recommended improvements.



TABLE 3.8: 2033 TRAFFIC OPERATIONS SUMMARY

Intersection	Control ¹	Critical Movement	PM Peak Hour		
			LOS	Delay	v/c
Oxford Road 8 & Cuthbertson Street	TWSC	Critical Movement	A	9	0.07
Oxford Road 22 & Oxford Road 8	AWSC	Critical Movement	A	8	0.18
Oxford Road 59 & Main Street	TWSC	Critical Movement	B	14	0.22
Oxford Road 9 & West Hill Line	TWSC	Critical Movement	A	8	0.01
Oxford Road 29 & Oxford Road 3	AWSC	Critical Movement	A	10	0.28
Oxford Road 6 & Oxford Road 17	TWSC	Critical Movement	C	16	0.25
Oxford Road 6 & Commissioners Street	TWSC	Critical Movement	C	16	0.06
Oxford Road 59 & Oxford Road 8	TWSC	Critical Movement	F	51	0.75
Oxford Road 7 & North Town Line West	TWSC	Critical Movement	B	13	0.22
Oxford Road 119 & Oxford Road 7	TCS	Overall	B	11	0.33
Oxford Road 8 & Oxford Road 5	TWSC	Critical Movement	A	9	0.05
Oxford Road 33 & Oxford Road 4	TWSC	Critical Movement	C	16	0.32
Oxford Road 119 & Oxford Road 16	TWSC	Critical Movement	B	11	0.36
Oxford Road 28 & 31st Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 28 & Oxford Road 6	TWSC	Critical Movement	C	15	0.23
Oxford Road 18 & Duffy Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 18 & Oxford Road 13	TWSC	Critical Movement	C	18	0.55
Oxford Road 19 & Church Street	TWSC	Critical Movement	A	10	0.07
Oxford Road 8 & Samuel Street	TWSC	Critical Movement	A	10	0.12
Oxford Road 19 & Oxford Road 13 (North)	TWSC	Critical Movement	B	14	0.41
Oxford Road 59 & Oxford Road 28	TWSC	Critical Movement	C	18	0.26
Oxford Road 2 & Oxford Road 119 (North)	TCS	Overall	B	13	0.47
Oxford Road 2 & Oxford Road 9	TWSC	Critical Movement	E	45	0.35
Oxford Road 59 & Juliana Drive	TCS	Overall	D	54	1.05
Oxford Road 54 & Oxford Road 35	TCS	Overall	B	11	0.62
Oxford Road 59 & Oxford Road 15	TCS	Overall	D	39	1.00
Oxford Road 59 & Oxford Road 33	TWSC	Critical Movement	D	26	0.42
Oxford Road 35 & Lansdowne Ave	TCS	Overall	B	13	0.64
Oxford Road 2 & Oxford Road 55	TWSC	Critical Movement	B	15	0.33
Oxford Road 119 & Clarke Road	TWSC	Critical Movement	E	40	0.36
Oxford Road 6 & Oxford Road 12	TWSC	Critical Movement	A	10	0.08
Oxford Road 40 & Oxford Road 59	TWSC	Critical Movement	C	18	0.09
Oxford Road 14 & Oxford Road 15	TWSC	Critical Movement	B	12	0.18
Oxford Road 2 & Oxford Road 22	TWSC	Critical Movement	B	11	0.12
Oxford Road 40 & Oxford Road 14	TWSC	Critical Movement	B	10	0.03
Oxford Road 8 & Oxford Road 3	TWSC	Critical Movement	B	12	0.08
Oxford Road 46 & King's Highway 19	TWSC	Critical Movement	C	21	0.30

¹ TWSC – Two-way Stop Control, AWSC – All-way Stop Control, TCS – Traffic Control Signal



TABLE 3.9: 2038 TRAFFIC OPERATIONS SUMMARY

Intersection	Control ¹	Critical Movement	PM Peak Hour		
			LOS	Delay	v/c
Oxford Road 8 & Cuthbertson Street	TWSC	Critical Movement	A	9	0.07
Oxford Road 22 & Oxford Road 8	AWSC	Critical Movement	A	9	0.19
Oxford Road 59 & Main Street	TWSC	Critical Movement	B	14	0.23
Oxford Road 9 & West Hill Line	TWSC	Critical Movement	A	8	0.01
Oxford Road 29 & Oxford Road 3	AWSC	Critical Movement	A	10	0.29
Oxford Road 6 & Oxford Road 17	TWSC	Critical Movement	C	16	0.26
Oxford Road 6 & Commissioners Street	TWSC	Critical Movement	C	16	0.07
Oxford Road 59 & Oxford Road 8	TWSC	Critical Movement	F	67	0.84
Oxford Road 7 & North Town Line West	TWSC	Critical Movement	B	14	0.24
Oxford Road 119 & Oxford Road 7	TCS	Overall	B	11	0.35
Oxford Road 8 & Oxford Road 5	TWSC	Critical Movement	A	10	0.05
Oxford Road 33 & Oxford Road 4	TWSC	Critical Movement	C	17	0.34
Oxford Road 119 & Oxford Road 16	TWSC	Critical Movement	B	11	0.37
Oxford Road 28 & 31st Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 28 & Oxford Road 6	TWSC	Critical Movement	C	15	0.24
Oxford Road 18 & Duffy Line	TWSC	Critical Movement	A	10	0.01
Oxford Road 18 & Oxford Road 13	TWSC	Critical Movement	C	19	0.58
Oxford Road 19 & Church Street	TWSC	Critical Movement	A	10	0.07
Oxford Road 8 & Samuel Street	TWSC	Critical Movement	A	10	0.12
Oxford Road 19 & Oxford Road 13 (North)	TWSC	Critical Movement	B	14	0.44
Oxford Road 59 & Oxford Road 28	TWSC	Critical Movement	C	19	0.28
Oxford Road 2 & Oxford Road 119 (North)	TCS	Overall	B	13	0.44
Oxford Road 2 & Oxford Road 9	TWSC	Critical Movement	F	57	0.39
Oxford Road 59 & Juliana Drive	TCS	Overall	E	64	1.13
Oxford Road 54 & Oxford Road 35	TCS	Overall	B	12	0.69
Oxford Road 59 & Oxford Road 15	TCS	Overall	D	49	1.15
Oxford Road 59 & Oxford Road 33	TWSC	Critical Movement	D	29	0.47
Oxford Road 35 & Lansdowne Ave	TCS	Overall	B	14	0.69
Oxford Road 2 & Oxford Road 55	TWSC	Critical Movement	C	15	0.36
Oxford Road 119 & Clarke Road	TWSC	Critical Movement	E	48	0.42
Oxford Road 6 & Oxford Road 12	TWSC	Critical Movement	A	10	0.08
Oxford Road 40 & Oxford Road 59	TWSC	Critical Movement	C	19	0.10
Oxford Road 14 & Oxford Road 15	TWSC	Critical Movement	B	12	0.19
Oxford Road 2 & Oxford Road 22	TWSC	Critical Movement	B	11	0.12
Oxford Road 40 & Oxford Road 14	TWSC	Critical Movement	B	10	0.03
Oxford Road 8 & Oxford Road 3	TWSC	Critical Movement	B	12	0.08
Oxford Road 46 & King's Highway 19	TWSC	Critical Movement	C	22	0.31

¹ TWSC – Two-way Stop Control, AWSC – All-way Stop Control, TCS – Traffic Control Signal



3.4.5 Summary

The results of the intersections analyses indicate the County's road network is forecast to generally operate at acceptable levels of service at the 2038 horizon.

Intersection improvements are mainly confined within Woodstock and on Oxford Road 59 in Hickson. The County should continue to monitor the Highway 401 & Highway 403 interchanges with County Roads, both within the City of Woodstock and the Town of Ingersoll, as these roadways are responsible for carrying large volumes of traffic. These roadways are the backbone of an efficient transportation network and should be maintained as other development occurs to remain efficient corridors.

To assist in maintaining an efficient transportation network, the County should explore opportunities to encourage active transportation modes of travel, especially in urban/built-up communities, and transit services, where relevant. While the dispersed nature of the County provides adequate levels of service, this dispersion hinders opportunities for transit services to efficiently service County residents.

3.5 Railway Crossing Future Analysis

3.5.1 Warning System Assessment

The standards for warning systems at railway crossings are specified by Transport Canada⁸ and summarized in **Table 3.10**.

The 2015 Road Needs Study identified future upgrade requirements for the inventoried railway crossings detailed in **Section 2.9**. The analyses were updated based on the October 2016 train volumes received from CPR and CNR. The analyses forecast the following upgrades and timing, calculated based on the daily rail traffic multiplied by Average Annual Daily Traffic (AADT) on the intersecting County road:

- ▶ One (1) crossing that warrants flashing lights and bells in the immediate 5-year time frame:
 - Asset ID 224284 – Oxford Road 19 (Ostrander Road) 0.26 kilometres east of Highway 19. The County completed this upgrade in 2018.

This recommendation was also made in a previous report prepared for the County for this crossing by MMM⁹.

⁸ Transport Canada. *Grade Crossing Standards*. July 2014.

⁹ MMM Group. *Safety Crossing Assessment, Oxford Road 19, Ostrander Road*. November 2014.



TABLE 3.10: RAILWAY CROSSING STANDARDS

Warning System Requirements or Grade Separation Requirements	Specification Clause (Grade Crossing Standards, July 2014, Transport Canada)
Warning System Without Gates: Reflectorized crossbucks, flashing lights and bell (RFB)	<p>9.1 The specifications for a public grade crossing at which a warning system without gates is required are as follows:</p> <ul style="list-style-type: none"> a) Where the forecast cross-product* is 2,000 or more b) Where there is no sidewalk, path or trail and the railway design speed is more than 129 km/h (80 mph); or c) Where there is a sidewalk, path or trail and the railway design speed is more than 81 km/h (50 mph); or d) where the railway design speed is more than 25 km/h (15 mph) but less than the railway design speed referred to in b) or c), as the case may be, and <ul style="list-style-type: none"> – where there are two or more lines of railway where railway equipment may pass each other; or – the distance between a Stop sign at an intersection and the nearest rail in the crossing surface is less than 30 m; or – in the case of an intersection with a traffic signal, the distance between the stop line of the intersection and the nearest rail in the crossing surface is less than 60 m, or where there is no stop line, the distance between the travelled way and the nearest rail in the crossing surface is less than 60 m.
Warning System with Gates: Reflectorized crossbucks, flashing lights, bell and gates (RFBG)	<p>9.2 Specifications for a public grade crossing at which a warning systems with gates is required are as follows:</p> <ul style="list-style-type: none"> a) a warning system is required under article 9.1 and; <ul style="list-style-type: none"> – the forecast cross-product is 50,000 or more; – there are two or more lines of railway where railway equipment may pass each other; – the railway design speed is more than 81 km/h (50 mph); – the distance between a Stop Sign at an intersection and the nearest rail in the crossing surface is less than 30 m; or – in the case of an intersection with a traffic signal, the distance between the stop line of the intersection and the nearest rail in the crossing surface is less than 60 m, or where there is no stop line, the distance between the travelled way and the nearest rail in the crossing surface is less than 60 m.
Grade Separation (GS)	<p>Current Grade Crossing Standards do not provide specifications for grade separation; however, the following is criteria are common considerations:</p> <ul style="list-style-type: none"> – Ten year forecast cross-product exceeds 200,000. Historically, 200,000 was an accepted threshold used by Transport Canada and the transportation industry for consideration of grade separation. – Maximum permissible train speeds exceed 130 km/h as previously required by the draft Grade Crossing Regulations (Transport Canada, 2002) or the roadway is classified as a freeway by The Geometric Design Guide for Canadian Road (Transportation Association of Canada, 1996).

Cross-product = Number of trains per day on railway x Average Annual Daily Traffic (AADT) on road



- ▶ Two (2) crossings that warrant the addition of gates to the existing flashing lights and bells in the in the immediate 5 year time frame:
 - Asset ID 806956 – Oxford Road 29 (Oxford Street), 0.97 kilometres west of Oxford Road 3 (Wilmot Street). Based on the updated train volumes received from CPR in October 2016, Asset ID 806956 (Oxford Road 29 (Oxford Street), 0.97 kilometres west of Oxford Road 3 (Wilmot Street)) has an existing exposure index of 35,750 not 65,000 as documented in the 2015 Road Needs Study. Therefore, unless the daily train volume or AADT increase, gates are not required.
 - Asset ID 715447 – Oxford Road 4, 0.03 kilometres south of Oxford Road 17. A possible future grade separation study has been identified for the crossing. The Rail Authority is coordinating the installation of gates at this crossing in 2019.
- ▶ One (1) crossing that warrants the addition of gates to the existing flashing lights and bells in the ten-year timeframe:
 - Asset ID 895929 – Oxford Road 3 (Wilmot Street), 0.93 kilometres north of Oxford Road 29 (Oxford Street).
- ▶ Two (2) crossings that warrant the consideration for grade separation in the in the immediate 5-year timeframe:
 - Asset ID 59247 – Oxford Road 59 (Wilson Street), 0.3 kilometres south of Dundas Street; and
 - Asset ID 9293 – Oxford Road 9 (Ingersoll Road), 0.57 kilometres south of Dundas Street.
- ▶ One crossing (Road ID 264210) currently has only crossbucks and a stop sign as warning protection:
 - Asset ID 264210 – Oxford Road 27 (Prouse Road), 0.25 kilometres west of Highway 19.

This crossing has very few trains and therefore no additional protection upgrades were recommended in a previous report prepared for the County for this location by MMM Group¹⁰.

3.5.2 Implications of the New Grade Crossing Regulations

In an effort to improve the level of safety at railway grade crossings, Transport Canada introduced the Grade Crossings Regulations (the 'Regulations') through the Railway Safety Act in November 2014. The Regulations incorporate several requirements that:

¹⁰ MMM Group, *Safety Crossing Assessment, Oxford Road 27, Prouse Road*. November 2014.



- ▶ Establish comprehensive and enforceable safety standards for both new and existing crossings in Canada;
- ▶ Clearly define the roles and responsibilities of railway companies and road authorities; and
- ▶ Ensure that railway companies and road authorities share key safety information with each other.

The Regulations incorporate standards based on the best engineering practices known today and make them law. This requires all federally regulated grade crossings in Canada to meet the same standard. Railway companies and road authorities will continue to apply the best options, building on the existing guidelines, for making their crossings as safe as possible.

Road authorities are now required to ensure that each at-grade crossing comply with the requirements specified in Sections 19 to 28 and 57 to 67 of the Regulations, which apply to crossing surface design, road approaches, traffic control devices (e.g. warning and regulatory signs and pavement markings), and sightlines for existing grade crossings.

The Regulations indicate that existing crossing surfaces must be of a width that is equal to the width of the travelled way and shoulders of the road, plus 0.5 m on each side, measured at right angles to the centreline of the road. Seven (7) crossing locations detailed in **Section 2.9** do not meet the standard and require reconstruction by the end of 2023 to comply with the law. Crossing surface is the responsibility of both the rail and road authority. All other existing crossings meet the Regulations for crossing surface design and condition.

The County should liaise with the Rail Authority to coordinate the undertaking of grade-level railway crossings safety reviews by technical experts. The safety reviews would entail the following:

- ▶ Review the geometry and undertake a conformance check of present warning system and traffic control device applications;
- ▶ Conduct road user behaviour and positive guidance reviews of what it is indicating to the various road users with specific consideration of road user attention and information processing, visibility, perception-reaction time, and speed choice;
- ▶ Observe overall driver behaviour, conflict potential, and general operations to identify operational issues; and
- ▶ Identify potential remedial measures to address one or more of the safety issues or potential hazards.



4 Transportation Vision and Alternative Planning Strategies

4.1 Problem and Opportunity Statement

Oxford County is a diverse community facing the challenge of balancing the needs of auto-dependent rural residents, with urban residents seeking alternative forms of transportation including higher order transit, high-speed rail links, walkable communities and cycling infrastructure.

By 2038, the County's population is anticipated to grow approximately 26.9% and employment is expected to increase by approximately 21.3% placing additional demand on the transportation system.

The County must provide a balanced transportation strategy with a focus on developing and supporting alternative modes of travel to ensure residents will continue to enjoy the same quality of life and ease of mobility as population and employment increases as well as achieving the goals and objectives of the Future Oxford Community Sustainability Plan and the County's 100% Renewable Energy Plan.

4.2 Transportation Vision and Goals

A high-level vision for Oxford County is documented in the County Official Plan, setting goals for all aspects of County planning. The TMP furthers defines the transportation vision for the County, to focus on addressing the County's mobility needs in an effective, responsible and sustainable manner:

“Oxford County will be supported by a safe, efficient and sustainable multi-modal transportation network which moves people and goods into and through the County while improving the quality of life for Oxford's current and future generations.”

Oxford County is committed to the concept of sustainable development, which is an approach to meeting the needs of the present without compromising the ability of future generations to meet their own needs. It is a fundamental guiding principle of the County to consider the short and long-term environmental, community and economic consequences of actions related to land use planning, emphasizing both environmental and human wellbeing as essential ends in themselves.

The transportation vision is supported by the following goals:

- ▶ Provide and support multimodal choices for commuters including sustainable modes of travel such as public transit, passenger rail, walking and cycling, in order to further reduce reliance on single occupant vehicle commuter trips;



- ▶ Advocate and promote the foundational development of an integrated passenger rail and intercommunity bus transportation system (“SouthwestLynx”) that would enhance the connection of residents in small urban/rural Southwestern Ontario to each other, larger urban centres, work, social services and shopping, and recreation and entertainment activities;
- ▶ Integrate transportation facilities within the County with services provided by Area Municipalities, adjacent municipalities and provincial/federal government;
- ▶ Minimize conflict between through-traffic and local traffic by refining the designation of local, County and Provincial roads that move people and goods throughout the County safely and efficiently;
- ▶ Maintain and improve the functionality of the County transportation network by maximizing the existing network and underutilized links as well as identifying and making provision for necessary improvements over time; and
- ▶ Promote an integrated and effective strategic goods movement strategy that considers all forms of goods movement (including surface, rail, aggregate and agricultural) and explores the potential for an intermodal terminal.

4.3 Alternative Planning Strategies

Phase 2 of the Environmental Assessment process requires documentation and examination of all reasonable alternatives to address the problems and opportunities and achieve the transportation vision, referred to as alternative solutions. The alternative solutions were defined as follows:

- ▶ **Alternative 1: “Do Nothing”** – This alternative reflects the current condition of the roadway network to the 2038 horizon year, without further investment to increase capacity. Population and employment numbers would grow, but no further transportation projects would be constructed;
- ▶ **Alternative 2: “Road Improvements Only”** – This alternative builds on the road and highway improvements recommended in the County of Oxford Business Plan and Budget as well as the recommendations to accommodate growth to the year 2038;
- ▶ **Alternative 3 “Alternative Transportation Improvements”** – This alternative assumes the current road network remains unchanged and is complemented with aggressive active transportation, TDM and transit improvements. These improvements include encouraging walking and cycling, carpooling, new technologies and introducing transit service; and
- ▶ **Alternative 4 “Combination of Alternatives 2 and 3”** – This alternative combines Alternatives 2 and 3 to provide both roadway capacity required for vehicular travel, supplemented by additional investments in active transportation, TDM and transit.



4.4 Evaluation of Alternative Solutions

A multiple account evaluation (MAE) framework was developed to compare the four alternative solutions. Selection of the preferred Alternative was based on detailed evaluation criteria that includes the consideration of transportation, natural, social and policy environments, and financial implications. **Table 4.1** presents the five evaluation criteria and their applicable measures considered for the Oxford TMP.

TABLE 4.1: EVALUATION CRITERIA AND MEASURES

Evaluation Criteria	Measures
Transportation	<ul style="list-style-type: none"> ▶ Efficiently moves people and goods ▶ Provides connectivity and continuity ▶ Supports active transportation ▶ Promotes diverse travel choices including transit, high-performance rail and new technologies
Natural Environment	<ul style="list-style-type: none"> ▶ Protects the natural environmental areas, local streams, aquatic resources, environmentally sensitive areas and air quality
Social Environment	<ul style="list-style-type: none"> ▶ Improves network connectivity ▶ Appropriateness for the changing demographic ▶ Support for a healthier community ▶ Mobility for all users
Policy Environment	<ul style="list-style-type: none"> ▶ Compatible with the Provincial Policy Statement and Area Municipality objectives ▶ Meets the County's Official Plan, Strategic Plan, Trails Master Plan and other planning policy objectives
Financial Implications	<ul style="list-style-type: none"> ▶ Minimizes capital and maintenance costs ▶ Reduces cost of congestion

For each alternative solution, the evaluation criteria were given a score from 1 to 5 based on the scale provided below the MAE matrix. The alternatives were then ranked in terms of overall score. **Table 4.2** displays the MAE matrix for the selection of the preferred alternative strategy.



TABLE 4.2: MAE MATRIX EVALUATION OF TMP ALTERNATIVES

	Transportation	Natural Environment	Social Environment	Policy Environment	Financial Implications	Overall Rank
Alternative 1						4
Alternative 2						3
Alternative 3						2
Alternative 4						1



Alternative 1, while minimizing impact to the natural environment and with no financial implications, does not meet the transportation, social or policy environment objectives, and was therefore screened out.

Alternative 2 provides improvements to the road network, but does not support the County’s sustainability and alternative transportation objectives. Additionally, this car-centric alternative greatly impacts the natural environment and does not encourage healthier travel options.

Alternative 3 provides strong alternative transportation options, but does not improve the County road network. In Oxford County, auto is the most desirable mode of travel and should not be overlooked.

Alternative 4 builds on Alternatives 2 and 3 by providing both roadway improvements and alternative transportation options. This is reflected in the high rankings for transportation, social and policy objectives. While the financial implications are higher, the overall benefits are aligned with the County’s goals. It is recommended that Alternative 4 be carried forward.



The scores for each alternative were calculated and ranked based on overall score shown in **Table 4.2**. The weights of the evaluation criteria were all set to one and sensitivity testing was performed to determine if the weight of criteria would affect the ranking. Multiple tests were performed and indicated the preferred alternative remained the same regardless of the criteria weights.

4.5 Preferred Transportation Strategy to 2038

The analysis of the alternatives based on the MAE framework led to the selection of Alternative 4 – Combination of Alternatives 2 and 3 as the preferred alternative.

The preferred TMP strategy and implementation plan to 2038 includes, but is not limited to, the following initiatives:

▶ Road Network Strategy

- Ongoing implementation of **Road Infrastructure Improvements** (road widening/urbanization, intersection upgrades, bridge and culvert replacements, railway crossing enhancements, intersection control feasibility studies, etc.);
- **Corridor Management** policies to support County-wide Road Safety Strategy and Traffic Calming approach, Automated Speed Enforcement, and Updated Access Management Guidelines; and
- Continued monitoring of the County road network to ensure adequate **Traffic Control and Levels of Service** are provided.

▶ Active Transportation Strategy

- Infrastructure and policies to support **Active Transportation** (walking, cycling, etc.);
- Ongoing provisions for wider asphalt platform (with edge line) for on-road cycling as part of regular road resurfacing programs, along with Share the Road signage installation; and
- Development of a County-wide Cycling Master Plan.

▶ People and Goods Movement Strategy

- **People and Goods Movement** initiatives including advocacy of an integrated **Inter-Regional Public Transportation System (“SouthwestLynx” Plan)** for intercommunity bus network and enhanced commuter rail service;
- Initiatives and policies to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, ridesharing, etc.), and



- Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity.
- ▶ **Transportation System Sustainability and New Technology Strategy**
 - Ongoing implementation of **Low Carbon Transportation and New Technology** alternatives (electric vehicle charging stations, alternative fuel vehicles, roundabout intersection improvements, autonomous vehicles, etc.)

This preferred TMP strategy to 2038 will serve to promote multi-modal mobility and the long term sustainability of the overall transportation system. The preferred TMP strategy reflects the rural and urban nature of Oxford County and will have the most promising effects on the transportation system.



5 Road Network Strategy

A safe and reliable road network is imperative to the overall well-being of the County. The transportation system serving Oxford County is an integrated network of roads (freeways, arterials, collectors and locals); transit services (on-road bus, and VIA rail); pedestrian and cycling facilities (sidewalks, multi-use paths and on road cycling facilities); railways and airports.

The County Municipal Roads are primary transportation corridors designed to provide continuous, efficient movement of vehicular traffic and goods movement as part of the overall road network. These roads function as arterials or major collectors, and carry large volumes of traffic, and at relatively high traffic speeds where feasible. County Roads collect traffic from Area Municipality roads and minor collectors and provide a traffic connection for small towns, villages, and rural farming areas.

The **Road Network Strategy** to 2038 serves to support the strategic goals of the TMP and focuses on ongoing implementation of road infrastructure improvements, corridor management policies and traffic control, and railway crossing enhancements as outlined in **Sections 5.1 to 5.4** and detailed in **Table 9.1**.

The road network strategy includes ongoing monitoring of the County road network to ensure adequate traffic control and levels of service are afforded throughout the transportation system network.

5.1 Infrastructure Improvements

The Infrastructure Improvements are summarized in the TMP Implementation Program as shown in **Table 9.1**, which include but are not limited to:

- ▶ **Annual road capital infrastructure enhancements** to maintain the overall system adequacy as an absolute minimum requirement;
- ▶ **Major road reconstruction projects** to replace road infrastructure nearing the end of its useful service life in order to keep the transportation system in a good state of overall condition;
- ▶ **Road urbanization projects** which are implemented in built up areas as the need warrants (urbanization will continue to be required as the County's built-up areas expand);
- ▶ **Road intersection improvements/upgrades** will continue to be undertaken as traffic volumes/patterns and levels of service change over time;
- ▶ **Intersection Control Feasibility Studies** in place of certain existing two-way or all-way stop control devices in order to enhance traffic flow. As intersection capacities are met and/or other intersection/roadway construction is completed, intersection control feasibility studies should be conducted;



- ▶ **Condition Assessment Studies;**
- ▶ **Class Environmental Assessment (EA) Studies;** and
- ▶ **Annual Reviews of Collision Data** to identify any areas of concern for consideration and prioritization in future road projects.

In addition, the County posts seasonal load limits on several of its roads. These roads should be considered for improvements that would remove the need for load restrictions. These load limit roads typically require reconstruction and/or a Class EA Study be undertaken.

The projects identified in the TMP are subject to the applicable policies outlined in the Lake Erie and Thames-Sydenham and Region Source Protection Plan. For the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.

5.2 Road Classification System

County roads comprise one component of the overall transportation network within Oxford County and are designed to connect smaller centres to larger centres, and to the Provincial highway system. The original road network in the County consisted of the Provincial “King’s Highway System” which provided major roadway connections between cities and towns in Ontario. However, as the Province’s transportation system has developed, changes of roadway jurisdiction have occasionally occurred to ensure roads under the jurisdiction of the Province serve Provincial transportation needs. The same concept on a smaller scale can be applied to Oxford County’s road network.

One of the benefits of road rationalization within the County, is that a low priority roadway currently under the jurisdiction of the County, once transferred, may become a higher priority for the local municipality and see significant improvements over time. Conversely, a higher volume local municipality road may receive a higher level of service under the jurisdiction of the County. The following sections document the road rationalization process undertaken as part of this TMP.

5.2.1 Review Existing Road Network and Classification System

Oxford County currently operates and maintains 42 roadways, numbered from Oxford Road 2 to Oxford Road 119, although not all available numbers are used. Road rationalization was completed in the 2009 TMP, which identified the transfer of 16 County roads to local municipalities, and six (6) local road segments to the County. The 2009 study also identified the following four roadways for future review:



- ▶ Oxford Road 23;
- ▶ Oxford Road 25;
- ▶ Oxford Road 22 (north of Bright, and south of Oxford Road 2); and
- ▶ Oxford Road 37, east of Oxford Road 59.

The County road network has been reviewed again using the same approach and methodology as the 2009 TMP to ensure the current network meets the needs of Oxford County. The review of road classification is based on the criteria and application to candidate roadways as outlined in the following sections.

5.2.2 Development of Road Classification Criteria

The criteria used to confirm the role and function of the existing County roads are based on criteria utilized in the 2009 TMP prepared by AECOM¹¹. Criterion #11 has been newly added and was not part of 2009 TMP

Table 5.1 summarizes the weighting applied to each of the eleven criteria.

TABLE 5.1: ROAD RATIONALIZATION CRITERIA WEIGHTS

Criteria	Weighting
1. Urban Centre Connector	3
2. King's Highway/Upper Tier Connector	3
3. Heavy Industry Service	2
4. Barrier Service	1
5. Resort Service	1
6. Urban Arterial Extension	3
7. Traffic Speed	1
8. Road Surface	0.5
9. Traffic Volume	0.5
10. Road Right-of-Way	1
11. Annual Load Restrictions	1

Criterion 1 Urban Centre Connector

Urban Centre Connectors are designed to connect urban centres to one another, or to provide connection to a King's Highway. Urban centres are not limited to those found exclusively in Oxford County, but rather include any, and all roadways that connect Oxford County urban centres to urban centres in Oxford County and in external municipalities.

¹¹ Oxford County Transportation Master Plan, Chapter 2.4. Prepared by AECOM. 19 May 2009.



Criterion 1 is considered to be the most important criterion, as higher tier roadways should serve as inter-municipal corridors to connect the urban centres within the County. The criterion is intended to identify roads which provide service to and from centres having commercial and possibly industrial land uses.

For this criterion, urban centres are defined as areas of concentrated development, rather than ribbon development. The criterion is also not intended to be applied to rural areas in which residential subdivisions are being developed. When, and if, the residential subdivision grows to a significant size, upper tier road criteria service may be considered through the application of all the criteria.

Criterion 2 King's Highway/Upper Tier Connector

King's Highways and Upper Tier Connectors are designed to connect major commercial and industrial areas, universities, hospitals, international border crossings and provincial boundaries to a King's Highway or Upper Tier Road. This criterion is intended to extend the Kings Highway or upper tier road to connect the mentioned facilities and is not meant to provide for lateral connections between highways/upper tier roads. Where a municipal road appears as a connector but parallels an existing County or Provincial upper tier connector, no points have been applied.

For this criterion, major institutional/commercial/industrial complexes are classified as those generating more than 1,000 vehicle trips per day.

Criterion 3 Heavy Industry Service

Heavy Industry Service roadways are designed to provide service within four (4) kilometres of consistent major attractors or generators of heavy vehicles. It is not intended that upper tier roadways provide service directly to the entrance of every attractor or generator, but rather, provide service close to the industry and that the distribution within the area of the industry be a lower tier responsibility. For this criterion, consistent major attractor or generator is defined as an operation, such as a gravel pit, that operates from nine (9) months or more per year.

Criterion 4 Barrier Service

These roadways are designed to provide service parallel to and across major barriers to free traffic movement such as freeways, railways, water bodies or congested areas. This criterion is intended to reduce traffic on local roads by providing service parallel to, or across, barriers to traffic movement where upper tier service is justified.



Criterion 5 Resort Service

These roadways are designed to provide service to major resorts and/or recreational areas. Major resorts and/or recreational areas are defined as an area generating a minimum of 700 vehicle trips per day during the normal season of operation. This criterion is intended to provide upper tier service close to resort and/or recreational areas or to a lower tier road system that distributes the traffic.

Criterion 6 Urban Arterial Extension

These roadways are designed to provide service as extensions of urban arterial streets, from the urban limits to the first intersection where the average annual daily traffic (AADT) is 700 vehicles per day, then connect to an upper tier road or a Kings Highway by the shortest route. This criterion is intended to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or Kings Highway. The urban arterial designation should be extended through intersections where the AADT equals or exceeds 700 vehicles per day on both sides of the intersection.

Criterion 7 Traffic Speed

Provide service on roads where the maximum speed limit is generally 80 km/h. This criterion is intended to identify roads which have a maximum speed limit of 80 km/h over the majority of their length.

Criterion 8 Road Surface

Provide service on roads with an asphalt or hard surface. This criterion is intended to identify roads with asphalt or hard surface and good vertical and horizontal geometrics. These roadways are considered to be more appropriate to serve as upper tier roads, as these conditions permit the roadway to better accommodate greater traffic volumes, heavier vehicles and higher speeds.

Criterion 9 Traffic Volume

Provide service on roads with traffic volumes greater than 1,500 vehicles per day. This criterion is intended to identify roadways with traffic volumes greater than 1,500 vehicles per hour.

Criterion 10 Road Right-of-Way

Provide service on roadways with at least a 20 metre (66 foot) right-of-way. The intent of this criterion is to identify roadways with a right-of-way equal to 20 metres (66 feet).



Criterion 11 Annual Load Restrictions

Provide service on roadways without annual load restrictions. The intent of this criterion is to ensure goods movement within the County is permitted on roadways will full load connectivity.

Each of the above noted criteria was applied to the existing upper tier road system, and local roads identified by each municipality as providing through traffic service.

5.2.3 Summary of Road Classification Review

Preliminary application of the Road Rationalization criteria (denoted in Section 5.2.2) identified a number of road sections as candidates for transfer from the County to the Area Municipalities, and vice-versa.

Further discussion with the respective Area Municipalities is required in order to consider such potential road transfers following the current review of regional government in Ontario.

Actions:

- ▶ Monitor the County road network to ensure adequate jurisdiction between Area Municipalities and the Provincial Highway network; and
- ▶ Consider transfer of certain roadways to the County based on consultation and input from Area Municipalities following the current review of regional government in Ontario.

5.3 Corridor Management Policies

Corridor management refers to the practice of identifying and implementing a mutually supportive set of strategies to maintain and enhance access, mobility, safety, economic development and environmental quality along a transportation corridor. Section 5.1.1 of the County's Official Plan details the strategic approach to the transportation system which aligns with corridor management practices.

The corridor management actions noted below will serve to enhance the transportation system network:

Actions:

- ▶ Review and update the County's Access Management Guidelines to reflect current road design standards and best practices;
- ▶ Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted;



- ▶ In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act,
- ▶ Maintain the Emergency Detour Routing to facilitate safe and efficient movement of people and goods throughout the County;
- ▶ Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices);
- ▶ Implement a Road Occupancy Permit process for all third-party undertakings within the County Right-of-Way; and
- ▶ Continue to maintain a detailed database of all collisions occurring in the County.

5.4 Railway Crossings Enhancements

The adequacy of Railway Crossings infrastructure across the County-wide road network is evaluated through the Road Needs Study (at-grade road crossings) every 5 years and the Bridge Needs Study (grade separated crossings) every 2 years.

The County shares this information with the appropriate Rail Authority to facilitate discussions and capital planning regarding any future necessary railway crossing infrastructure repairs, rehabilitations, etc.

Maintenance, repair, and upgrades of grade level railway crossings is a joint responsibility of the Road and Rail Authorities. This work requires scheduling with the Rail Authority to ensure safety of traffic (road and rail) and work crews. Planning and coordination of this work can pose several challenges as both parties may have different priorities that are subject to change on short notice.

Actions:

- ▶ Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities; and
- ▶ Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.



6 Active Transportation Strategy

The Active Transportation Strategy to 2038 serves to support the strategic goals of the TMP and involves infrastructure / policies to support **Active Transportation** (walking, cycling, etc.) as well as the development of an integrated County-wide Cycling Master Plan (CMP) as described in **Sections 6.1 to 6.3** and detailed in **Table 9.1**.

6.1 Introduction

The emphasis on active transportation involving walking and cycling is not only Council policy but a community desire. This became evident during TMP public consultations. There is general support in the community that transportation planning and future road upgrades should accommodate on-street cycling and pedestrian infrastructure within the road right-of-way. There was also expression of support for increasing the investment in active transportation infrastructure though the active modes are not likely to become the major modes of choice for travel in the County.

The use of active modes, especially walking, is significant in the three urban Area Municipalities of the County: Woodstock, Ingersoll and Tillsonburg. It is the objective of the new TMP to significantly increase the use of active modes from their current levels in the three Large Urban Centres and in the County as a whole. This chapter is devoted to addressing policy changes and practical measures that will be required to achieve the intended increases in walking and cycling modal shares, including the following:

- ▶ Review existing policies of the County and adjacent municipalities, as well as current Provincial policies and guidelines, and recommend appropriate changes to the County's Official Plan;
- ▶ Identify existing opportunities and constraints associated with the provision of walking and cycling facilities and programs and explore ways of enhancing and expanding them; and
- ▶ Recommend suitable strategies for encouraging and promoting walking and cycling in the County.

A lack of physical activity generates negative effects on individual and community health and safety, the environment and economy. This is further compounded by our reliance on motor vehicles for day-to-day commuter trips and recreational trips. As people become more aware of the impacts of inactive lifestyles, they look to municipal staff to help develop solutions including the development and implementation of sustainable land use and transportation strategies with a focus on active transportation and recreation.

Improving active transportation methods such as walking and cycling and reducing automobile traffic can help make communities more liveable. Active transportation networks create environments that are pleasant and safe with reduced noise and pollution. This can help encourage more social interaction



within a neighbourhood and create a strong sense of community. In addition, active transportation networks provide a form of mobility for people without regular access to a vehicle and have limited mobility choices.

Strategic investments in both infrastructure and outreach to support active transportation can lead to a number of key benefits:

- ▶ **Transportation** – Reduced road congestion and increased road safety for all users;
- ▶ **Environment** – Reduced vehicle traffic volumes, emissions, air pollution and energy consumption;
- ▶ **Community** – health and wellbeing, improved quality of life;
- ▶ **Economy** – Reduced health care costs, reduced vehicle costs (fuel, repair, maintenance), increased tourism, and increased commercial and residential investment.

The goal of active transportation policies is to reduce single occupant vehicle trips and to encourage and provide opportunities for active transportation. Transitioning away from fossil fuels and enhancing low carbon transportation is an objective outlined in the Future Oxford Community Sustainability Plan and is consistent with the County's 100% Renewable Energy and Green Fleet Plans.

6.2 Existing Policies, By-Laws and Facilities

The County of Oxford Official Plan sets out the objective of the County's transportation policy as the provision of a safe and efficient multi-modal transportation system capable of moving people and goods into and through the County both at the present and in the future.

The County's current cycling initiatives were implemented as part of the Cycling Policies developed in Chapter 5 of the 2009 Oxford County TMP, and include the following:

- Wider asphalt surface and white edge line as part of resurfacing projects, where roadway widths permit;
- Facilitation of a County wide Cycling Advisory Committee;
- Installation of Share the Road signs; and
- Consideration of cycling facilities as part of road reconstruction projects.

Providing a wider asphalt surface with a white edge line delineates the travel lane for vehicles with a partially paved shoulder for cyclists. The line painting provides a 3.35 lane width for vehicles serving as a traffic calming feature and also reduces vehicular traffic from travelling on the edge of the asphalt which minimizes edge cracking and shoulder drop off.



6.2.1 Bikeways

Oxford County

In keeping with the Official Plan objective, the County recognizes the viability of cycling as a mode of transportation and the environmental and social benefits of cycling. As such, the County commits to encouraging its usage as an alternative mode of transportation. Specifically, the County has endorsed the preparation of a Cycling Master Plan in 2020 to establish cycling networks and to determine priorities for cycling facilities and networks that would be implemented as part of its continuous program of transportation network improvement.

Area Municipalities

The transportation requirements of the Area Municipalities of Woodstock, Ingersoll and Tillsonburg are included in the County of Oxford Official Plan. The Official Plan policies echo the County's objectives outlined above and recommend preparation of a comprehensive Cycling Plan in collaboration with the Area Municipalities. Moreover, the policy recommends provision of adequate parking facilities for bicycles as a condition of development approval in the respective municipalities. The respective municipalities are expected to lead by example by providing accessible and sufficient bicycle parking at all municipal owned and operated facilities in order to promote the use of bicycles.

The Area Municipalities also have a number of trails around parks and popular recreational facilities that would provide starting points in the development of comprehensive cycling networks within each of the municipalities.

Provincial Guidelines

The Government of Ontario provides guidelines on bicycle safety including bicycle handling and cycling skills. The safety guidelines cover helmet usage and regulations as to which highways cycling is permitted on in accordance with the Highway Traffic Act.

The purpose of Ontario Traffic Manual Book 18 Cycling Facilities¹² is to, *“provide information and guidance for transportation practitioners, and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario”*. For cycling facilities, this includes outlining the types of facilities, providing route selection criteria, facility selection tools and facility design tools.

¹² Ontario Traffic Manual, Book 18, Cycling Facilities, Queen's Printer for Ontario, December 2013



CycleON: Ontario's Cycling Strategy is the province's 20-year plan designed to encourage the growth of cycling and improve the safety of people who cycle across the Province. The Strategy's Vision is to have cycling in Ontario recognized, respected and valued as a core mode of transportation that provides individuals and communities with health, economic, environmental, social and other benefits by 2033. The Strategy includes five aspirational goals to measure progress:

- ▶ Ontario is recognized as the best Canadian province for cycling and ranked among the top 10 jurisdictions worldwide for cycling. At least one Ontario city is ranked among the 10 most bike-friendly cities in the world;
- ▶ Built environment in most Ontario communities support and promotes cycling for all trips under 5 kilometres;
- ▶ Ontario's cycling environment is safe for people of all ages, striving to achieve a record of zero injuries;
- ▶ Ontario's cities and towns have interconnected networks of safe cycling routes enabling people to cycle to work, school, home and key destinations; and
- ▶ Ontario has an integrated province-wide network of cycling routes.

Achieving the Strategy's Vision requires a commitment from all partners for integrated action to:

- ▶ Design healthy, active and prosperous communities;
- ▶ Improve cycling infrastructure;
- ▶ Make highways and streets safer;
- ▶ Promote cycling awareness and behavioural shifts; and
- ▶ Increase cycling tourism in Ontario.

6.2.2 Cycling Facility Types

Bicycle facilities can be provided either on-road where cyclists share the road space with motor vehicles, or off-road on separate paths or trails. The choice of what facility to provide at any given location depends on a number of factors including the location of the road, the posted speed limit, road width, available right-of-way and possibilities of retrofitting. Given the County road network is intended to serve higher traffic volumes at higher traffic speeds, with reduced interruption, many types of cycling facilities would not be applicable.

The various types of cycling facilities applicable to Oxford County roads are detailed in two categories – shared and separated and the characteristics of facilities within each category summarized below:



Shared Facilities

- ▶ **Shared Use Lanes** – Technically all roadways are shared routes unless signed otherwise. That said, routes expressly forming part of a cycle network should be signed and marked properly for awareness, consistency and wayfinding. Shared use lanes are typically only considered for local and (sub)urban roads where traffic volumes and motor vehicle operating speeds are low. Signs and pavement markings (sharrows) should be installed on these routes to remind drivers and cyclists to share the road.
- ▶ **Paved Shoulders** – Paved shoulders on roadways with rural cross-sections are also considered shared routes. In addition to serving stopped, disabled and emergency vehicles, the paved shoulder can be used by cyclists.

6.2.3 Walkways

Oxford County

County Council has acknowledged that within their long-term plans and when budgets allow, there is a necessity to provide a safe, convenient and aesthetically pleasing pedestrian environment, where the County road system forms part of a designated Village, Serviced Village or Large Urban Centre and to make them safer and more user friendly by:

- ▶ Generally supporting the provision of sidewalks on both sides of County roads within designated Villages, Serviced Villages or Large Urban Centres except where the road is within an Employment Area are an exception where sidewalks may be provided only on one side of a street;
- ▶ Ensuring that sidewalks associated with the County road network are, where possible, sufficiently set back from adjacent roadways to allow for snow storage, adequate drainage and safety for pedestrians;
- ▶ Ensuring that new or replacement pedestrian facilities forming part of the County road network provide barrier-free access from the road network for the disabled and elderly and persons pushing a stroller or cart; and
- ▶ The existing pedestrian network associated with the County road network shall be maintained and replaced where appropriate by the Area Municipality with jurisdiction.

Designs for new pedestrian facilities must reflect at minimum, current industry accepted standards. The pedestrian facility/sidewalk/walkway designs should accommodate persons of all abilities. As an example, sidewalks should be built to a width that will accommodate two wheelchairs to allow passing and/or overtaking manoeuvres and provide safe grades where grade separations exist from one pedestrian facility to the next.



The pedestrian planning guidelines can be found within the Ontario Provincial Standards Documents (OPSD), the Geometric Design Guide for Canadian Roads (TAC), the Municipal Engineers Association Municipal Works Design Manual, and the Ontario Traffic Manual (OTM). Pedestrian infrastructure must also be implemented in accordance with current AODA standards.

6.2.4 Walking (Pedestrian) Facility Types

Pedestrian facilities can be provided either roadside where pedestrian facilities are provided in the road right-of-way or off-road on separate paths or trails. The off-road paths and trails may be available for the exclusive use of pedestrian or as shared multi-use pathways and trails that are usually shared with cyclists. The choice of what facility to provide at any given location depends on a number of factors including the location of the road, the posted speed limit, road width, available right-of-way and possibilities of retrofitting. The various types of pedestrian facilities and where they may be used are discussed further below.

Roadside Pedestrian Facilities

- ▶ **Sidewalk:** Sidewalks are paved pathways that are located on the side of the road that are separated from the travel lane by a curb. Sidewalks may be on one or both sides of the road and are designated space for pedestrians only;
- ▶ **Sidewalk and Boulevard:** Paved pathways that are located on the side of the road that are separated from the travel lane by a curb. Sidewalks may be on one or both sides of the road and are designated space for pedestrians only;
- ▶ **Roadside Trail:** A route contained within a maintained road right-of-way either with a separated pathway or widened road shoulders; and
- ▶ **Wide Shoulder:** A wide shoulder provides larger width to better accommodate roadside walking. Shoulder may be paved or unpaved.

Off-Road Pedestrian Facilities

- ▶ **Pedestrian Pathway:** Pedestrian pathways are paved pathways located at the roadside (but not within the right-of-way) or provided between private properties to connect sidewalks or walking trails;
- ▶ **Multi-Use Pathways:** Multi-use pathways are facilities that are intended for use by both cyclists and pedestrians. For that reason, they are usually wide enough to provide sufficient space for cycling and walking without any conflicts. Like the cycling paths, they can be provided within a road's right-of-way or in other corridors to serve any two origin and destination points; and
- ▶ **Trails (Cycling or Multi-Use):** Trails are similar to cycling paths or multi-use pathways, but are usually provided in wooded nature parks or other recreational facilities where they serve primarily recreational purposes.



6.2.5 Oxford County Trails Master Plan

Oxford County developed the first County-wide Trails Master Plan in 2014, to encourage active transportation and recreation and promote a consistent County-wide approach to trail development. The plan is intended to respond to emerging community trends and the increasing demand for a continuous and connected system of off-road trails linked by walking paths and on-road cycling routes within rural areas and urban centres.

The plan builds on existing trails and on-road cycling facilities (such as the Thames River Trail, Trans Canada Trail and Hickson Trail), bridges gaps in the existing system, highlights potential opportunities for destination trails, as well as establishes roles, responsibilities and priorities for future consideration and implementation.

6.3 Active Transportation Strategy Policies

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Increased reliance on active transportation, by itself or in combination with other sustainable modes, would not only help reduce the strain on the transportation system but will have significant individual, societal, environmental and economic benefits.

While active transportation modes account for a relatively small share of overall travel demand, it is imperative the provision of facilities and programs to support their use are implemented to develop a more sustainable transportation system. An increased share of trips made by active transportation would contribute towards the sustainability of the network, reduce transportation-related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The County wishes to promote a sustainable active transportation infrastructure where non-auto modes are increasingly recognized as a viable means of transportation. Non-motorized transport provides many benefits to users and non-users alike, including travel choice and mobility, affordability, reduced road congestion, infrastructure savings, improved health, recreation and enjoyment, environmental protection, and economic development.

6.3.1 Active Transportation Network Considerations

The following components are considered in expanding Oxford County's existing active transportation network and will be used to assist in its evolution:

- ▶ **Safety** – Reducing risk to users and providing comfortable facilities will be key considerations when selecting routes for the network. The confidence and acceptance of the network can be instilled in users by reducing real and perceived risk;



- ▶ **Visible** – Active transportation routes should be a visible component of the transportation network;
- ▶ **Direct/Connected** – The Active Transportation network should link communities and important destinations throughout the County such as commercial, employment and residential areas, community centres, leisure, recreation and tourist destinations, parks, schools, etc. The County-wide network should link existing and planned Active Transportation and trail facilities at the local municipal level and should be seamlessly connected to neighbouring municipalities. Active Transportation routes will provide crossings of major barriers (e.g. railways, highways, major arterial roads, valleys and rivers etc.) at appropriate locations;
- ▶ **Integration with Other Modes** – The network should be integrated with other modes of transportation, particularly public transit. Routes will provide access to existing and future/planned transit stations and multi-modal terminals;
- ▶ **Attractive and Scenic** – Routes should take advantage of attractive and scenic areas, view and vistas. Routes should provide users with the opportunity to experience and appreciate the natural and cultural heritage assets throughout the County;
- ▶ **Accessible** – To the extent that is possible and practical, routes will be designed to be accessible for residents of Oxford County, and for users of varying physical ability. Where possible, facilities should be designed to be consistent with the Accessibility for Ontarians with Disabilities Act. Trailhead signs should communicate the level of accessibility so users can make informed decisions about using various routes;
- ▶ **Cost Effective** – The cost to implement and maintain the Active Transportation and trail network and supporting facilities/amenities should be phased over time and designed to be affordable and appropriate in scale for the County and the local municipalities. User safety will not be compromised in the interest of minimizing initial construction or ongoing operational costs. Opportunities for partnerships with other levels of government and outside organizations should be pursued wherever possible; and
- ▶ **Sustainable and Well Designed** – Sustainability will be a key consideration in the alignment, design and selection of materials for the system. Supportive facilities such as benches, garbage receptacles, information signs and bicycle parking should be located at nodes and key destinations where they can be easily serviced.



6.3.2 Active Transportation Implementation Policy

The implementation policy and actions noted below will serve to the active transportation network as noted below:

Policy:

The County will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.

Actions:

Update active transportation policies to include the following in addition to the existing policies:

- ▶ Policies on active transportation (detailed as pedestrian and cycling) should be updated to further guide planning and encouragement of active transportation. Specifically:
 - Continue with the program to provide a wider asphalt platform with edge line on rural roads as part of regular resurfacing programs and incorporate cycling facilities as part of any urban road reconstruction (as recommended in the 2009 TMP);
 - Facilitate trail development and implementation in accordance with the Trails Master Plan;
 - Include property for active transportation routes with the land requirements for roads (where possible); and
 - Design active transportation routes based on the principles of accessibility, connectivity, continuity, directness of route, safety, convenience and comfort;
 - Prepare a County-wide Cycling Master Plan in partnership with the Area Municipalities; and
 - Update Pedestrian Crossing Policy to Align with OTM Book 15.

Develop a County-wide Cycling Master Plan (CMP) in partnership with the Area Municipalities specifically to:

- ▶ Provide the framework to guide implementation of a County-wide cycling network and supportive programs over the next 10 + years;
- ▶ Build on the work detailed in the TMP and the Trails Master Plan to provide a long-term network for the County; and
- ▶ Identify opportunities to expand on and enhance cycling initiatives previously undertaken by the County.



Consistent with the Future Oxford Community Sustainability Plan, the Cycling Master Plan should continue to develop a network of bike lanes throughout Oxford County, including physically separated trails (where feasible) and paved shoulders. The CMP should also look at commuter cycling opportunities that will connect residential areas to commercial and employment areas. Active transportation cycling infrastructure will be designed in accordance with the Ontario Traffic Manual – Book 18.

In June 2016, an update to OTM Book 15 – Pedestrian Crossing Treatments was released which provides practical guidance and application information on the planning, design, and operation of pedestrian roadway crossings treatments for transportation practitioners and to promote uniformity of approaches across Ontario.

The current Oxford County Pedestrian Crossing Policy should be updated to reflect the current practice outlined in OTM Book 15.



7 People and Goods Movement Strategy

The people and goods movement strategy to 2038 serves to support the strategic goals of the TMP and includes ongoing advocacy of an integrated **Inter-Regional Public Transportation System (“SouthwestLynx” Plan)** for intercommunity bus network and enhanced commuter rail service; and initiatives and policies to promote **Transportation Demand Management** (carpooling, telecommuting, flexible work hours, etc.), as described in **Sections 7.1 to 7.4** and detailed in **Table 9.1**.

7.1 People Movement

The County and other Southwestern Ontario communities were previously serviced by a system of privately-operated bus routes that connected over 100 communities; however, the increased access and popularity of the personal automobile along with costly and low frequency commuter rail has all but reduced inter-regional transit to a shadow of its former service.

The prevalence of the personal automobile, perceived as inexpensive, convenient, and comfortable, in conjunction with competition from other carriers including GO Transit and VIA Rail Canada have reduced the inter-regional service network to one route.¹³ Greyhound Canada currently operates inter-city transit services via Woodstock, and Ingersoll. Inter-regional connections are provided to London, Toronto, Kitchener-Waterloo, Hamilton; however, no service to other towns within the County is provided.

The travel patterns outlined in the Journey to Work data (**Section 2.6**) indicate that about 29% of County residents travel outside the County for work. In comparison, the number of non-County residents travelling to work in the County (from neighbouring municipalities such as Elgin County, Middlesex County, Brant County, Haldimand County/Norfolk County predominately) is slightly higher.

At present, public bus and rail transit service linking Oxford County to the neighbouring municipalities (Middlesex, Haldimand, Norfolk, Elgin and Brant Counties and the Region of Waterloo) is limited to the minimal service offerings provided by Greyhound Canada and VIA Rail Canada. Commuters desiring more fulsome public and rail transit travel options are currently required to travel to the neighbouring municipalities of Brantford, Waterloo, Guelph and Hamilton (including Aldershot) to access the additional service options (GO bus, GO rail, VIA Rail Canada and municipal transit service) that link service to Southern/Southwestern Ontario area, the Greater Toronto and Hamilton area (GTHA) and Niagara Region.

¹³ County of Oxford. New Directions: Advancing Southwestern Ontario’s Public Transportation Opportunities. April 2016.



The Counties two airports located in Woodstock and Tillsonburg are not currently accessible by non-auto modes (public transit and rail) of transportation.

The lack of bus and rail public transit modes of transportation between the County, its airports and the surrounding municipalities highlights the need for increased service frequency and route options and the need for additional services that connect the County both internally (between public transit services and the airports) and externally to the neighbouring municipalities.

7.1.1 SouthwestLynx Plan

In 2018, Oxford County published SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario, a plan to address the public transportation access and mobility deficiencies threatening Southwestern Ontario's economic, social and environmental destiny. The plan endorses creating a high-performance rail (HPR) core system to significantly improve the current Southwestern Ontario rail passenger services, establishing a coordinated network of connecting intercommunity transportation services and linking them with multimodal hubs, to improve the County's public transportation system.

The SouthwestLynx Plan is scalable and incremental, and it can be completed at a lower and more readily verifiable cost than required for the proposed Toronto-London-Windsor high-speed rail project. It requires only minor land acquisition, severs no agricultural properties, includes rail freight benefits and provides a broader range of transportation improvements offering better value compared with high-speed rail.

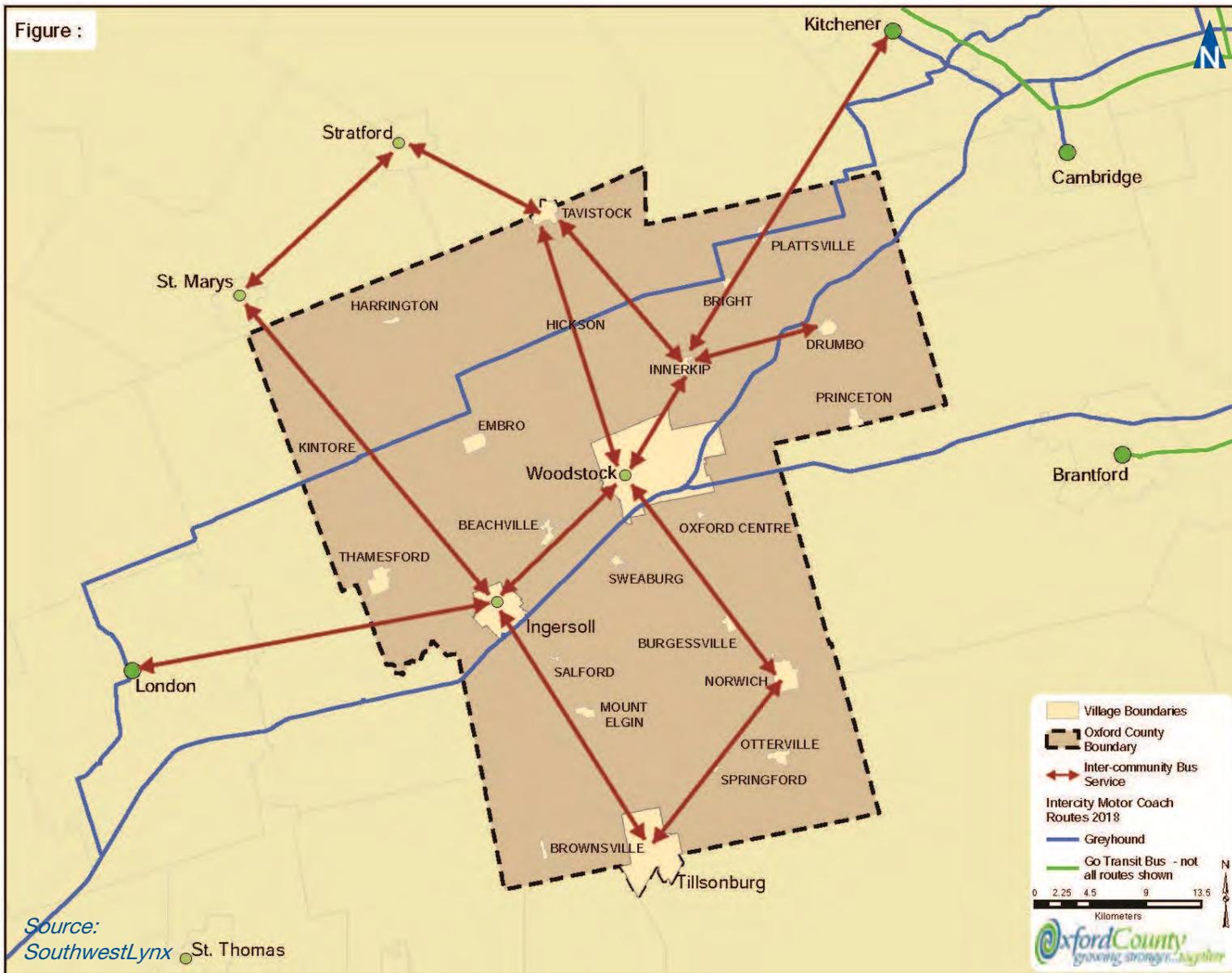
Figure 7.1 and **Figure 7.2** illustrate the proposed inter-community bus service network for Southwestern Ontario and Oxford County, respectively, while **Figure 7.3** displays the proposed HPR passenger rail corridors that can be accommodated within the existing rail corridors serving Southwestern Ontario.

The SouthwestLynx Plan shown in **Figure 7.4** proposes a fully integrated public transportation solution where high-performance passenger rail is complemented with an intercommunity bus network. This proposed network will connect residents of small/urban Southwestern Ontario to each other, larger urban centres, work, social services and shopping, recreation and entertainment activities.





Proposed Inter-Community Bus Service (Southwestern Ontario)



Proposed Inter-Community Bus Service (Oxford County)



Source: Connecting Southwestern Ontario – Taking the Southwestern regional transportation discussion further, August 2018

Proposed High-Performance Rail Corridors



7.1.2 Key Elements of the SouthwestLynx Plan

SouthwestLynx proposes a fully integrated public transportation solution that will serve the people and businesses of Southwestern Ontario. As well, because both existing rail corridors are utilized, the SouthwestLynx proposal has the potential to enhance passenger rail opportunities to more than 1 million more people in Hamilton, Brantford and Niagara Region. All of the SouthwestLynx passenger rail improvements have the added benefit of providing much needed freight rail enhancements and capacity improvements that will serve Southwestern Ontario.

Key elements of the SouthwestLynx Plan include:

- ▶ Practical, affordable and implementable alternative to High Speed Rail;
- ▶ Optimizes existing north and south rail corridors, proposing solutions to key capacity constraint areas including:
 - CN-Halton Subdivision;
 - CN-Guelph Subdivision;
 - Bayview Junction;
 - CN-Dundas Subdivision; and
 - CN-CP Woodstock-Komoka.
- ▶ Major passenger rail service improvements:
 - Toronto to London: increase from 7 return trips daily to 30 return trips daily;
 - Toronto to Windsor: increase from 4 return trips daily to 8 return trips daily; and
 - Toronto to Sarnia: increase from 1 return trip daily to 4 return trips daily.
- ▶ Enhances existing rail service to:
 - Toronto to Brantford/Woodstock/Ingersoll: increase from 5 return trips daily to 15 return trips daily; and
 - Toronto to Kitchener/Stratford/St. Marys: increase from 2 return trips daily to 15 return trips daily.
- ▶ Southwestern Ontario-centric proposal that maintains passenger rail connections to Woodstock, Ingersoll, Stratford and St. Marys;
- ▶ Fully integrated intercommunity transportation network connecting people across Southwestern Ontario;
- ▶ Leverages GTHA planned rail improvements to enhance passenger rail opportunities to over 1 million people in Hamilton, Brantford and Niagara; and
- ▶ Enhances freight rails capacity and negates costly options that delay other planned works.



Actions:

In partnership with provincial/federal governments, municipalities and motor coach industry, support the development of an integrated public transportation system implementation plan for an Intercommunity Bus Network and an enhanced commuter rail service, as identified within the “SouthwestLynx” Report (2018).

As part of the process, the County should:

- Promote the re-establishment of an Inter-community Bus Network (**Figure 7.1** and **Figure 7.2**) through discussion with the neighbouring municipalities, the motor coach industry and the Province of Ontario;
- Advocate national railways agencies (CNR and CPR) and government partners (Federal and Provincial) to examine the potential for High-Performance Rail on the existing north and south rail corridors (via strategic infrastructure improvements as per **Figure 7.3**) that is fully integrated with the inter-community transportation system and goods movement;
- Advocate for enhanced passenger rail service on the north and south rail corridors which offers increased train frequency and reliability; and
- Integrate with local transit and ensure adequate first/last mile transportation options.



7.2 Carpool Lots

Carpool lots provide the ability for people with common, or close destinations to meet at a facility and carpool to their destination(s). Carpooling provides an easy to implement solution for reducing sole occupant personal vehicle use and encouraging the travelling public to consider carpooling as a transportation option.

Carpool lots can take on formal parking facilities such as designated parking lots, or informal facilities on private properties such as at shopping plazas or transit terminals. Providing infrastructure and encouraging its use allows the travelling public to consider options beyond the personal vehicle to complete their daily trips, whether within the County itself, or beyond.

At present, TDM options (carpool and working from home) account for about 15% of all home-work trips within the County. Overall, the County considers this level of TDM mode share very successful and their goal is to maintain it through to at least 2038. With a sound and reasonable strategy in place, the County should be able to sustain and support this level of carpooling into the future. **Sections 7.2.1 to 7.2.3** outline the recommended strategy and actions. These are further detailed in **Table 9.1**.

7.2.1 Existing Carpool Lots

The following official carpool lot is currently in operation within the County, as documented by the Ontario Ministry of Transportation¹⁴ and County staff:

- ▶ Highway 401 & Highway 19/Plank Line: located in the northwest quadrant of interchange 218, the lot provides 88 parking spaces, including seven (7) barrier-free spaces. Highway 19/Plank Line is the primary north-south route between Ingersoll and Tillsonburg and provides a central location for motorists to meet for carpooling purposes.

Consultation with the County and MTO identified the following existing informal carpool lots:

- ▶ Quality Inn and Suites (580 Bruin Blvd): an informal carpool lot located within the existing parking lot. This location provides good connectivity to Highway 401 for residents within Woodstock, and includes 12 electric vehicle charging stations (four electric vehicle and eight Tesla charges). This location as serves as a pick-up/drop off for airport shuttle service;

¹⁴ Bakalarczyk, Robert (Head, West Region Traffic, MTO) Letter to Frank Gross (Manager of Transportation and Waste Management Services). Commuter Parking Lots. 16 July 2018.



- ▶ Highway 401 & Oxford Road 29: an informal carpool lot located on the existing shoulder of the roadway. Two (2) electric vehicle charging stations are also included in the Mister Steak Highway Travel Plaza at this location;
- ▶ Highway 401 & Oxford Road 15 (Towerline Road): an informal, gravel surfaced, carpool lot located east of Highway 401, on the south side of Oxford Road 15; and
- ▶ Highway 401 & Oxford Road 10: an informal, carpool lot located within the existing Comfort Inn & Suites parking lot. This location provides good connectivity to Highway 401 for residents within Ingersoll.

7.2.2 Carpool Opportunities

The 2016 Journey to Work dataset identified significant work-related trips are made between Oxford County and the surrounding municipalities. The significant work-related trips to neighbouring regions and counties indicate prevalent travel along Highway 403 and Highway 401. The existing interchanges with these highway systems provide excellent opportunities for formal carpool parking lots.

The County has identified the potential for a formal carpool lot at the intersection of Oxford Road 15 and Oxford Road 55. The intersection of these County roads provides a centralized location between Highway 403 and Highway 401.

Additionally, the following locations are suggested for carpool lots within the County based on commuter travel patterns and discussion with the County:

- ▶ Sobeys Plaza (678 Broadway Street, Tillsonburg); and
- ▶ Travel Centres of America (TA) Truck Stop (535 Mill Street, Woodstock)

At the time of writing, MTO was undertaking a study to determine the location and feasibility of carpool lots adjacent to or near the Highway 401 corridor in the County. The results of this study were not available at the writing of this report.

Figure 7.5 illustrates the official, unofficial conversion candidates and recommended carpool lots in Oxford County.

7.2.3 Multi-Modal Support at Carpool Lots

It is recognized that the lack of convenient first mile/last mile options can impact people's willingness to consider other transportation options including carpooling. The installation of secure bike lockers at the carpool lots, that are located within reasonable distance from residential areas, may enhance the carpooling option in this regard. A bike locker is a large box in which up to two bicycles can be placed and locked. Bike lockers provide a higher



standard of safety, preventing theft, sheltering bicycles from the weather and deterring casual vandalism.

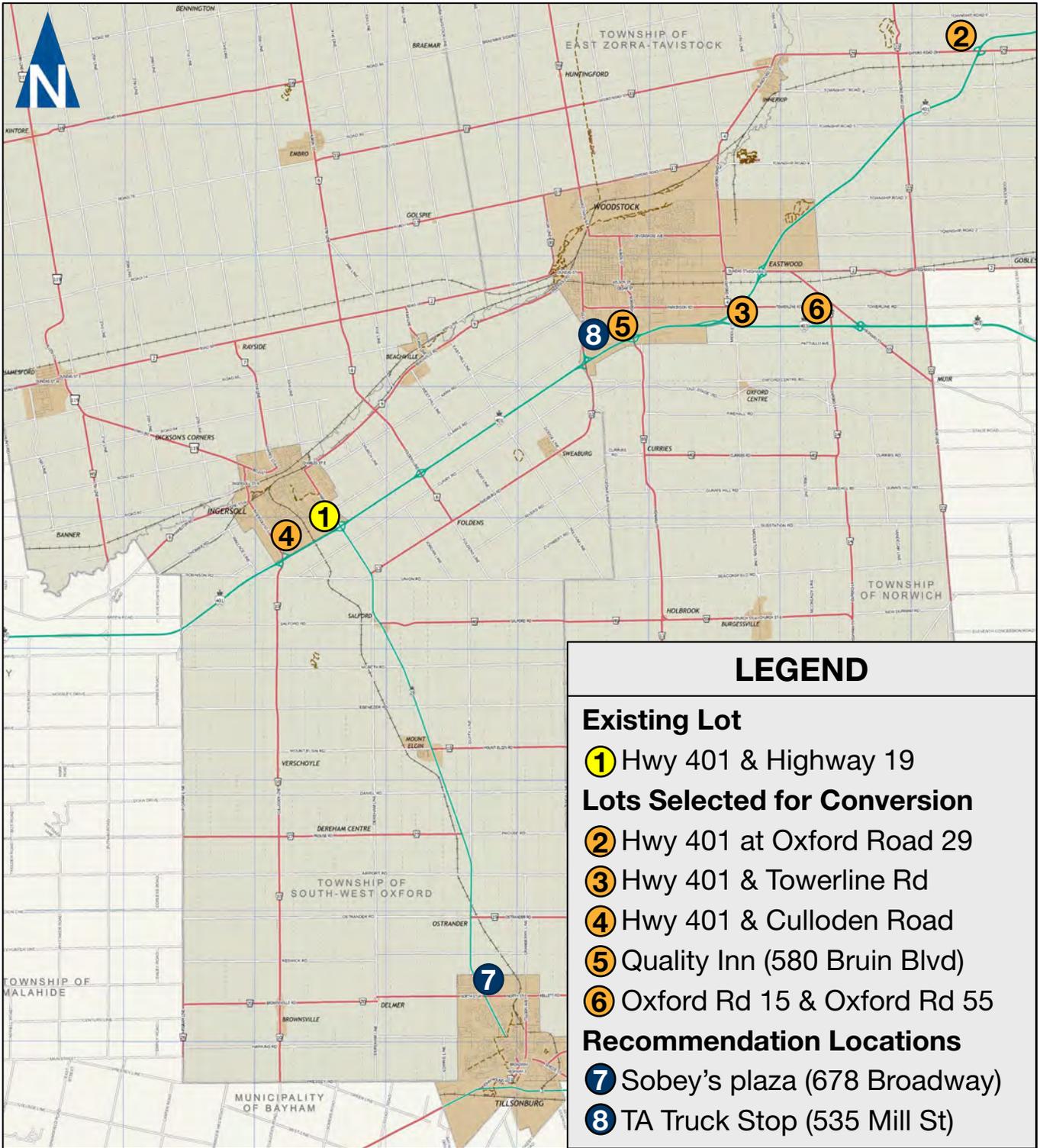
Actions:

Advocate for and support the development and maintenance of carpool lots along the Highway 401 and Highway 403 corridors with the Ontario Ministry of Transportation and private land owners, including:

- ▶ Highway 401 at Oxford Road 29 (interchange 250);
- ▶ Highway 401 at Towerline Road (interchange 236);
- ▶ Highway 401 at Culloden Road (interchange 216);
- ▶ Quality Inn (580 Bruin Boulevard, Woodstock);
- ▶ Oxford Road 15 at Oxford Road 55;
- ▶ Sobey's Plaza (678 Broadway Street, Tillsonburg); and
- ▶ Travel Centres of America (TA) Truck Stop (535 Mill Street, Woodstock).

Consider connectivity with cycling and public transit to carpool lots located within reasonable distance from residential areas to support first mile/last mile transportation.





7.3 Work From Home

Work from home (WFH) has been highly successful in increasing TDM mode share within Oxford County. More businesses are encouraging flexible work arrangements such as WFH, telecommuting and flexible work hours, leading to a reduction peak period travel demand. To 2038, the County's goal is to maintain the current TDM mode share of 15%. Continued support for TDM measures, will help ensure the County maintains this target goal.

Actions:

Consider engaging the business community and other participants through ongoing TDM marketing and education.

Support TDM measures for residents and businesses by providing TDM information on the County website.

Demonstrate leadership in sustainable transportation by promoting TDM initiatives (i.e. flexible work hours, telecommuting, work from home, ridesharing, etc.).

7.4 Goods Movement

Safe and efficient movement of goods and services within and through the County is essential for sustainable economic growth and is an important component of the County's economy in attracting and retaining a wide range of industries and businesses. Oxford County can be considered a conduit for trade and tourism between the Greater Toronto Area, and Southwestern Ontario and the United States. International trade and goods movement through this area into and out of Canada's economic heartland are important to the Local, Regional and Provincial economies.

Trucking is a principal means of goods transport in Southern Ontario with highways linking to all major manufacturing centres and international border crossings. The demand for truck transport remains a competitive mode of goods distribution. Trucking provides inter-modal goods transport connectivity between rail, air and marine transport facilities and market destination.

Within Oxford County, aggregate haulage and agriculture are important to the local economy. The County road network should support the movement of these vehicles to and from their destination. Aggregate and agricultural vehicles are required to select the shortest route possible to and from the County road network.

Additionally, the freight railways are vital components of the County's multi-modal goods transportation system. Canada's Class I railways, CN and CP, and the "first and last mile" short line feeders, have evolved in a time and cost-sensitive trading environment in competition with other modes, particularly trucking. This system is part of a North American grid of more than 300,000 route-kilometres that connects Southwestern Ontario to domestic, cross-border and global markets, the latter through Atlantic, Pacific and Gulf ports.



In 2018, Oxford County published *Steel Corridor of Opportunity: Maximizing the Benefits of Southwestern Ontario's Freight Railways*, which outlines recommendations to maximize the success of the County's freight railways. The plan details how evolutionary changes in the United States has jeopardized the economic environmental competitiveness of Southwest Ontario railways and outlines strategies to maximize the benefits of rail transportation. A key missing feature to support freight and goods movement in Southwestern Ontario is an intermodal terminal to facilitate freight and trucking goods movement. An intermodal terminal would increase transportation efficiency, reduce costs and remove rail and highway bottlenecks.

The SouthwestLynx Plan (noted in **Section 7.1.1** and **Section 7.1.2**) recognizes that any investment in passenger rail infrastructure improvements on the existing rail corridors will also promote freight rail movement by providing much needed rail and capacity enhancements.

Actions:

Explore options for provision of an intermodal terminal that is accessible to Class 1 and short line railways and well connected to the 400-series highways (ideally between the Highway 401/402 and Highway 401/403 junctions) and the existing arterial roadway network.

Construct truck route roadways to arterial road specifications and provide adequate turning radii and turning lane storage to accommodate freight, aggregate and agricultural vehicles.

Support the use of more fuel-efficient vehicles and options for alternative modes for deliveries.

Provide adequate height and width under bridges when constructing new roads or undertaking road rehabilitation to facilitate existing rail services and transport trucks.

Foster the formation of a Southwest Ontario rail corridor coalition to facilitate expansion of the region's rail freight system as recommended in *Steel Corridors of Opportunity* report (2018).



7.5 Multi-Modal Facilities

A multi-modal facility is a feature of a transportation system in which several modes of transportation (walking, cycling, personal vehicle, bus, train, plane, and/or ship) can access and provide services in one common location, and between one another. Depending on the transportation modes serving the facility, connections to destinations near and far can be maintained.

7.5.1 Merits of Multi-Modal Facilities

A multi-modal terminal in its simplest form provides options for users to access transportation to their destination. The choice and availability of these transportation modes further drives the success of the facility, by either providing adequate transportation connections, or limited transportation connections.

The provision of multi-modal facilities within the County have the following potential benefits:

- ▶ Centralized operations for major transportation systems, including train service and inter-regional and local public bus connections;
- ▶ Improved ridership/uptake of public transit with transportation modes connected in a centralized facility;
- ▶ Reduced operating costs through the consolidation of facilities, and common services (ticket booths, washrooms, waiting areas, etc.); and
- ▶ Increased development potential within proximity of the multi-modal facilities.

Providing customers with direct connections to broader transportation modes can potentially reduce the demand associated with personal vehicle use.

7.5.2 Challenges of Multi-Modal Facilities

The popularity of the personal automobile, limited train service, limited inter-city bus services, and increased competition from GO Transit to offer transit services in other Southwestern Ontario communities have all played a role in justifying the need for a multi-modal facilities to support these various transportation systems. The provision of a multi-modal facilities within urban centres, and/or other regions in the County face the following challenges:

- ▶ **Population Density and Operating Costs:** Public transportation thrives in environments where the population density supports the operating costs associated with a public transit network. The County's rural nature, in combination with numerous smaller towns and villages limits the cost-effectiveness of offering frequent, affordable transit services to far reaching areas of the County;



- ▶ **Existing Transit Frequency:** VIA Rail's activity at the Woodstock and Ingersoll stations provides limited frequency options for the travelling public. This limited train service reduces the demand for train travel as a means of transportation. The justification of a multi-modal facility at either of these stations would require more frequent service, and higher demand from the travelling public;
- ▶ **Non-Transit Oriented Development:** The limited and low-density development around transit facilities and routes increases operating costs and reduces the frequency with which service can be provided. Transit oriented development (TOD) is a form of development that focuses on maximizing development within close proximity of transportation facilities. Transit-oriented development can result in increased demand for transit service and greatly improve the functionality and success of multi-modal facilities, where access to urban and rural areas can be provided by several transportation modes; and
- ▶ **Inter-City Bus Service:** Limited existing inter-city bus routes prevent meaningful connections from being established and maintained between the County, its cities, towns, and villages, and its neighbouring municipalities. The popularity of the personal automobile from a comfort, frequency, and convenience standpoint has prevented inter-city transit from co-existing. The lack of inter-city bus connectivity makes justification of a multi-modal facilities difficult within the County.

7.5.3 Multi-Modal Facility Opportunities

As detailed in the previous section, there are many challenges when assessing the location and feasibility of multi-modal facilities in Oxford County. Specifically, the predominantly rural nature and low urban density of the County combined with limited transit service and lack of connections between existing services.

However, multi-modal facilities would greatly benefit the County's major urban centres by providing alternative transportation options, frequencies and connections both internally and externally. The urban centres have higher population densities and existing infrastructure which can be readily utilized in developing multi-modal facilities. As well, these facilities may attract rural residents to alternative forms of transportation if adequate service types, frequencies and seamless integration between modes is provided.

Actions:

Consideration should be given to exploring opportunities across the County for the development of centralized facilities that connect multiple elements of the transportation network to one another.

With the potential for high-performance rail service, connectivity among rail, transit, carpool lots and active transportation infrastructure should be maintained. This ensures users can access each mode of the system with one another.



8 Sustainability and New Technology Strategy

The Sustainability and New Technology strategy to 2038 serves to support the strategic goals of the TMP and involves the ongoing implementation of **Low Carbon Transportation and New Technology** alternatives (electric vehicle charging stations, alternative fuel vehicles, roundabout intersection improvements, autonomous vehicles, etc.) as described in **Sections 8.1 to 8.3** and detailed in **Table 9.1**.

8.1 Sustainability Plan

On June 24, 2015, Oxford County became the first municipality in Ontario to commit to achieving 100% renewable energy by 2050. Oxford's commitment to 100% Renewable Energy by 2050 was further augmented by the adoption, in September 2015, of the Future Oxford Community Sustainability Plan, a community developed plan which embodies the realization that sustainability can be achieved in a world where a vibrant economy supports strong communities and a healthy environment.

The Future Oxford Community Sustainability Plan aims to improve quality of life for Oxford's current and future generations and to balance Oxford's collective economic, community, and environmental interests. Sustainability is an approach to meeting the needs of the present without compromising the ability of future generations to meet their own. It takes into account the short and long-term ecological, social, and economic consequences of our actions and emphasizes both environmental and human well-being as essential ends in themselves. Oxford has adopted the lens of sustainability to create an integrated and effective approach to addressing challenges, including economic and social inequities, human health, ecosystem decline, and community development.

The Community Sustainability Plan sets out several goals and objectives including those involving transportation, namely, to transition away from fossil fuels and to promote low carbon transportation.

8.1.1 Low Carbon Transportation

Facing Climate Change: Greenhouse Gas Progress Report 2016 published by the Environmental Commissioner of Ontario, indicated transportation is responsible for the largest and fastest growing share of Ontario's greenhouse gas emissions. These emissions have grown by 28 per cent since 1990 and totalled 58.7 megatonnes in 2014. Over 80% of these emissions come from on-road passenger and freight vehicles such as cars and trucks; the rest come from off-road vehicles such as construction and logging vehicles, domestic aviation and navigation and railways.



Although federal standards are improving the fuel efficiency of passenger vehicles, their benefit has been more than offset by an increase in both the number of vehicles and the total distance travelled. As well, many consumers prefer less fuel-efficient vehicles – such as sport-utility, pickups and minivans – which release, on average, 45 per cent more greenhouse gases per kilometre than cars. An even more dramatic increase in emissions has come from heavy-duty freight vehicles, which has seen a 108% increase since 1990. Again, improved fuel consumption due to federal efficiency standards has been offset by a substantial increase in the use of diesel trucks to transport goods between urban areas, and a corresponding increase in the number of kilometres travelled. If collectively we are to meet the energy and carbon emission reductions set for Ontario, transportation must move away from fossil fuel and transition to low or zero carbon sources of energy. This is consistent with the County's Community Sustainability Plan to promote low carbon transportation.

8.1.2 100% Renewable Energy Plan

While the County's 100% Renewable Energy Plan is both imperative and timely, identifying specific measures and implementing them have their challenges. Technologies that will provide critical opportunities for definitive action are constantly emerging and evolving. Some future technologies are yet to be conceived, let alone developed and ready for implementation. International, national, provincial and local public policy, perspectives, understandings, and attitudes are also going through transformational changes.

Oxford County participated in the Kassel International Dialogue on 100% Renewable Energy in November 2015. The Kassel dialogue event was dedicated to developing a roadmap intended to guide local communities in their transition to 100% renewable energy. The 100% Renewable Energy Plan has been developed in keeping with the knowledge and experience represented within the 12-point criteria. Criterion 8 – Mobility and Transport gathers information about the scope of activities undertaken in the mobility sector.

This chapter identifies key areas where there are opportunities to reduce or eliminate dependency on fossil fuels including:

- ▶ Transitioning from fossil fuels to renewable or zero carbon energy use for transportation;
- ▶ Implementing a fully integrated public transportation system in Oxford and across Southwestern Ontario;
- ▶ Developing a cycling and trail network and encouraging commuters to switch to active modes of transportation; and
- ▶ Installing electric vehicle charging stations at key locations in Oxford.

The policies and procedures documented within the TMP aim to support the goals and initiatives of the 100% Renewable Energy Plan through both the development of infrastructure and promotion of alternative modes of transportation.



8.2 New Technology

The manufacturing of the gasoline powered vehicle has seen competition in recent years (decades) from hybrid electric, and fully electric powered vehicles. These vehicles provide similar needs as their gasoline powered counterparts, with less, or no reliance on petroleum products for their operation.

8.2.1 Electric Vehicles and Charging Stations

The availability and demand for electric vehicles (EVs) and other low-emission vehicles is increasing rapidly. Seventeen manufacturers currently provide electric vehicle options to residents within Ontario. Further, in June 2016, the Province of Ontario announced a \$20 million grant program to encourage the public and private sector to build electric charging stations with the goal of creating a system of fast-charging stations.

In June 2015, Oxford County became the first municipality in Ontario to commit to achieving 100% renewable energy by 2050. As the transportation sector accounts for approximately 35% of all greenhouse gas emissions, electric vehicles have the potential to spear head action towards meeting the County's 100% Renewable Energy goal.

The key component preventing substantial uptake of electric vehicles is due in part by the limited access to recharging stations. Electric Vehicle Service Equipment (EVSE) is the terminology used to represent the charging stations necessary to make practical use of electric mobility technologies, much as gasoline fueling stations are necessary for fossil-fuel based automotive vehicles. The provision of accessible and frequent electric charging stations is vital to the adoption of electric vehicle use, as they provide alternative charging locations beyond one's private residence, and can decrease range anxiety, which is noted to be a common drawback of existing electric vehicle infrastructure. Existing and future carpool and other parking lots provide the opportunity for electric vehicle charging stations to be installed. Increasing access to and the frequency within the County will aid in encouraging electric vehicle use.

The County participated in the Electric Vehicle Chargers Ontario Program (EVCO) in February 2016 to obtain funding, and support for the development of a various charging stations across Oxford County. This funding was approved in June 2016, with the provision of additional charging stations to be located at the Quality Inn Hotel and Suites (500 Bruin Blvd. Woodstock), and the Ingersoll Town Centre (16 King Street, Ingersoll). One of the key benefits of being a stakeholder in the EV marketplace is the ability for the County to accelerate progress towards their goal of 100% renewable energy by 2050.

The EVCO was a grant program provided by the Province of Ontario to encourage public and private sector partners to create a network of electric vehicle stations in cities, along highways and at other work-related and public places across Ontario.



ECVO was launched in December 2015, and received over 200 applications by February 2016. Oxford County received four (4) level 2 charging stations and two (2) level 3 charging stations at a total grant cost of \$350,760.

Furthermore, in 2018, the County completed the Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County's Electric Vehicle Accessibility Plan (EVAP) to map strategic locations for additional EVSE installations across the region. The report concludes that a total of 163 Level 1, 54 Level 2 and 12 Level 3 chargers will need to be placed in suitable parking locations (i.e., employment workplace parking lots, public parking lots near workplaces, and long-stay public parking spots, such as shopping malls) to serve Oxford residents who adopt EVs in the future and who may or may not have access to home charging units throughout the evening and nighttime for recharging purposes. In addition, the County intends to continue supporting its tourism industry within rural areas by ensuring adequate EV charging availability for travel to, from, and within the County.

The report concludes that charging stations be strategically placed nearby tourism destinations and/or outdoor recreation areas to allow for EV charging while tourists explore the area. **Figure 8.1** illustrates the recommended locations for the installation of new EVSEs.

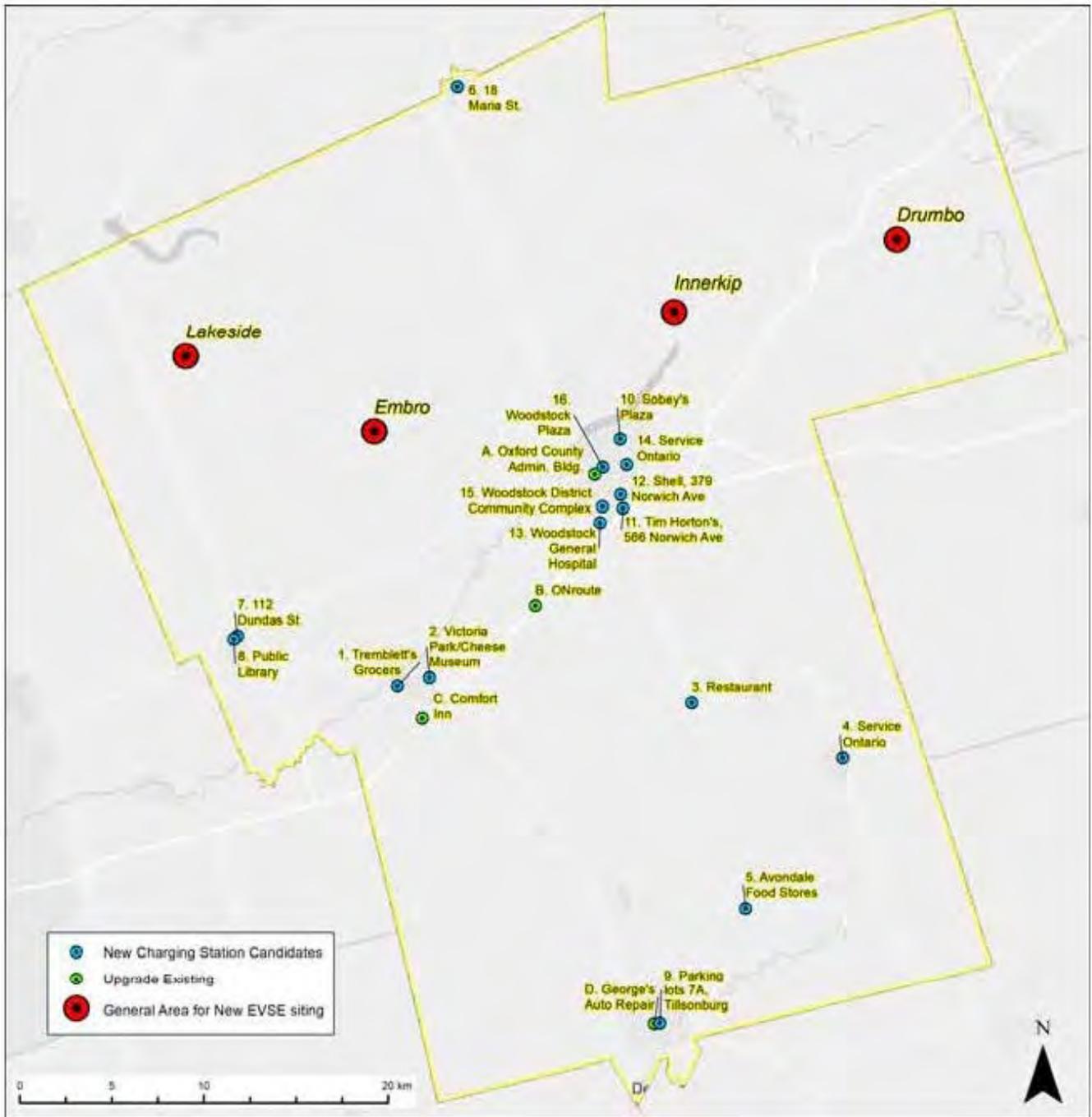
Actions:

Support the ongoing implementation of the network of EV charging stations recommended in the "Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County's Electric Vehicle Accessibility Plan (EVAP)" report prepared by CUTRIC (**Figure 8.1**).

Explore funding opportunities for the new EV charging stations through public funds, private funds or through public-private partnerships to reduce the County's financial impact, as well as reducing the timeline for EVSE implementation.

Consider the implementation of EV charging stations within official and unofficial carpool lots to encourage both electric vehicle and carpool use.





Source: Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County's Electric Vehicle Accessibility Plan

8.2.2 Autonomous Vehicles

Autonomous vehicles represent a transformation in the way the world moves and is connected. Autonomous vehicles (AVs) are capable of interpreting the world around them, navigating around the world without human interaction, and making decisions without human input. Driverless cars are fully autonomous vehicles.

Autonomous vehicles have the potential to decrease travel time, improve traffic flow and improve road safety. However, they also present risks if the implementation of the technology is not appropriately managed. Autonomous vehicles have the potential to provide solutions for low demand transit areas, especially in areas of the County where more substantial public transit services are not financially viable.

Accordingly, the potential introduction of autonomous vehicles aligns with the County's *New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities*, which recognizes the need for a balanced transportation system that offers convenience and choice among active (walking and cycling), private (cars, roads, highways) and public (rail, inter-community and local transit) options to the travelling public.

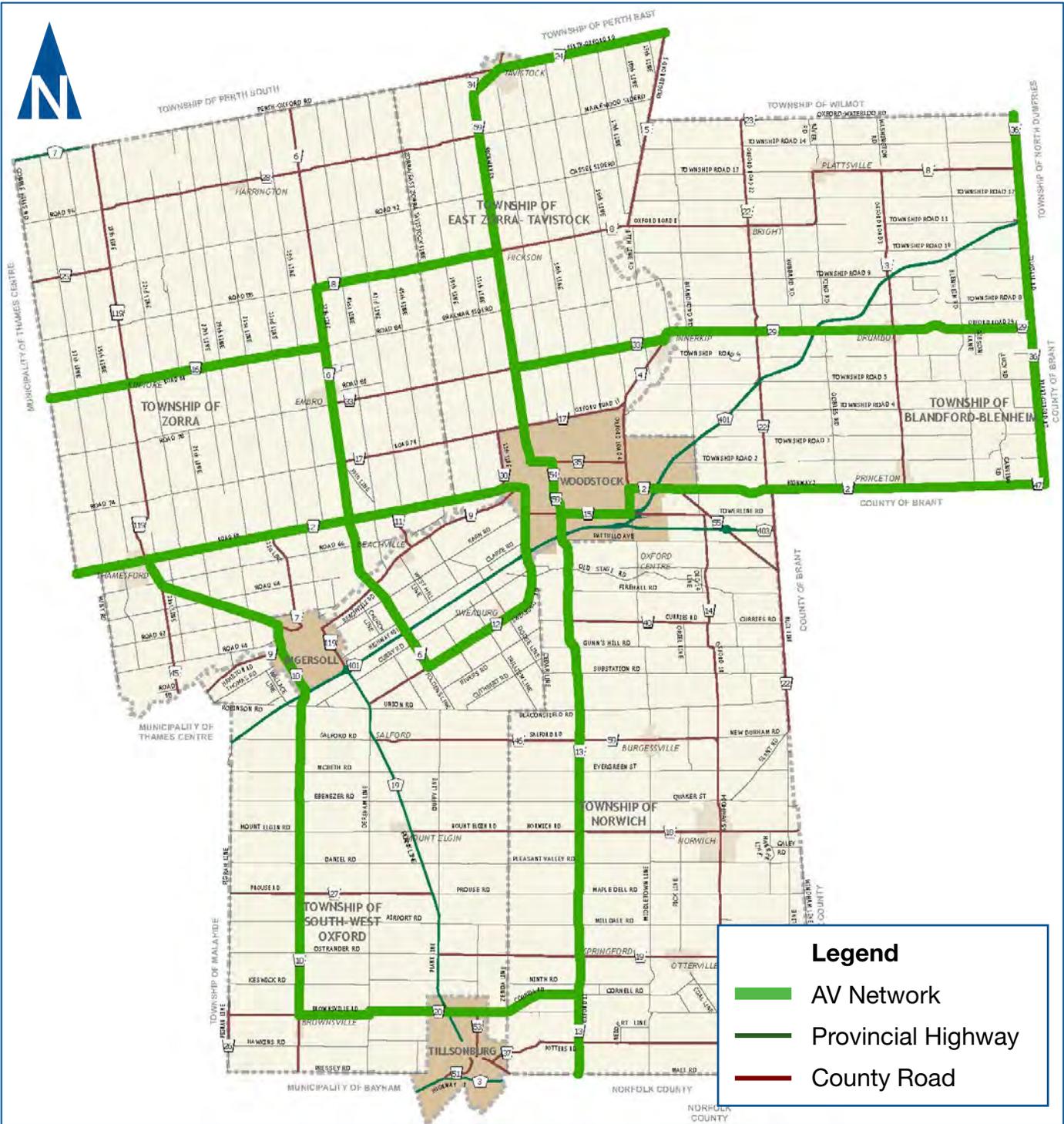
Figure 8.2 details the County's proposed AV network. The proposed routes provide a loop within Oxford County that connects to all eight Area Municipalities, as well as connection points to provincial highways and to neighbouring jurisdictions. The proposed AV network forms part of the Windsor to Ottawa Preferred Corridor for AV testing (and related technologies) which has been developed by the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO), including over 5,500 kms of paved municipal roadways.

Actions:

Implement the autonomous vehicle (AV) network (**Figure 8.2**) to facilitate the testing of Level 3 to Level 5 autonomous vehicles as part of the Windsor to Ottawa network. Establishing a designated province-wide AV testing road network will provide a focused approach for AV manufacturers where they can consider enhanced mapping of the routes (#D laser scanning) and further testing and validation of wireless communication networks and technology.

Coordinate with the Area Municipalities to integrate the County AV network to the local (municipal) routes. The County has distributed the proposed AV routes to the Area Municipalities and requested they consider identifying routes within their communities that could potentially link to the County AV network, with the objective of establishing routes with a variety of conditions (i.e. gravel/paved surfaces, urban, rural, multi-lane, etc.). The County should facilitate a future workshop with the Area Municipalities for further discussion and collaboration.





Legend

- AV Network
- Provincial Highway
- County Road

Proposed County-Wide Autonomous Vehicle Network

Figure 8.2

Continue to work with the MACAVO (through the Ontario Good Roads Association) on the development of a larger AV road network serving Southwestern Ontario. This will help to ensure a focused approach and provide opportunities for the municipality to influence AV testing and implementation for local and regional benefits.

8.2.3 Alternative Fuel Sources

In addition to electric vehicles, there are opportunities for alternative fuel sources to be used within Oxford County as detailed below. While these fuel sources are currently either in the research or small-scale stages of implementation, they are promising alternatives to assist the County in achieving the goal of 100% Renewable Energy.

- ▶ **Solar Photovoltaic (PV):** Solar photovoltaic charging of electric vehicles is already a reality in Oxford, albeit on a small-scale. The Whites Lane microGRID project, established by Woodstock Hydro and partners, incorporates 33 KW of PV panels that support a 100 KVA 240 volt single phase transformer. One of the connections to this system supplies two 70 amp Sun Country Highway electric vehicle charge stations. On sunny days, electric vehicles connecting to these chargers are powered in part, by the solar equipment located on the Woodstock Hydro buildings;
- ▶ **Compressed Natural Gas:** CNG is the cleanest burning transportation fuel on the market today, producing 20-30% fewer greenhouse gas emissions and 95% fewer tailpipe emissions than petroleum products. Several of the County's light trucks have already been converted to hybrid Gasoline/Compressed Natural Gas and the County has purchased two CNG snowplows;
- ▶ **Hydrogen:** Long considered to be very promising energy storage solution; however, Hydrogen fuel is not currently a cost-effective solution. Many developers (large and small) continue to research and improve on hydrogen generation and we expect technology advancements will eventually remove the technical barriers. Hydrogen can be created from plentiful resources such as water versus other storage technologies which require expensive and limited mineral resources; and
- ▶ **Biofuel:** Biofuel creates carbon-based energy from current sources of energy transformation and therefore are considered 'carbon neutral'. Biomass, can be utilized to create renewable natural gases, which are then distributed utilizing the existing natural gas infrastructure. Oxford has a very large and rural land area and generates a significant amount of biomass resource, from plant and tree matter through to animal waste.



8.3 Summary of Climate Change Adaptation and Mitigation

Through the direct actions taken over the past few years, the County has proven their commitment to transitioning away from fossil fuels and to promoting low carbon transportation and supporting sustainable modes of travel.

With implementation of the strategies and actions outlined within the TMP, the County is supporting a shift away from single-occupant auto trips and an increase in sustainable modes of travel and transportation systems including:

- ▶ TDM (carpooling and working from home);
- ▶ Active transportation (walking and cycling);
- ▶ Bus and rail transit;
- ▶ Electric powered fleet vehicles and implementation of an expanding EV charging network;
- ▶ Autonomous vehicle testing (through implementation of the AV network);
- ▶ Enhanced people and goods movement (through support and participation in the various initiatives outlined in the SouthwestLynx, Steel Corridors of Opportunity and Empowering Ontario's Short Line Railways reports;
- ▶ Low carbon intersection control improvements in the form of roundabouts; and
- ▶ Use of alternative fuel sources including the recent implementation of several Compressed Natural Gas (CNG) light trucks and snowplows municipal fleet vehicles.



9 Implementation, Policy and Monitoring

The TMP provides both long-term direction for the future development of the County's transportation system and a plan for immediate action, including several recommendations the County can implement through its regular activities. Successful implementation will ultimately require that concurrent efforts be undertaken to achieve the key strategies, such as, including supportive land uses, and managing transportation demand and constructing the transportation infrastructure identified in the plan.

Inevitably forecasts and other assumptions made in preparing the TMP will prove imprecise or directions will change over time. As such, this TMP should be considered a starting point for transportation planning and monitoring. The plan should be updated regularly, at a minimum every 5 years. The following sections provide guidance on implementing and monitoring this TMP.

9.1 Use of the TMP

The TMP is the overarching strategic document that provides a framework for how Oxford County will address its transportation needs to the year 2038. It describes, anticipates and plans for the movement of people and goods in a multi-modal, accessible transportation system.

The TMP is not a provincially legislated document, and therefore has no statutory authority. That authority is provided through the Oxford County Official Plan by incorporating the main policy directions of the TMP.

The primary purpose of the TMP is to guide the County's transportation-related decision making and provide direction for its discussions and negotiations with other agencies and governments.

In addition, the TMP is not just a plan of infrastructure actions. It provides the policy framework on which to make operational decisions for the County.

9.2 TMP Implementation

9.2.1 Timing and Priorities

To assist in guiding the County in implementing the road infrastructure improvements, policy and advocacy plans recommended in the TMP, a suggested timing for these various initiatives has been developed based on the results of the transportation analysis and a staging of the works to balance the financial impact over time.

Table 9.1 presents the timing of implementation of these TMP initiatives. **Appendix D** provides a standalone copy of the TMP implementation program (**Table 9.1**).



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Road Network Strategy					
Infrastructure Improvements (Section 5.1)	Implement Annual Capital Program - Road Rehabilitation and Resurfacing - Guide Rail Installation - Crack Sealing - Rural/Urban Storm Sewer - Bridge & Culvert Rehabilitation/Replacement, Expansion and Design Projects	X	X	X	X
	Major Road Reconstruction: - Oxford Road 119 (from Oxford Road 10 to Oxford Road 7)* - Oxford Road 16 (from 31st Line to Kintore)* - Oxford Road 36 (from Oxford Road 29 to Township Road 5)*	X X X			
	Road Urbanization: - Oxford Road 3 (Princeton)* - Oxford Road 9 (Ingersoll)* - Oxford Road 22 / Oxford Road 8 (Bright)* - Oxford Road 35 (Woodstock)* - Oxford Road 59 (Burgessville)*	X X X X X			
	Undertake Intersection Upgrades / Improvements: - Oxford Road 59 and Juliana Drive* - Oxford Road 8 & Oxford Road 36 (Roundabout)* - Clarke Road & Harris Street* - Oxford Road 15 & Ferguson Drive - Oxford Road 59 & Lakeview Drive* - Oxford Road 119 and Oxford Road 2* - Oxford Road 13 / Oxford Road 46 / Oxford Road 59 - Oxford Road 59 (intersections between Oxford Road 35 & Oxford Road 17)* - Oxford Road 12 (Mill St) and Oxford Road 2(Dundas St) - Phase 2* - Oxford Road 59 and Oxford Road 8* - Oxford Road 9 and Oxford Road 2* - Oxford Road 59 and Oxford Road 15 (Parkinson Drive)*	X X X X X	X X X X	X X X	
	Consider Intersection Control Feasibility Studies: - Oxford Road 59 & Oxford Road 28* - Oxford Road 4 & Oxford Road 15* - Oxford Road 4 & Oxford Road 17* - Oxford Road 4 & Oxford Road 35* - Oxford Road 59 & Oxford Road 33* - Oxford Road 59 & Oxford Road 8* - Oxford Road 6 & Oxford Road 16* - Oxford Road 13 & Oxford Road 18* - Oxford Road 29 & Oxford Road 36* - Oxford Road 24 & Oxford Road 5*	X X X X X	X X X X X		



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
	- Oxford Road 6 & Oxford Road 9* - Oxford Road 59 & Oxford Road 24*			X X	
	Undertake Condition Assessment Studies: - Bridge Needs Study (OSIM) - Roads Needs Study - Retaining Wall Infrastructure - Storm Infrastructure	X X X	X X X	X X X	X X
Road Network Strategy (cont'd)					
	Undertake Class Environmental Assessment Studies: - Oxford Road 19* - Trans Canada Trail Bridge over Ontario Southland Railway - Oxford Road 4 Corridor Master Plan* - Oxford Road 18* - Oxford Road 20 (Tillsonburg to Brownsville)* - Oxford Road 22* - Oxford Road 28* - Oxford Road 14* - Oxford Road 36* - Transportation Master Plan*	X X X X	 X X X X X	 X X	 X X
	Annual review of collision data to identify any areas of concern for consideration and prioritization in future road projects.	X	X	X	X
	* denotes projects that are all or in part related to new development/future growth				
Corridor Management Policies (Section 5.3)	Review and update the County's Access Management Guidelines to reflect current road design standards and best practices.	X	Monitor and update as required		
	Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted.	X	Monitor and update as required		
	In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement, particularly in school zones and community safety zones.	X	Monitor and update as required		
	Maintain the Emergency Detour Routing to facilitate safe and efficient movement of people and goods throughout the County;	Ongoing			
	Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices).	X	Monitor and update as required		
	Implement a Road Occupancy Permit process for all third-party undertakings within the County Right-of-Way.	X	Monitor and update as required		
	Continue to maintain a detailed database of all collisions occurring in the County.	Ongoing			
Railway Crossings Enhancements (Section 5.4)	Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.	X	X	X	X
	Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.	X	X	X	X



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Active Transportation Strategy					
Active Transportation Policies (Section 6.6)	Update active transportation policies to include the following in addition to the existing policies: <ul style="list-style-type: none"> ▶ Policies on active transportation (detailed as pedestrian and cycling) should be updated to further guide planning and encouragement of active transportation. ▶ Continue with the program to provide a wider asphalt platform with edge line on rural roads as part of regular resurfacing programs and incorporate cycling facilities as part of any urban road reconstruction (2009 TMP). ▶ Facilitate trail development and implementation in accordance with the Trails Master Plan. ▶ Include property for active transportation routes with the land requirements for roads (where possible); ▶ Design active transportation routes based on the principles of accessibility, connectivity, continuity, directness of route, safety convenience and comfort. 	X		Monitor and update as required	
Active Transportation Strategy (cont'd)					
	Prepare a County-wide Cycling Master Plan in partnership with the Area Municipalities. *	X		Monitor and update every 5 years	
	Design all active transportation cycling infrastructure in accordance with OTM Book 18.			Ongoing	
	Update Pedestrian Crossing Policy to Align with OTM Book 15.	X		Monitor and update as required	
People and Goods Movement Strategy					
People Movement (Section 7.1)	In partnership with provincial/federal governments, municipalities and motor coach industry, support the development of an integrated public transportation system implementation plan for an Intercommunity Bus Network and an enhanced commuter rail service, as identified within the "SouthwestLynx" Report (2018).			Ongoing	
Carpool Lots (Section 7.2.3)	Advocate for and support the development and maintenance of carpool lots along the Highway 401 and Highway 403 corridors with the Ontario Ministry of Transportation and private land owners including: <ul style="list-style-type: none"> - Highway 401 at Oxford Road 29 (interchange 250). - Highway 401 at Towerline Road (interchange 236). - Highway 401 at Culloden Road (interchange 216). - Quality Inn (580 Bruin Boulevard, Woodstock). - Oxford Road 15 at Oxford Road 55. - Sobey's Plaza (678 Broadway Street, Tillsonburg). - Travel Centres of America (TA) Truck Stop (535 Mill Street, Woodstock). 	X		Ongoing	
	Consider the installation of secure bike lockers at the carpool lots located within reasonable distance from residential areas to support first mile/last mile connectivity.			Ongoing	
Work From Home (Section 7.3)	Consider engaging the business community and other participants through ongoing TDM marketing and education.	X		Ongoing	
	Support TDM measures for residents and businesses by providing TDM information on the County website.	X		Ongoing	
	Demonstrate leadership in sustainable transportation by promoting TDM initiatives (i.e. flexible work hours, telecommuting, work from home, etc.)	X		Ongoing	



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Goods Movement (Section 7.4)	Explore options for provision of an intermodal terminal that is accessible to Class 1 and short line railways and well connected to the 400-series highways (ideally between the Highway 401/402 and Highway 401/403 junctions) and the existing arterial roadway network.			Ongoing	
	Construct truck route roadways to arterial road specifications and provide adequate turning radii and turning lane storage to accommodate freights, aggregate and agricultural vehicles.			Ongoing	
	Support the use of more fuel-efficient vehicles and options for alternative modes for deliveries.			Ongoing	
	Provide adequate height and width under bridges when constructing new roads or undertaking road rehabilitation to facilitate existing rail services and transport trucks.			Ongoing	
	Foster the formation of a Southwest Ontario rail corridor coalition to facilitate expansion of the region's rail freight system as recommended in Steel Corridors of Opportunity report (2018).	X		Ongoing	
People and Goods Movement Strategy (cont'd)					
Multi-Modal Facility Opportunities (Section 7.5.3)	Consideration should be given to exploring opportunities across the County for the development of centralized multi-modal facilities that connect multiple elements of the transportation network to one another.			Ongoing	
	With the potential for high-performance rail service, connectivity among rail, transit, carpool lots and active transportation infrastructure should be maintained. This ensures users can access each mode of the system with one another.			Ongoing	
Sustainability and New Technology Strategy					
Electric Vehicles and Charging Stations (Section 8.2.1)	Support the ongoing implementation of the network of EV charging stations recommended in the "Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County's Electric Vehicle Accessibility Plan (EVAP)" report prepared by CUTRIC (Figure 8.1).			Ongoing	
	Explore funding opportunities for the new EV charging stations through public funds, private funds or through public-private partnerships to reduce the County's financial impact, as well as reducing the timeline for EVSE implementation.			Ongoing	
	Consider the implementation of EV charging stations within official and unofficial carpool lots to encourage both electric vehicle and carpool use.			Ongoing	
Autonomous Vehicles (Section 8.2.2)	Implement the autonomous vehicle (AV) network (Figure 8.2) to facilitate the testing of Level 3 to Level 5 autonomous vehicles as part of the Windsor to Ottawa network. Establishing a designated province-wide AV testing road network will provide a focused approach for AV manufacturers where they can consider enhanced mapping of the routes (#D laser scanning) and further testing and validation of wireless communication networks and technology.	X		Monitor and update as required	
	Coordinate with the Area Municipalities to integrate the County AV network to the local (municipal) routes. The County has distributed the proposed AV routes to the Area Municipalities and requested they consider identifying routes within their communities that could potentially link to the County AV network, with the objective of establishing routes with a variety of conditions (i.e. gravel/paved surfaces, urban, rural, multi-lane, etc.). The County should facilitate a future workshop with the Area Municipalities for further discussion and collaboration.			Ongoing	
	Continue to work with the MACAVO (through the Ontario Good Roads Association) on the development of a larger AVE road network serving Southwestern Ontario. This will help to ensure a focused approach and provide opportunities for the municipality to influence AV testing and implementation for local and regional benefits.			Ongoing	



9.2.2 Potential Funding Sources

Ultimately, the most reliable and consistent sources of funding for transportation system improvements will be with County's municipal tax levy and development charges.

The County should continue to monitor available Provincial and Federal funding programs to establish if any of the recommended improvements identified in this TMP will be eligible. Potential funding sources to implement the recommended TMP elements, in addition to the tax levy include:

- ▶ **New Building Canada Fund**, which was established in 2014 to fund projects from 2014 to 2024. There is \$2.7 billion designated for Ontario projects in the New Building Canada Fund, and an estimated \$8.12 billion under the Federal Gas Tax Fund;
- ▶ **Infrastructure Ontario's Loan Program**, which provides long-term financing to eligible public-sector clients to help renew infrastructure;
- ▶ **Special Purpose Funding** that may be available at the time of implementation, such as the Provincial Cycling Funding announced at the 2014 Ontario Bike Summit and other similar initiatives; and
- ▶ **Other Alternative Infrastructure Funding Mechanisms** such as private sector sponsorship and focused advertising.

9.3 Future Environmental Assessment Requirements

The TMP will be relied upon in completing the Municipal Class EA Studies (i.e. Schedule C projects) for future projects identified herein. The TMP will satisfy Phases 1 (identify the problem) and 2 (identify alternative solutions to the problem) of the five-phase Municipal Class EA planning and design process.

9.4 Monitoring

The TMP is not intended to be a static document, rather it must be flexible and adapt to changes in travel characteristics, user behaviour, development trends, growth patterns and other unforeseen events over time. Initiatives planned or underway by other agencies may also have an effect on the recommendations of the TMP as they unfold.

A comprehensive program allows progress to be tracked and performance to be measured and reported. The program would feature County-wide monitoring to track changes in land use patterns, demographic characteristics, and system performance and modal choice over time. It is anticipated that the elements of this program will be monitored every five to ten years, depending on the availability of data sources.



Corridor and area-specific monitoring may be considered in the future to measure development and transportation system performance in key corridors. This will help to proactively identify areas of concern and timely responsive measures. It is anticipated that the elements of this program may be monitored more frequently, perhaps every one to five years given the nature of the data and their collection methods. Care should be exercised not to duplicate, but rather to build upon, other performance measurement exercises already underway.

9.5 Plan Review and Updates

Regular reviews and updates of the TMP allow for the ongoing assessment of its effectiveness and relevance. Establishing this stable transportation planning cycle ensures the plan strategies remain flexible to respond to unforeseen developments and imprecise assumptions. The performance of the plan in achieving the transportation vision and goals can also be reviewed, and necessary adjustments in strategy made.

The *Planning Act* requires the County to assess the need for an update to its Official Plan every five years. That review process provides a timely opportunity to revisit the assumptions of the TMP and consider the need for an update. The monitoring program discussed in **Section 9.4** will also provide an indication of the need for a review.

Over the period preceding the formal review, County and Area Municipal Council decisions on transportation issues will have the inevitable effect of amending, deleting, replacing or complementing some of the policies in the TMP. For this reason, individuals must consider this plan in conjunction with the record of subsequent Council decisions to obtain a complete understanding of current policy and plans.

A regular review of the TMP is proposed every five years. Conducting ongoing monitoring and regularly reviewing the TMP ensures the document remains relevant and a useful source for transportation planning within the County. The County may amend the TMP in the intervening period to reflect changes to the Official Plan and/or resulting from the development review process or other major initiatives.

Actions:

Review the TMP every five years, ideally in conjunction with a review of the Oxford County Official Plan, Development Charges Studies and once any necessary updates to the County and Area Municipality population and/or employment forecasts have been finalized.



10 Public and Stakeholder Consultation

10.1 Program Overview

Engaging residents and stakeholders is an important, essential component of the development of the Oxford TMP, as well as a key piece of the Class EA process. A successful TMP will consider and address the needs and wants of the transportation system users. To engage a wide range of community members, it is important to have an effective, accessible and efficient communication system. The existing Town communication channels including the County website, social media, community boards and newspapers were utilized as well as in-person events and workshops.

To provide meaningful opportunities for community input into the Transportation Master Plan and to reach a broad audience, the project team hosted two rounds of “pop-up” engagement events and concurrent online survey during the TMP update. The events were held during:

- ▶ Spring 2017; and
- ▶ Fall 2018

Additionally, a Transportation Master Plan Advisory Committee (TMPAC) was formed to receive their input and comments.

Opportunities to engage were promoted through the Town’s communication channels:

- ▶ On the County’s website (www.oxfordcounty.ca); and
- ▶ Speak-up Oxford;

At the outset of the TMP update (September 2016), a notice was posted on the Speak Up, Oxford section of the County’s website. The intent of the notice was to inform the public of the update, provide a TMP purpose overview and provide a direct webpage link for the public to comment about the update.

The TMP was also informed by feedback received through Oxford County’s 2019 Budget Survey undertaken over a 10 week period in the summer of 2018.

Appendix D contains all public and stakeholder engagement documents including notices, letters, presentation materials, display boards, survey responses, comments and responses.



10.2 Spring 2017 Public Engagement

Two pop-up events were held in Spring 2017. The purpose of the events was to present the existing conditions and key considerations of the TMP. Both events provided an opportunity for the public to discuss their concerns and ideas with members of the project team and to fill out a survey about the TMP. The pop-up events were held as follows:

- ▶ Thursday, April 20, 2017: Future Oxford Expo; and
- ▶ Wednesday, April 26, 2017: Tillsonburg Community Centre

It was recognized that not all members of the public would be able to attend an event in person due to the large size of the County. Therefore, the online survey provided an opportunity for all County residents to participate. The online survey was held concurrent to the pop-ups and was live from April 10, 2017 to May 15, 2017. The online survey questions were identical to the questions asked in-person at the pop-up events.

In total, 128 in-person discussions and 314 online survey responses to the Spring 2017 public consultation questions were recorded. Note that not all in-person discussions resulted in a completed survey as it was not required; however, all questions, comments and interactions were documented.

10.3 Fall 2018 Public Engagement

Two pop-up events were held:

- ▶ Canada's Outdoor Farm Show in Woodstock on Wednesday, September 12, 2018 at; and
- ▶ Drumbo Fair on Saturday, September 22, 2018.

The purpose of the events was to allow residents to provide input on key aspects of the draft plan. The event provided an opportunity for the public to discuss their concerns and comments with members of the project team and to fill out a survey about the TMP.

In tandem, an online survey was developed to allow residents to provide input on key aspects of the draft plan. The survey was active from August 27, 2018 - October 19, 2018. The online survey mirrored the survey used during pop-up consultations.

In total, 45 in-person discussions and 76 online survey responses to the Fall 2018 public consultation questions were recorded. Note that not all in-person discussions resulted in a completed survey as it was not required; however, all questions, comments and interactions were documented.



10.4 Advisory Committee

A Transportation Master Plan Advisory Committee (TMPAC) was formed consisting of County staff, representatives from the Area Municipalities and community partners (Cycling Advisory Committee, Oxford County Trails Council, and Future Oxford). The purpose of this committee was to discuss the needs and concerns of the respective Area Municipalities that should be considered within the overall TMP and to provide feedback to findings, conclusions and recommendations over the course of the update.

The TMPAC meet three times over the course of the study at the Oxford County Administration Building in Woodstock. The following summarizes the meeting times and purpose:

- ▶ **Meeting 1 – November 7, 2016:** An overview of the TMP process including the role of the TMPAC, and to engage in a facilitated discussion about transportation issues in Oxford County;
- ▶ **Meeting 2 – April 6, 2017:** An update on the TMP status including the existing conditions summary and upcoming public consultation; and
- ▶ **Meeting 3 – October 25, 2018:** A review of the TMP Draft Summary and Recommendations Report and to receive comments from the TMPAC.

10.5 Indigenous Communities, Agencies and Stakeholders

Agencies, stakeholders and Indigenous Communities were notified by Oxford County at key points in the study process and to fulfill the requirements of the Municipal Class EA process. They were encouraged to provide any information they felt was necessary for the Project Team to consider during the study. All comments received from agencies, stakeholders and Indigenous Communities were recorded and considered as outlined below. The following details the agencies contacted during the study:

- ▶ Municipal Agencies:
 - City of Woodstock
 - Corporation of the City of Perth
 - County of Brant
 - County of Elgin
 - Middlesex County
 - Municipality of Bayham
 - Municipality of Thames Centre
 - Norfolk County
 - Regional Municipality of Waterloo



- Town of Ingersoll
- Town of Tillsonburg
- Township of Blandford-Blenheim
- Township of Malahide
- Township of North Dumfries
- Township of Norwich
- Township of Perth East
- Township of Perth South
- Township of South-West Oxford
- Township of Wilmot
- Township of Zorra
- ▶ Provincial Agencies:
 - Ministry of Agriculture and Food
 - Ministry of Culture
 - Ministry of Economic Development, Trade & Tourism
 - Ministry of Environment, Conservation and Parks
 - Ministry of Municipal Affairs and Housing
 - Ministry of Natural Resources and Forestry
 - Ministry of Transportation
 - Ontario Provincial Police
- ▶ Federal Agencies
 - Canadian Environmental Assessment Agency
 - Department of Fisheries and Oceans
- ▶ Conservation Authorities:
 - Catfish Creek Conservation Authority
 - Grand River Conservation Authority
 - Long Point Region Conservation Authority
 - Upper Thames River Conservation Authority
- ▶ Local Agencies:
 - Alexandria Hospital
 - Huron-Perth Student Transportation Services
 - John Knox Christian School
 - London District Catholic School Board
 - Oxford Reformed Christian School



- Thames Valley District School Board
 - Tillsonburg District Memorial Hospital
 - Tillsonburg Municipal Airport
 - Woodstock Environmental Advisory Committee
 - Woodstock General Hospital
 - Woodstock Police
- ▶ Indigenous Communities:
- Aamjiwnaang First Nation
 - Association of Iroquois & Allied Indians
 - Caldwell First Nation
 - Chippewas of Kettle and Stony Point First Nation
 - Chippewas of the Thames First Nation
 - Delaware Nation
 - London District Chiefs Council (Southern First Nations Secretariat)
 - Mississaugas of New Credit First Nation
 - Munsee-Delaware Nation
 - Oneida Nation of the Thames
 - Six Nations of the Grand River Territory
 - Union of Ontario Indians
 - Walpole Island First Nation
 - Haudenosaunee Development Institute (on behalf of Haudenosaunee [Confederacy Chiefs Council](#))
- ▶ Stakeholders:
- Bell Canada
 - Canadian National Railway
 - Canadian Pacific Railway
 - Cogeco Cable Inc.
 - Enbridge Pipelines Inc.
 - Execulink Telecom
 - Hydro One
 - The TDL Group Ltd.
 - Toyota Motor Manufacturing Canada Inc.
 - Toyota Boshoku Canada Inc.
 - Trans Canada Pipelines



- Transfreight
- Union Gas Limited
- Public interest groups and businesses

10.5.1 Indigenous Communities

Indigenous Communities were notified by mail at the start of the TMP update. The notices were sent by the County and included a copy of the Notice of Study Commencement, a letter and form for comments and to indicate if they would like to remain on the study contact list. The study contact list was updated to reflect the responses received, including any change in contact information.

All Indigenous Communities that did not provide any comments over the course of the study were contacted by the consultant team via phone in early April 2019. The calls provided opportunity to gather additional feedback and to inform them of the upcoming 30-day review of the Draft TMP. A record of the calls and follow-up emails are provided in the consultation appendix.

Formal meetings were not requested or held with the Indigenous Communities.

10.5.2 Agencies and Stakeholders

All agencies and stakeholders required to be consulted with under the MCEA process were notified on the TMP at the start of the study by mail. The notices were sent by the County and included a copy of the Notice of Study Commencement, a letter and form for comments and to indicate if they would like to remain on the study contact list. The study contact list was updated to reflect the responses received, including any change in contact information.

Any comments received from the agencies were recorded, responded to as appropriate and considered in the development of the TMP. A table with all agency and stakeholder comments as well as the project team response/action is provided in the appendix.

Formal meetings were not requested or held with the agencies and stakeholders.

10.6 Public Comments

Throughout the TMP process, the public was invited to reach out to the project team via email, telephone and through Speak Up Oxford. All comments were recorded and considered for inclusion in the TMP where appropriate.



10.7 2019 Budget Survey

The 2019 Budget Survey solicited feedback from Oxford County residents during the period from June 18 to August 31, 2018. The survey was intended to see how residents wanted to see their tax dollars spent as well as identify which services are the most important. Respondents were also asked to indicate how the County should set its service levels for the 2019 budget.

Approximately 524 responses were received regarding the question around the funding program for Oxford County's road and bridge infrastructure and services. Of note, approximately 11.6%, 72.3% and 11.5% of the respondents indicated funding to the program should be increased, maintained or reduced respectively. The respondents also provided general comments about the County's road and bridge program.

As well, several respondents provided other comments to the 2019 Budget Survey question around the funding program for planning sustainability measures. Some of the comments received around sustainability centered around EV charging infrastructure, passenger rail, inter-community bus service, road condition, affordable public transportation, low carbon alternative fuel powered municipal fleet, active transportation and transportation system connectivity.

Appendix D provides the responses.



Appendix A

Journey to Work Dataset



Commuter Flow Oxford County, 2016

Produced by the Oxford County Community Planning Office using Journey to Work Data from Statistics Canada
(Figures are rounded)

Place of Residence		Place of Work										
		Oxford County										
		Woodstock	Ingersoll	Tilsonburg	Blandford-Blenheim	East Zorra-Tavistock	Norwich	South-West Oxford	Zorra	people who work from home	OXFORD COUNTY	
Oxford County	Woodstock	11170	830	145	155	345	230	235	170	790	14070	
	Ingersoll	1135	2265	140	30	15	60	230	195	305	4375	
	Tilsonburg	340	310	3265	0	10	120	145	30	340	4560	
	Blandford-Blenheim	495	35	10	365	95	40	25	10	540	1615	
	East Zorra-Tavistock	780	60	0	55	765	20	15	20	545	2260	
	Norwich	1115	160	390	25	35	1120	130	30	875	3880	
	South-West Oxford	875	475	325	10	35	125	360	55	650	2910	
	Zorra	450	410	10	30	85	10	40	485	760	2280	
	OXFORD COUNTY	16360	4545	4285	670	1385	1725	1180	995	4805	35950	

No Fixed Workplace Address*
1795
615
575
465
485
760
510
535
5735

Place of Residence		Place of Work																								
		Region of Waterloo				County of Brant		Elgin County		County of Middlesex		Perth County			County of Wellington		Region of Peel		Haldimand and Norfolk Counties		Halton Region	City of Hamilton	City of Toronto	Other	Total Outflow	Employed Labour Force Living in Municipality
		Kitchener	Cambridge	Waterloo	Other Region of Waterloo	Brantford	Other Brant County	St. Thomas	Aylmer	Other Elgin County	London	Other Middlesex County	Stratford	St. Mary's	Other Perth County	Guelph	Other Wellington County	Mississauga	Other Peel Region	Haldimand and Norfolk Counties	Halton Region	City of Hamilton	City of Toronto	Other	Total Outflow	Employed Labour Force Living in Municipality
Oxford County	Woodstock	550	570	210	210	355	190	35	10	35	1010	60	300	40	30	125	35	95	10	100	120	120	100	135	4445	20310
	Ingersoll	70	60	30	20	30	30	20	30	20	875	100	90	25	20	10	5	25	10	50	20	15	25	40	1620	6610
	Tilsonburg	25	30	10	25	50	20	90	40	170	355	10	30	0	10	15	0	20	0	750	10	25	10	70	1765	6900
	Blandford-Blenheim	405	405	220	425	120	235	10	0	0	40	0	25	0	10	80	25	25	10	10	20	35	40	60	2200	4280
	East Zorra-Tavistock	205	110	90	210	15	20	0	0	0	60	20	290	20	85	30	40	10	0	15	15	0	10	30	1275	4020
	Norwich	55	70	20	50	120	110	10	10	35	105	15	30	0	0	40	10	10	0	310	20	40	25	40	1125	5765
	South-West Oxford	20	30	20	35	20	25	15	10	55	285	40	25	0	0	0	0	0	10	85	10	25	15	20	745	4165
	Zorra	30	10	45	30	10	0	35	10	15	805	170	350	190	50	0	0	0	20	0	10	10	10	30	1830	4645
	OXFORD COUNTY	1360	1285	645	1005	720	630	215	110	330	3535	415	1140	275	205	300	115	205	40	1320	225	270	235	425	15005	56690

*Persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc. Pulled from the regular census labour/employment data for 2016.

Place of Residence		Place of Work								
		Oxford County								
		Woodstock	Ingersoll	Tilsonburg	Blandford-Blenheim	East Zorra-Tavistock	Norwich	South-West Oxford	Zorra	people who work from home
Oxford County	Elgin County	Aylmer	45	50	115	0	0	20	50	20
	St. Thomas	185	235	170	0	10	10	15	20	
	Malahide	70	85	225	0	10	35	45	20	
	Bayham	55	120	590	0	0	45	70	10	
	Other Elgin County	130	145	30	0	0	0	15	10	
	Waterloo Region	Kitchener	340	60	15	65	40	20	10	10
	Cambridge	185	20	0	15	0	0	0	10	
	Waterloo	80	10	0	30	20	0	0	0	
	Other Region of Waterloo	180	30	0	90	70	10	0	0	
	County of Middlesex	London	1780	1685	260	15	30	45	190	405
Thames Centre	205	225	55	10	0	15	25	80		
Other Middlesex County	85	85	20	0	0	0	30	20		
Perth County	Stratford	100	35	0	0	160	0	0	30	
St. Mary's	25	35	0	0	30	0	0	25		
Other Perth County	70	25	0	10	115	15	0	25		
Brant County	Brantford	680	140	20	25	15	25	0	15	
Other Brant County	515	35	45	70	15	120	10	10		
Haldimand and Norfolk	505	175	1605	10	10	360	120	15		
City of Hamilton	200	40	10	10	0	15	0	0		
Region of Peel	55	20	0	10	10	0	30	0		
City of Toronto	60	15	0	0	0	10	0	0		
Niagara Region	40	0	10	0	0	10	0	0		
Halton Region	70	0	0	0	10	0	0	0		
Huron County	15	15	5	0	25	0	10	10		
Other	185	120	30	50	10	25	30	0		
Total Inflow	5860	3405	3205	410	580	780	650	735		

300
645
490
890
330
560
230
140
380
4410
615
240
325
115
260
920
820
2800
275
125
85
60
80
80
450
15625

Source: Statistics Canada, Journey to Work Data, Census of Canada 2016. Reproduced and distributed on an "as is" basis with the permission of Statistics Canada.
 Note: This table was produced by the Oxford County Community Planning Office. It was adapted from Statistics Canada, journey to work data, Census of Canada 2016. It represents a summary of the raw data and reflects the County's interpretation of the raw data. This does not constitute an endorsement by Statistics Canada of this product.

Appendix B

Preliminary Collision Data Analysis



Preliminary Collision Data Analysis

Oxford County provided a detailed inventory of all motor vehicle collisions that occurred within their jurisdictional boundaries from 1 January 2013 to 31 December 2017 (inclusive). A total of 1,157 collisions were noted to occur at intersections involving County roads during this time.

The following Appendix summarizes the top five (5) urban and top five (5) rural intersections (areas of concern) identified as experiencing the largest number of collisions. A brief summary of collision trends is provided for each location.

Intersection Analysis – Urban Intersections

The nature of collision occurrences at urban intersections were reviewed based on those experiencing the largest number of collisions over the analysis period. Five intersections (areas of concern) were then selected for review and analysis to determine potential trends and/or improvements that could be implemented to reduce collision activity. **Table 1** summarizes the five (5) urban intersections all of which are located in the City of Woodstock

TABLE 1: URBAN INTERSECTION COLLISION OCCURENCES (2013-2017)

Rank	Intersection	Number of Collisions
1	Oxford Road 59 (Wilson St) & Dundas St	66
2	Oxford Road 59 & Juliana Drive	64
3	Oxford Road 59 & Peel Street	57
4	Oxford Road 59 & Hounsfild Street/Main Street	44
5	Oxford Road 59 & Montclair Drive	35

Oxford Road 59 & Dundas Street

The database provided by the County comprised 66 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Twenty and 30 collisions were turning movement and rear-end collisions respectively, in addition to three angle collisions, six sideswipe collisions and six single motor vehicle collisions. One collision was considered unclassified (other);
- ▶ Forty-eight of the collisions resulted in personal damage only, in addition to 10 non-fatal collisions and eight non-reportable collisions;
- ▶ Fifty-four of the collisions occurred under clear conditions, ten under rainy conditions, one during snow and one during “other” conditions;
- ▶ Fifty-four of the collisions occurred during daylight conditions, 10 under dark/night conditions and two at dusk; and



- ▶ Ten collisions occurred in August, nine each in October and November, six each in January, May and September, five each in June and December, three each in April and July and two each in February and March.

Based on the analysis, it would appear driver behaviour in the form of inattentiveness or failure to yield the right-of-way is contributing to collisions at this intersection. No seasonal trend is apparent based on the time of year of the collisions; however, 15% of collisions did occur in August with a further 14% occurring in October and November respectively.

It is recommended the County conduct an operational review of the intersection to determine what, if any, improvements to intersection geometry, level of service or traffic control may be required.

Oxford Road 59 & Juliana Drive

The database provided by the County comprised 64 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Twenty-six and 25 collisions were turning movement and rear-end collisions respectively, in addition to eight angle collisions, two sideswipe, two single motor vehicle collisions and one hit and run;
- ▶ Forty-seven of the collisions resulted in personal damage only, in addition to 12 non-fatal collisions, and five non-reportable;
- ▶ Forty-nine of the collisions occurred under clear conditions, ten under rainy conditions, and five during snow or fog;
- ▶ Forty-eight of the collisions occurred under daylight conditions, 13 under dark/night conditions, and three during dawn or dusk; and
- ▶ Ten collisions occurred in February, seven each in July and August, six each in May and October, five each in January, April and December, four each in June and September, three in March and two in November.

Based on the analysis, it would appear driver behaviour in the form of inattentiveness or failure to yield the right-of-way is contributing to collisions at this intersection. No seasonal trend is apparent based on the time of year of the collisions; however, 16% of collisions did occur in February.

The County's 5-year capital plan has identified intersection improvements at this location.

South of this intersection at the Highway 401 interchange, there were existing traffic signals in the same line of sight for southbound traffic approaching Juliana Avenue which may have been creating a visual distraction. However, in 2018, the MTO realigned the Highway 401 interchange thus eliminating the perception of these signals.



Oxford Road 59 & Peel Street

The database provided by the County comprised 57 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Forty-four collisions were classified as either angle collisions (32) or rear-end collisions (12). The remaining comprised nine turning movement collisions, two sideswipes, one approaching and one single motor vehicle;
- ▶ Forty of the collisions resulted in personal damage only, in addition to 16 non-fatal collisions and one non-reportable;
- ▶ Forty-eight of the collisions occurred under clear conditions, six under rainy conditions, and three during snow;
- ▶ Forty-seven of the collisions occurred during daylight, eight under dark/night conditions, and two during dawn or dusk; and
- ▶ Nine collisions occurred in January, seven each in March and September, five each in February, April and May, four each in June, July October and December, two in August and one in November.

Based on the analysis, it would appear driver behaviour in the form of inattentiveness or failure to yield the right-of-way is contributing to collisions at this intersection. No seasonal trend is apparent based on the time of year of the collisions; however, 16% of collisions did occur in January.

In 2015 an operational review was completed at this intersection. The review found visual interference from the signal heads at the adjacent signalized intersections to the north and south, as well inconsistent signal head/lens sizes and mounting heights at this intersection. As a result, signal heads and alignments were changed to improve signal visibility and to reduce visual interference from adjacent intersections. Furthermore, in 2018, optically directed lenses were installed at the adjacent intersections to reduce perception of these signals from the Oxford Road 59 & Peel St intersection approaches.

Oxford Road 59 & Hounsfield Street/Main Street

The database provided by the County comprised 44 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Thirty-nine collisions were classified as angle collisions (19), rear-end collisions (10) or turning movement collisions (10). The remaining comprised one sideswipe, one approaching collision, and one single motor vehicle collision;
- ▶ Thirty-two of the collisions resulted in personal damage only, with 12 involving non-fatal injuries;
- ▶ Forty of the collisions occurred under clear conditions, the remaining four under rainy (3) or snowy (1) conditions;
- ▶ Thirty-four collisions occurred under daylight conditions, seven under dark/night conditions and three during dawn or dusk; and
- ▶ Six collisions occurred in April, five each in May, June, August, September, October, four in March and three each in January, July and December. No collisions were noted in February and November.



Based on the analysis, it would appear driver behaviour in the form of inattentiveness or failure to yield the right-of-way is contributing to collisions at this intersection. No seasonal trend is apparent based on the time of year of the collisions.

It is recommended the County conduct an operational review of the intersection to determine what, if any, improvements to intersection geometry, level of service or traffic control may be required.

Oxford Road 59 & Montclair Drive

The database provided by the County comprised 35 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collisions that occurred at the intersection:

- ▶ Twenty-eight collisions were classified as rear-end (16) or turning movement (12) collisions. Three sideswipe, one angle, two single motor vehicle collisions, and one unclassified collision comprised the remaining seven collisions;
- ▶ Twenty-six of the collisions resulted in personal damage only, eight involved non-fatal injuries and one was non-reportable;
- ▶ Thirty-one collisions occurred under clear conditions, three under rainy conditions, and one during fog;
- ▶ Thirty of the collisions occurred during daylight conditions, with the remaining eight occurring during dark/night conditions; and
- ▶ Seven collisions occurred in December, four each in February, April, May and November, three in June, two each in March, July, September and October and one in August.

Based on the analysis, it would appear driver behaviour in the form of inattentiveness or failure to yield the right-of-way is contributing to collisions at this intersection. No seasonal trend is apparent based on the time of year of the collisions; however, 16% of collisions did occur in December.

It is recommended the County conduct an operational review of the intersection to determine what, if any, improvements to intersection geometry, level of service or traffic control may be required.

Urban Intersection Mitigation Measures

The reviewed urban intersections are currently operating with traffic signals that designate right-of-way between opposing traffic. The majority of the collisions occurring at these five (5) urban intersections appear to be the result of driver inattentiveness or failure to yield the right-of-way.

As outlined above, it is recommended that the County conduct operational reviews at the following intersections:

- ▶ Oxford Road 59 and Dundas Street;
- ▶ Oxford Road 59 and Hounsfield Street/Main Street; and
- ▶ Oxford Road 59 & Montclair Drive

The purpose of the review is to evaluate the intersection geometry; signal timing and positioning; level of service; proximity to other intersections, entrances and exits and to determine what, if any, improvements are required.



Where operational improvements have been made, the County should continue to monitor these locations to evaluate the effectiveness of the improvements. If the improvements have not resulted in a reduction in collisions, additional operational reviews and mitigation measures should be considered.

Intersection Analysis – Rural Intersections

The nature of collision occurrences at rural intersections were reviewed based on those experiencing the largest number of collisions over the analysis period. Five intersections (areas of concern) were then selected for review and analysis to determine potential trends, and/or improvements that could be implemented to reduce collision activity. **Table 2** summarizes the five (5) rural intersections.

TABLE 2: RURAL INTERSECTION COLLISION OCCURENCES (2013-2017)

Rank	Intersection	Number of Collisions
1	Oxford Road 59 & Oxford Road 13 & Oxford Road 46	15
2	Oxford Road 2 & Oxford Road 6	15
3	Oxford Road 59 & Firehall Road	10
4	Oxford Road 59 & Maplewood Sideroad/Oxford Road 28	9
5	Oxford Road 59 & Oxford Road 33	9

Oxford Road 59 & Oxford Road 13 & Oxford Road 46

The database provided by the County comprised 15 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Six were angle collisions, four were single motor vehicle collisions, three were turning movement collisions and one was a rear-end collision. One collision was considered unclassified (other);
- ▶ Twelve of the collisions resulted in personal damage only and the remaining three involved non-fatal injuries;
- ▶ Ten of the collisions occurred under clear conditions, one under rainy conditions, one during snowy conditions and three during wind/fog conditions;
- ▶ Nine collisions occurred during daylight hours, five during dark/night conditions and one during dawn and dusk; and
- ▶ Three collisions occurred in December, two each in April, May, August and November and one each in January, February, June and September.

Based on this analysis, typical causes such as adverse weather do not appear to be contributing to collisions. No seasonal trend is apparent due to similar collision patterns between summer and winter months. Driver actions such as inattentiveness or failure to yield right-of-way may be contributing to some of the collisions at this intersection. As well, this location consists of three intersections where



Oxford Road 46 and Oxford Road 13 connect to Oxford Road 59 in close proximity to each other on a horizontal curve which may also be a contributing factor to the collisions in this area.

The County's 10 year capital plan identifies intersection improvements at this location.

Oxford Road 2 & Oxford Road 6

The database provided by the County comprised 15 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ The 15 collisions were comprised of angle collisions (4), rear-end collisions (5), single motor vehicle collisions (5) or turning movement collisions (1);
- ▶ Thirteen of the collisions involved personal damage only. The remaining two involved non-fatal injuries;
- ▶ Eleven of the collisions occurred under clear conditions, two occurred during freezing rain, one occurred under rainy or snowy conditions respectively;
- ▶ Eleven of the collisions occurred during daylight conditions, one at dusk and the remaining three occurred during dark/night conditions; and
- ▶ Two collisions occurred each in January, March, April, May and December and one in February, June, July, September and October. No collisions were reported in August or November.

Based on this analysis, typical causes such as adverse weather do not appear to be contributing to collisions. No seasonal trend is apparent due to collisions occurring at various times of the year. Driver actions such as loss of control, or inattentiveness may be contributing to some of the collisions at this intersection.

A roundabout was installed at this location in 2011. Roundabouts are not intended to reduce the number of collisions, but instead to reduce the severity of collisions since traffic is operating at lower speeds within the roundabout.

Oxford Road 59 & Firehall Road

The database provided by the County comprised 10 collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Nine of the collisions involved a single motor vehicle, while the other collision was classified as a rear-end collision;
- ▶ All of the collisions resulted in personal damage only;
- ▶ Nine of the collisions occurred under clear conditions, the other occurred during rainy conditions;
- ▶ Eight of the collisions occurred under dark conditions, the other two occurring during daylight; and
- ▶ All of the collisions occurred in October (one collision), November (two collisions), December (two collisions) and January (five collisions).



Based on the analysis, only one collision was related to an intersection movement. The other collisions were a result of deer impacts/avoidance maneuvers.

Installation of deer crossing warning signs (Wc-11) in accordance with OTM Book 6 Warning Signs should be considered for this area.

Oxford Road 59 & Maplewood Sideroad/Oxford Road 28

The database provided by the County comprised nine collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ Four of the collisions involved single motor vehicles, three were angle collisions, and the other two were angle and turning movement collisions, respectively;
- ▶ Two of the collisions resulted in fatalities, three involved non-fatal injuries, and four were property damage only;
- ▶ Six of the collisions occurred under clear conditions, two under rainy conditions and one under foggy conditions;
- ▶ Five of the collisions occurred during dark lighting conditions, and four occurred during daylight conditions; and
- ▶ The collisions occurred during all months of the year, with no trend identified.

Based on this analysis, typical causes like winter conditions and impaired driving do not appear to be contributing to the collisions being experienced at this intersection. Although driver action information was not provided in the database, the collisions appear to be occurring due to driver on Maplewood Road failing to yield the right-of-way to drivers on Oxford Road 59.

Intersection illumination and flashing beacons were installed on the stop signs on Maplewood Sideroad/Oxford Road 28 in 2017. The County should also consider rumble strips as an immediate mitigation measure.

An intersection control feasibility study has been identified in the five-year horizon as identified in **Table 9.1** of the TMP.

Oxford Road 59 & Oxford Road 33

The database provided by the County comprised nine collisions for the period from 1 January 2013 to 31 December 2017 (inclusive). The following observations were noted for the collision occurrences at the intersection:

- ▶ The collisions types comprised three angle collisions, two rear-end collisions, one turning movement, two single motor vehicle collisions and one unclassified collision;
- ▶ Eight of the collisions resulted in personal damage only, with the remaining collision involving non-fatal injuries;
- ▶ Five of the collisions occurred under clear conditions, one each under rainy and/or snowy conditions and two during freezing rain;
- ▶ Five of the collisions occurred under daylight conditions, two under dark lighting conditions, and one each under artificial daylight and dusk; and



- ▶ Two collisions occurred in May, in addition to one each in April, August, September, November and December.

Based on this analysis, typical causes like adverse weather appear to be contributing to some collisions; however, half of the collisions occurred under clear conditions. Although driver action information was not provided in the database, the collisions between at least two vehicles appear to be the result of driver's failing to yield the right-of-way.

Intersection illumination was installed at this intersection in 2017. The County should consider the addition of flashing beacons on the stop signs and rumble strips as immediate mitigation measures.

An intersection control feasibility study has been identified in the five-year horizon as identified in **Table 9.1** of the TMP master document.

Rural Intersection Mitigation Measures

All of the rural intersections reviewed currently operate under stop control which designates the right-of-way between opposing traffic. The majority of the collisions occurring at these five (5) rural intersections appear to be the result of driver inattentiveness or loss of control. No significant collision trends were identified at the five (5) rural intersections (areas of concern); however, the County should continue to monitor collision data and traffic volumes which may warrant the need for specific intersection improvements.



Appendix C

TMP Implementation Program



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Road Network Strategy					
Infrastructure Improvements (Section 5.1)	Implement Annual Capital Program - Road Rehabilitation and Resurfacing - Guide Rail Installation - Crack Sealing - Rural/Urban Storm Sewer - Bridge & Culvert Rehabilitation/Replacement, Expansion and Design Projects	X	X	X	X
	Major Road Reconstruction: - Oxford Road 119 (from Oxford Road 10 to Oxford Road 7)* - Oxford Road 16 (from 31st Line to Kintore)* - Oxford Road 36 (from Oxford Road 29 to Township Road 5)*	X X X			
	Road Urbanization: - Oxford Road 3 (Princeton)* - Oxford Road 9 (Ingersoll)* - Oxford Road 22 / Oxford Road 8 (Bright)* - Oxford Road 35 (Woodstock)* - Oxford Road 59 (Burgessville)*	X X X X X			
	Undertake Intersection Upgrades / Improvements: - Oxford Road 59 and Juliana Drive* - Oxford Road 8 & Oxford Road 36 (Roundabout)* - Clarke Road & Harris Street* - Oxford Road 15 & Ferguson Drive - Oxford Road 59 & Lakeview Drive* - Oxford Road 119 and Oxford Road 2* - Oxford Road 13 / Oxford Road 46 / Oxford Road 59 - Oxford Road 59 (intersections between Oxford Road 35 & Oxford Road 17)* - Oxford Road 12 (Mill St) and Oxford Road 2(Dundas St) - Phase 2* - Oxford Road 59 and Oxford Road 8* - Oxford Road 9 and Oxford Road 2* - Oxford Road 59 and Oxford Road 15 (Parkinson Drive)*	X X X X X	X X X X	X X X	
	Consider Intersection Control Feasibility Studies: - Oxford Road 59 & Oxford Road 28* - Oxford Road 4 & Oxford Road 15* - Oxford Road 4 & Oxford Road 17* - Oxford Road 4 & Oxford Road 35* - Oxford Road 59 & Oxford Road 33* - Oxford Road 59 & Oxford Road 8* - Oxford Road 6 & Oxford Road 16* - Oxford Road 13 & Oxford Road 18* - Oxford Road 29 & Oxford Road 36* - Oxford Road 24 & Oxford Road 5*	X X X X X	X X X X X		



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
	- Oxford Road 6 & Oxford Road 9* - Oxford Road 59 & Oxford Road 24*			X X	
	Undertake Condition Assessment Studies: - Bridge Needs Study (OSIM) - Roads Needs Study - Retaining Wall Infrastructure - Storm Infrastructure	X X X	X X X	X X X	X X
Road Network Strategy (cont'd)					
	Undertake Class Environmental Assessment Studies: - Oxford Road 19* - Trans Canada Trail Bridge over Ontario Southland Railway - Oxford Road 4 Corridor Master Plan* - Oxford Road 18* - Oxford Road 20 (Tillsonburg to Brownsville)* - Oxford Road 22* - Oxford Road 28* - Oxford Road 14* - Oxford Road 36* - Transportation Master Plan*	X X X X	 X X X X X	 X	 X X
	Annual review of collision data to identify any areas of concern for consideration and prioritization in future road projects.	X	X	X	X
	* denotes projects that are all or in part related to new development/future growth				
Corridor Management Policies (Section 5.3)	Review and update the County's Access Management Guidelines to reflect current road design standards and best practices.	X	Monitor and update as required		
	Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted.	X	Monitor and update as required		
	In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement, particularly in school zones and community safety zones.	X	Monitor and update as required		
	Maintain the Emergency Detour Routing to facilitate safe and efficient movement of people and goods throughout the County;	Ongoing			
	Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices).	X	Monitor and update as required		
	Implement a Road Occupancy Permit process for all third-party undertakings within the County Right-of-Way.	X	Monitor and update as required		
	Continue to maintain a detailed database of all collisions occurring in the County.	Ongoing			
Railway Crossings Enhancements (Section 5.4)	Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.	X	X	X	X
	Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.	X	X	X	X



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Active Transportation Strategy					
Active Transportation Policies (Section 6.6)	<p>Update active transportation policies to include the following in addition to the existing policies:</p> <ul style="list-style-type: none"> ▶ Policies on active transportation (detailed as pedestrian and cycling) should be updated to further guide planning and encouragement of active transportation. ▶ Continue with the program to provide a wider asphalt platform with edge line on rural roads as part of regular resurfacing programs and incorporate cycling facilities as part of any urban road reconstruction (2009 TMP). ▶ Facilitate trail development and implementation in accordance with the Trails Master Plan. ▶ Include property for active transportation routes with the land requirements for roads (where possible); ▶ Design active transportation routes based on the principles of accessibility, connectivity, continuity, directness of route, safety convenience and comfort. 	X		Monitor and update as required	
Active Transportation Strategy (cont'd)					
	Prepare a County-wide Cycling Master Plan in partnership with the Area Municipalities. *	X		Monitor and update every 5 years	
	Design all active transportation cycling infrastructure in accordance with OTM Book 18.			Ongoing	
	Update Pedestrian Crossing Policy to Align with OTM Book 15.	X		Monitor and update as required	
People and Goods Movement Strategy					
People Movement (Section 7.1)	In partnership with provincial/federal governments, municipalities and motor coach industry, support the development of an integrated public transportation system implementation plan for an Intercommunity Bus Network and an enhanced commuter rail service, as identified within the "SouthwestLynx" Report (2018).			Ongoing	
Carpool Lots (Section 7.2.3)	<p>Advocate for and support the development and maintenance of carpool lots along the Highway 401 and Highway 403 corridors with the Ontario Ministry of Transportation and private land owners including:</p> <ul style="list-style-type: none"> - Highway 401 at Oxford Road 29 (interchange 250). - Highway 401 at Towerline Road (interchange 236). - Highway 401 at Culloden Road (interchange 216). - Quality Inn (580 Bruin Boulevard, Woodstock). - Oxford Road 15 at Oxford Road 55. - Sobey's Plaza (678 Broadway Street, Tillsonburg). - Travel Centres of America (TA) Truck Stop (535 Mill Street, Woodstock). 	X		Ongoing	
	Consider the installation of secure bike lockers at the carpool lots located within reasonable distance from residential areas to support first mile/last mile connectivity.			Ongoing	
Work From Home (Section 7.3)	Consider engaging the business community and other participants through ongoing TDM marketing and education.	X		Ongoing	
	Support TDM measures for residents and businesses by providing TDM information on the County website.	X		Ongoing	
	Demonstrate leadership in sustainable transportation by promoting TDM initiatives (i.e. flexible work hours, telecommuting, work from home, etc.)	X		Ongoing	



TABLE 9.1: TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRAM

TMP Strategy	Action	2019-2023	2024-2028	2029-2033	2034-2038
Goods Movement (Section 7.4)	Explore options for provision of an intermodal terminal that is accessible to Class 1 and short line railways and well connected to the 400-series highways (ideally between the Highway 401/402 and Highway 401/403 junctions) and the existing arterial roadway network.			Ongoing	
	Construct truck route roadways to arterial road specifications and provide adequate turning radii and turning lane storage to accommodate freights, aggregate and agricultural vehicles.			Ongoing	
	Support the use of more fuel-efficient vehicles and options for alternative modes for deliveries.			Ongoing	
	Provide adequate height and width under bridges when constructing new roads or undertaking road rehabilitation to facilitate existing rail services and transport trucks.			Ongoing	
	Foster the formation of a Southwest Ontario rail corridor coalition to facilitate expansion of the region's rail freight system as recommended in Steel Corridors of Opportunity report (2018).	X		Ongoing	
People and Goods Movement Strategy (cont'd)					
Multi-Modal Facility Opportunities (Section 7.5.3)	Consideration should be given to exploring opportunities across the County for the development of centralized multi-modal facilities that connect multiple elements of the transportation network to one another.			Ongoing	
	With the potential for high-performance rail service, connectivity among rail, transit, carpool lots and active transportation infrastructure should be maintained. This ensures users can access each mode of the system with one another.			Ongoing	
Sustainability and New Technology Strategy					
Electric Vehicles and Charging Stations (Section 8.2.1)	Support the ongoing implementation of the network of EV charging stations recommended in the "Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County's Electric Vehicle Accessibility Plan (EVAP)" report prepared by CUTRIC (Figure 8.1).			Ongoing	
	Explore funding opportunities for the new EV charging stations through public funds, private funds or through public-private partnerships to reduce the County's financial impact, as well as reducing the timeline for EVSE implementation.			Ongoing	
	Consider the implementation of EV charging stations within official and unofficial carpool lots to encourage both electric vehicle and carpool use.			Ongoing	
Autonomous Vehicles (Section 8.2.2)	Implement the autonomous vehicle (AV) network (Figure 8.2) to facilitate the testing of Level 3 to Level 5 autonomous vehicles as part of the Windsor to Ottawa network. Establishing a designated province-wide AV testing road network will provide a focused approach for AV manufacturers where they can consider enhanced mapping of the routes (#D laser scanning) and further testing and validation of wireless communication networks and technology.	X		Monitor and update as required	
	Coordinate with the Area Municipalities to integrate the County AV network to the local (municipal) routes. The County has distributed the proposed AV routes to the Area Municipalities and requested they consider identifying routes within their communities that could potentially link to the County AV network, with the objective of establishing routes with a variety of conditions (i.e. gravel/paved surfaces, urban, rural, multi-lane, etc.). The County should facilitate a future workshop with the Area Municipalities for further discussion and collaboration.			Ongoing	
	Continue to work with the MACAVO (through the Ontario Good Roads Association) on the development of a larger AVE road network serving Southwestern Ontario. This will help to ensure a focused approach and provide opportunities for the municipality to influence AV testing and implementation for local and regional benefits.			Ongoing	



Appendix D

Public and Stakeholder Consultation Materials



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1 Notice of Study Commencement



NOTICE OF STUDY COMMENCEMENT
Oxford County Transportation Master Plan

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The TMP will:

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Public input will be a key element in developing the TMP. Members of the public are invited and encouraged to comment on the project at any time during the Study. Opportunities for involvement will also be available through Public Consultation Centres (PCC) and forums. Study newsletters and a link to the project information on the County's website will also keep you informed of the study progress. The County has retained Paradigm Transportation Solutions Ltd. to conduct the study.

We are interested in hearing any comments or input that you may have about this study. If you have any questions, comments, or wish to obtain more information about the Study, please contact:

Dadean Assam, P.Eng.
Manager of Construction,
Oxford County Public Works
21 Reeve Street, P.O Box 1614,
Woodstock, ON N4S 7Y3
Tel: 519-539-9800 ext. 3117
Toll-free: 1-866-537-7778
Fax: 519-421-4711
dassam@oxfordcounty.ca

Stewart Elkins, B.E.S.
Project Director, Paradigm Transportation
Solutions Limited
22 King Street South, Suite 300
Waterloo, ON N2J 1N8
Tel: 519-896-3163 Ext. 103
Fax: 1-855-764-7349
selkins@ptsl.com

Information will be collected according to the Municipal Freedom of Information and Protection of Privacy Act. With exception of personal information, all comments will be part of public record.

Robert Walton, P.Eng.
Director of Public Works

www.oxfordcounty.ca



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Robert Walton, P.Eng. Director of Public Works www.oxfordcounty.ca 

Public Notices Public Notices Public Notices

The Corporation of the Township of Norwich
PUBLIC NOTICE
PROPOSED STREET NAME CHANGE

TAKE NOTICE THAT the Council of the Corporation of the Township of Norwich will consider a By-law to change the name of "Deere Crescent" to "Deer Crescent" at its Regular Meeting to be held Tuesday October 11, 2016 at 9:00 a.m. at the Norwich Council Chambers, 285767 Airport Road, Norwich. The subject street is located in the community of Burgessville, and is as shown on Plan 41M-237 and as Parts 3 and 6 on Plan 41R-2262.

Council will hear, in person, or by Counsel, Solicitor or Agent, any person who claims that their land will be adversely affected by the proposed by-law and applies to be heard.

Dated at the Township of Norwich this 28 day of September, 2016.

Kyle Kruger
CAO/Clerk
Township of Norwich

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Obituaries

Obituaries



MORDAK, Stephen Randal - October 27, 1982 - September 22, 2016 Suddenly at Alexandra Hospital, Ingersoll on September 22, 2016 in his 34th year. Loving husband of Angela Scheele, devoted father to Lennyn, Sawyer and Kason, all of Ingersoll. Survived by his parents, Don and Grace Mordak, and his brother Nick. His nephews Isaac, Dean and Josh. His aunts, uncles and many cousins; Angela's siblings, Jennifer, Carla (Eric), Emily, Alex and her parents Karen and Harry Scheele. Also remembered by many lifelong friends that are considered as family. Friends will be received at the **McBEATH-DYNES FUNERAL HOME** 246 Thames Street South, Ingersoll on Friday, September 30, 2016 from 6-9 pm and Saturday, October 1, 2016 from 12-1:15 pm. Mass of the Christian Burial will be held at Sacred Heart Church 131 Thames Street North, Ingersoll on Saturday, October 1, 2016 at 1:30 pm Fr. Gilbert Simard presider. Cremation to follow. Personal condolences may be sent at www.gflh.ca

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Public Notice

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Robert Walton, P.Eng.
Director of Public Works
www.oxfordcounty.ca

NOTICE

PRE-QUALIFICATION OF GENERAL CONTRACTORS, FLOORING AND PAINTING SUBCONTRACTORS FOR FLOORING REPLACEMENT AND PAINTING AT OXFORD COUNTY COURT HOUSE, WOODSTOCK

DESCRIPTION. Pre-qualification submissions are requested from general Contractors and Flooring and Painting Subcontractors indicating their interest in bidding and qualifications for flooring replacement and painting at the Oxford County Court House in Woodstock, ON.

DOCUMENTS. Pre-qualification documents, in PDF format on a compact disc (CD) will be available Wednesday, September 14, 2016 at 2:00 p.m. and may be obtained from Customer Service at the address below between 8:30 a.m. and 4:30 p.m.

SUBMISSION. Pre-qualification documents, clearly marked as to contents, will be received until September 28, 2016—2:00pm (local time). Submit pre-qualification documents to Customer Service at the address below.

Oxford County - Customer Service
21 Reeve Street | P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-8900, ext. 3915 | Toll-free: 1-800-755-0394
customerservice@oxfordcounty.ca

MORE INFORMATION. Questions about the contents for the pre-qualification should be directed to:

Mark Stegmann, Environmental Services Supervisor
County of Oxford
mstegmann@oxfordcounty.ca

Robert Walton, P.Eng.
Director of Public Works
oxfordcounty.ca

NOTICE

PRE-QUALIFICATION OF CONTRACTORS LED LIGHTING RETROFIT

Various locations

Oxford County is receiving pre-qualification documents for the supply and installation of LED lighting fixtures located at various County facilities.

DOCUMENTS. Pre-qualification documents, in PDF format on a compact disc (CD) will be available Wednesday, September 14, 2016 at 2:00 p.m. and may be obtained from Customer Service at the address below between 8:30 a.m. and 4:30 p.m.

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customerservice@oxfordcounty.ca

MORE INFORMATION. Questions about the contents for the pre-qualification should be directed to:

Jordan Mansfield, Energy Management Coordinator
County of Oxford
jmansfield@oxfordcounty.ca

Robert Walton, P.Eng.
Director of Public Works
oxfordcounty.ca

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TILLSONBURG DISTRICT MEMORIAL HOSPITAL

Participating in Keep Healthcare Great in Ontario

The Tillsonburg District Memorial Hospital community hospital has vacancies for the following positions:

Payroll Associate - Full time

Working for the Tillsonburg District Memorial Hospital, the successful candidate will be responsible for all aspects of Payroll. Responsibilities include: preparing and maintaining computerized payroll records, employee benefits administration, performing reconciliations on general ledger accounts, interpreting financial reports and assisting with various monitoring and reporting requirements. Teamwork, communication and excellent organizational skills are essential to the success of this position. To be considered for this position you must have two years experience in a similar position. Previous hospital experience, accounting diploma or payroll certification would definitely be an asset.

Information Technology Specialist - Full Time 2 year contract

This position will work with Information Management Services to assist in the continuing development and coordination of the information management strategic plan, and deliver support to the Information Technology Team for Alexandra Hospital, Ingersoll and Tillsonburg District Memorial Hospital.

To be considered for this position you must be a community college graduate in the Computer Networking and Systems. The successful candidate will have experience with networking equipment, including switches, routers, servers and firewall, as well as working knowledge with operating systems including Windows 7, Windows 2003/2008/2012, MS Exchange and MS Office. You must have both excellent English oral and written communication skills, and the ability to multi-task, trouble shoot and resolve technical issues in a timely manner.

Experience in Citrix, VMware and administering Microsoft environments are essential as well as two years' experience in Information Technology.

If you meet the qualifications and are interested in applying for either of these positions, forward a resume detailing education and experience to:

Human Resources
Tillsonburg District Memorial Hospital
167 Robt Street
Tillsonburg, Ontario
N4G 3Y9
Fax: 519-842-6733
E-mail: humanresources@tdmh.on.ca

Deadline for applications - September 26, 2016

Although we appreciate the interest of all candidates, only those selected for interview will be contacted.

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3 ADS
Oxford County

Community Events Community Events Community Events Community Events



Women and Wellness Oxford County invite you to their 2nd Annual Fundraising Event

Please join us for a breakfast buffet on **Saturday October 1, 2016 8:00 AM to 12:00 PM**
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Public Notice

NOTICE OF STUDY COMMENCEMENT Oxford County Transportation Master Plan

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The TMP will:

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We are interested in hearing any comments or input that you may have about this study. If you have any questions, comments, or wish to obtain more information about the Study, please contact:

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 Manager of Construction,
 Oxford County Public Works
 21 Reeve Street, P.O. Box 1614,
 Woodstock, ON N4S 7Y3
 Tel: 519-539-9800 ext. 3117
 Toll-free: 1-866-537-7778
 Fax: 519-421-4711
 dassam@oxfordcounty.ca

Stewart Elkins, B.E.S.
 Project Director, Paradigm Transportation
 Solutions Limited
 22 King Street South, Suite 300
 Waterloo, ON N2J 1N8
 Tel: 519-896-3163 Ext. 103
 Fax: 1-855-764-7349
 selkins@ptsl.com

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Robert Walton, P.Eng.
Director of Public Works

www.oxfordcounty.ca





Public Notice

Oxford County committee citizen appointment opportunity Accessibility Advisory Committee

Oxford County is currently seeking citizen applicants to fill one opening on the Accessibility Advisory Committee. Preference will be given to persons with a disability.

Anyone interested in an appointment to this committee is requested to apply in writing, including a resume, by **September 30, 2016, 4:00 p.m.**, to:

Brenda Tabor
 Clerk, County of Oxford
 P.O. Box 1614, 21 Reeve St. Woodstock, ON N4S 7Y3
 btabor@oxfordcounty.ca
 Tel: 519-539-9800 ext. 3002

Visit oxfordcounty.ca for more information about the committee.
 Appointments will be made by Oxford County Council.

oxfordcounty.ca




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dassam@oxfordcounty.ca

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Obituaries

Obituaries

STEPHENSON, Mary Anne -
Unexpectedly on Sunday, September 11, 2016, Mary Anne Stephenson of Ingersoll in her 58th year. Loving mother of James Maxwell (Cynthia), Cherished grandma of Oliver and Celessa. Dear sister of Paul Stephenson and Martha Budgell. Predeceased by her parents Dr. Robert and Paula (Kirwin) Stephenson, her brother Jim and her sister Susan. A Memorial Mass will be held at **Sacred Heart Church** 131 Thames Street North, Ingersoll on Saturday, October 1, 2016 at 10am with Fr. Gilbert Simard presider. Inurnment to follow in Sacred Heart Cemetery. Memorial donations to the Canadian Mental Health Association would be appreciated. Funeral arrangements entrusted to the **McBEATH-DYNES FUNERAL HOME**. 519-425-1600. Personal condolences may be sent at www.gffh.ca

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FULL TIME POSITION

ACCOUNTS PAYABLE/CUSTOMER SERVICE CLERK

The Township of Norwich with a population of 10,721 is one of five rural Townships within the County of Oxford. The Township currently has a full time position for an Accounts Payable/Customer Service Clerk.

The Accounts Payable/Customer Service Clerk is responsible for the Accounts Payable function by performing data entry and related duties in disbursing non-payroll accounts payable to individuals, suppliers, corporations, and other entities. This position will also include a significant role in front line customer service to the public and answering incoming calls. Other duties will include but not limited to: filing; coordination of dog licensing and lottery licensing activities; and assistance with various Finance and Clerk Department duties. A Criminal Records check will be required at the time of hire.

QUALIFICATIONS

- Secondary School Diploma plus an additional two (2) year Community College program in accounting studies and or equivalent.
- Minimum two (2) years' experience in Accounts Payables, Finance and/or Accounting department
- Minimum two (2) years' experience in a customer service role
- Excellent organizational and interpersonal skills
- Superior attention to detail
- Excellent ability to multi-task
- Working knowledge of current acceptable accounting practices and principles
- Sound knowledge of Microsoft Office and ability to adapt to Municipal software programs
- Experience with handling cash
- Practical knowledge of Great Plains Software is an asset
- Previous municipal experience not necessary, but considered an asset

A detailed job description can be found on our website at: www.norwich.ca

Applicants for the position are invited to submit a detailed resume and cover letter in confidence by mail or e-mail no later than 4:00 p.m. on Thursday, October 6th, 2016 to the attention of:

Mary Winegarden, Human Resources Coordinator
Township of Norwich, 285767 Airport Road, Norwich, ON, N0J 1P0
519-468-2410, Ext. 225 E-Mail: mwinegarden@norwich.ca

Personal information collected will be used solely for applicant selection in accordance with the Municipal Freedom of Information and Protection of Privacy Act. We thank all applicants for their interest; however, only those being considered for an interview will be contacted. The Township of Norwich is an equal opportunity employer. Accommodation will be provided in accordance with the Accessibility of Ontarians with Disabilities (AODA), upon advance notice of specific accommodation required.

The **Oxford Review**

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Community Events

PIG ROAST FUNDRAISER
STICH Supper Club hosts a FREE supper every Thursday 4:30-6:30pm at the Ingersoll Legion, 211 Thames St. North.
To continue this needed service, STICH is holding a Pig Roast Fundraiser at the Unifor Local 88 union hall on Saturday, October 1st, 5pm to 1am. Cash bar.
Tickets: \$20 for adults (13+); \$10 for children aged 5-12; and kids under 5 are free!
See our website to purchase tickets!
www.stichsupperclub.ca

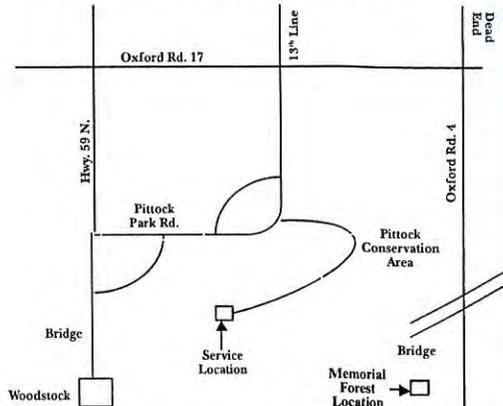
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CHAPEL COFFEE & CRAFTS

Judy Williams tries her hand at painting a clay saucer at the Ladies Coffee Hour last Thursday, September 8, 2016 as Alex McKay looks on. The Tavistock Bible Chapel hosts the monthly event with a special speaker and craft each time. Brenda Shelley guided about 24 ladies through the craft session and Stefanie McIntosh offered the Bible message. The next event is October 13th.

Fairgoers get close to 'Wild Ontario'

Another exciting addition to this year's Tavistock Fall Fair was a "Birds of Prey" exhibit held in the Queen's Park Pavilion. Handlers from Wild Ontario at the University of Guelph brought several birds to the pavilion to let people get up close and learn about the birds' habits and characteristics.

Kyle Horner showed off Whistler, an 18-year-old female broad-winged hawk. Whistler was found as a chick having escaped from captivity and she subsequently lost several talons due to frostbite. She came to Wild Ontario in 1998. Her story makes her an important ambassador for her species.

Jenn Bock enjoyed explaining the characteristics of Einstein, a female great horned owl that is 22 years old and weighs approximately 4 lbs. Einstein was just a young chick in the nest, when a farmer decided to cut down

her tree. He didn't know the tree contained a nest of owls, and when it came crashing down, the nest was destroyed. The farmer collected the baby owls, and delivered them to a wildlife rehabilitation centre.

Isabelle Males had the opportunity to show Oberon, an eastern Screech owl, to fairgoers. Oberon and her sibling, Puck, were discovered near a roadside and brought to a nearby education facility. Both owls are human habituated or imprinted, and Oberon

was discovered to have a healed wing injury. They spent 7 years on display at Science North in Sudbury, giving visitors a rare look at these cryptic little owls. In 2015, Science North began seeking a new home where the owls could continue and expand their educational purpose, and in April of that year they joined the Wild Ontario team.

This 'Birds of Prey' event was generously sponsored by the Tavistock and Area Horticultural Society.



WILD WINGS

Einstein, the Great Horned Owl, with her handler, Jenn Bock, of Wild Ontario.

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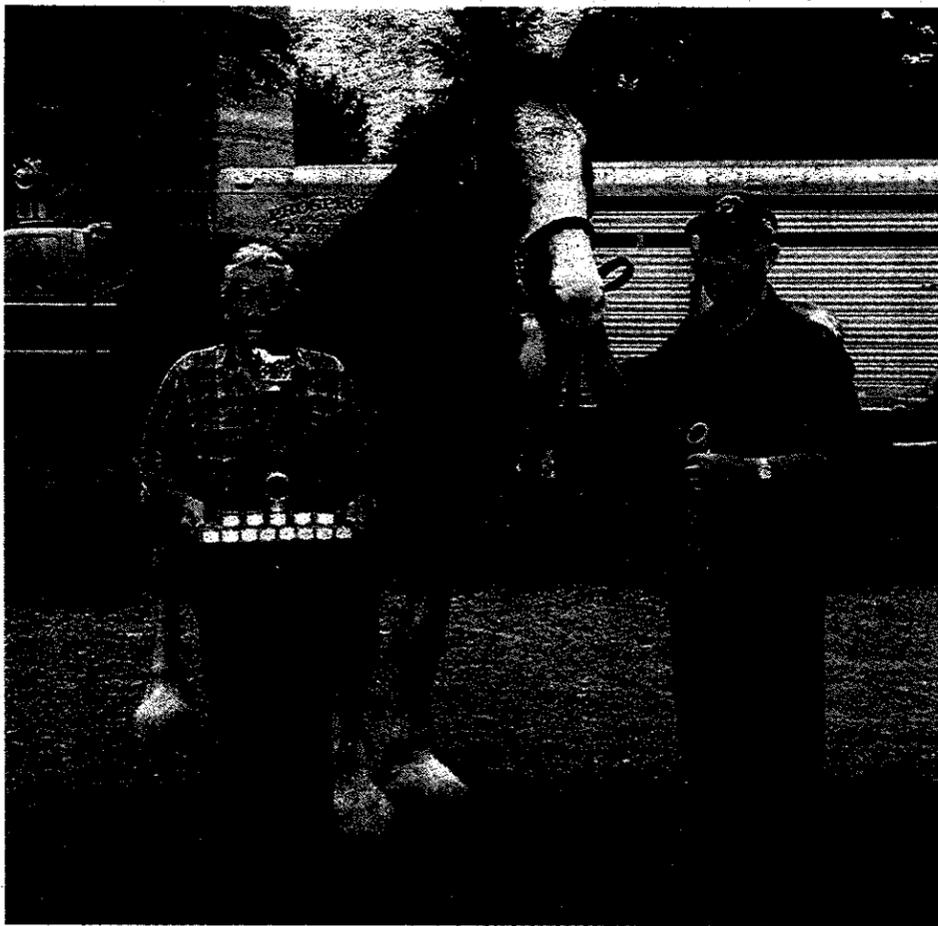


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HEAVY HORSES CHAMPION

Ken Mogk, coordinator of the Heavy Horse Show at the Tavistock Fall Fair, stands with the Grand Champion Heavy Horse Steve Russell Special Trophy won by Elizabeth Burrill of Hickson. Holding the Grand Champion Heavy Horse is Elizabeth's father, Bruce Burrill, following the show on Saturday morning, September 10, 2016.

Public Works/Fire review programs

East Zorra-Tavistock Public Works Manager Tom Lightfoot presented his Monthly Report to Council on September 7th.

"With the heavy rains received in the past couple weeks, Public Works staff has been doing some washout repair and spot grading," his report said. "Brantco Construction has completed the hot mix asphalt program for 2016 and reconstruction of the Maplewood Sideroad is ongoing. The base reconstruction from 16th to 17th is completed from the bridge to the 17th. Woodstock Tree Services has cleared the site-line by trimming the bush back to the new property line. When the crops come off, Staff will return to do some further ditch work. Staff is also working with Hydro One and Taqa North to relocate some of their infrastructure to allow them to do ditch work. The road is currently open to traffic.

The delivery of the new tandem truck has been pushed back until the beginning of October.

Roadside mowing is ongoing and will continue through September. Requests for curb cuts, as well as culverts for

driveway extensions and new driveway installs, has been steady. Staff is working to try to get these done in a timely manner. The annual tree removal program is ongoing, with a few trees having to wait until fall to be removed so as not to damage crops.

The status of some significant capital projects underway in the Township are: Victoria/ Homewood Reconstruction Program - Surface asphalt has been completed. Some sidewalk replacement still needs to be done. Bridge #0003 (11th Line, south of Braemar Sideroad) - Water proofing of deck and paving to be completed in 2016. 2006 Tandem Truck Replacement - Tender accepted Jan. 28/16. Truck has been delivered to the body builder, with delivery expected in early October. Fibremat or paving 17th Line - Lots 7 to 15 - padding and resurfacing was completed July 20th and 21st. Reconstruction of the base of Maplewood Sideroad, from the 16th Line eastward is ongoing, and ditch work scheduled for the fall. Sidewalk (general) - Planning some repairs in Tavistock. New streetlights have been installed on Oxford

Road #33. Pole location has been approved on Valleyfield with installation in August. Some additional Christmas light receptacles in Innerkip have been approved. Staff is reviewing the 2015 Bridge Study to determine needs for guardrails at bridges. They will possibly work in conjunction with Maplewood Sideroad work. The survey is complete and drawings are now developed for Jacob Street East Engineering. The Township is anticipating a public meeting in the Fall.

Fire Chief Scott Alexander presented his Monthly report to Council. The burn ban was lifted on August 15th, with the Chief noting very few incidents of non-compliance. "In each situation where complaints were forwarded to the office, quick and co-operative compliance was achieved," he said in his report.

Special thanks were extended to both Bill and Brad Wettlaufer for their assistance on the recent Hope St. East road closure. They agreed to allow fire department access through their property, which helped to ensure fire protection for a significant portion of the village.



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Toll-free: 1-866-537-7778 -
Fax: 519-421-4711
dassam@oxfordcounty.ca

Stewart Elkins, B.E.S.
Project Director, Paradigm Transportation
Solutions Limited
22 King Street South, Suite 300
Waterloo, ON N2J 1N8
Tel: 519-896-3163 Ext. 103
Fax: 1-855-764-7349
selkins@ptsl.com

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Robert Walton, P.Eng.
Director of Public Works

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Rt. 42 - Wed. 90 papers - Fri. 6 (Vienna Rd, Young St)
Rt. 60 - Wed. 86 papers - Fri. 4 (Woodside & Woodland)
Rt. 47 - Wed. 55 papers - Fri. 4 (Gibson Dr)
Rt. 12 - Wed. 93 papers - Fri. 5 - (Allen St)
Rt. 18 - Wed. 120 papers - Fri. 1 (Pearl St)

Rt. 47-55 papers - Gibson Dr
Rt. 30-119 papers - Peach St, Magnolia Dr
Rt. 65-160 papers - Weston Drive, Hogarth Dr
Rt. 75-63 papers - Baldwin St, Fairs Cres
Rt. 19 - Wed. 132 papers (Concession St E, Pine St)
Rt. 1 - Wed. 65 papers - Fri. 2 (Parkwood Dr)
Rt. 5 - Wed. 84 papers - Fri. 8 (Hyman St)
Rt. 36 - Wed. 108 papers - Fri. 8 (Rolph St)
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Rt. 84-82 papers - Hunter St, Windemere Cres

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Cc Stefanie@stauffermotors.com

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Public Notice

NOTICE OF STUDY COMMENCEMENT Oxford County Transportation Master Plan

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The TMP will:

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- Develop a practical and financially achievable implementation plan that supports economic and environmental sustainability while achieving the mobility need of the County.

Public input will be a key element in developing the TMP. Members of the public are invited and encouraged to comment on the project at any time during the Study. Opportunities for involvement will also be available through Public Consultation Centres (PCC) and forums. Study newsletters and a link to the project information on the County's website will also keep you informed of the study progress. The County has retained Paradigm Transportation Solutions Ltd. to conduct the study.

We are interested in hearing any comments or input that you may have about this study. If you have any questions, comments, or wish to obtain more information about the Study, please contact:

- Dadean Assam, P.Eng. Manager of Construction, Oxford County Public Works 21 Reeve Street, P.O Box 1614, Woodstock, ON N4S 7Y3 Tel: 519-539-9800 ext. 3117 Toll-free: 1-866-537-7778 Fax: 519-421-4711 dassam@oxfordcounty.ca
- Stewart Elkins, B.E.S. Project Director, Paradigm Transportation Solutions Limited 22 King Street South, Suite 300 Waterloo, ON N2J 1N8 Tel: 519-896-3163 Ext. 103 Fax: 1-855-764-7349 selkins@ptsl.com

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Community Events

Community Events

Community Events

Community Events



Women and Wellness Oxford County invite you to their 2nd Annual Fundraising Event

Please join us for a breakfast buffet on **Saturday October 4, 2016 8:00 AM to 12:00 PM**
 Quality Inn Woodstock, 580 Bruin Boulevard
 Guest Speaker **Jenilee**
 "Learning to own my story and love myself in the process."
 Introducing our Signature Baskets with live Auctioneer!

Tickets (\$20) available by phone at **519-539-8055** or online at <https://woodstock.snapd.com/#/events/view/971250>
 Silent Auction items generously donated by our Community Supporters
 All funds raised support Oxford County Walk-In Counseling.

2016 Community Champion



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Coming Events

Coming Events

Coming Events

Coming Events

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**is sponsoring
a workshop for you**

Thursday, October 20, 2016
 4:30 - 7:00 p.m.

**Mt. Elgin
Community Centre**

TOPICS INCLUDE

- Pension & Financials
- Health & Benefits



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Public Notice

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 Toll-free: 1-866-537-7778
 Fax: 519-421-4711
 dassam@oxfordcounty.ca

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 Project Director, Paradigm Transportation
 Solutions Limited
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 Fax: 1-855-764-7349
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Robert Walton, P.Eng.
 Director of Public Works

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Public Notice

Oxford County committee citizen appointment opportunity Accessibility Advisory Committee

Oxford County is currently seeking citizen applicants to fill one opening on the Accessibility Advisory Committee. Preference will be given to persons with a disability.

Anyone interested in an appointment to this committee is requested to apply in writing, including a resume, by **September 30, 2016, 4:00 p.m.**, to:

Brenda Tabor
 Clerk, County of Oxford
 P.O. Box 1614, 21 Reeve St. Woodstock, ON N4S 7Y3
 btabor@oxfordcounty.ca
 Tel: 519-539-9800 ext. 3002

Visit oxfordcounty.ca for more information about the committee.
 Appointments will be made by Oxford County Council.

oxfordcounty.ca






Public Notice

**NOTICE OF STUDY COMMENCEMENT
Oxford County Transportation Master Plan**

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Robert Walton, P.Eng.
Director of Public Works

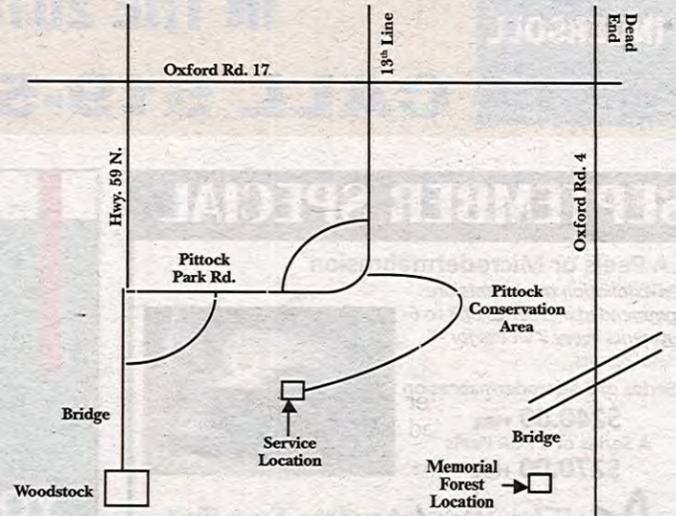
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**YOU ARE CORDIALLY INVITED TO
ATTEND THE ANNUAL
WOODSTOCK MEMORIAL FOREST SERVICE
SUNDAY OCTOBER 2, 2016 AT 2:00 P.M.**

The service will be held at Pittock Conservation Area
725-138 Pittock Park Road.
Please wear appropriate footwear.

You are welcome to tour the actual site prior to or following the service.



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Community Events

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STICH Supper Club
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every Thursday 4:30-
6:30pm at the
Ingersoll Legion, 211
Thames St. North.
To continue this
needed service,
STICH is holding a
Pig Roast Fundraiser
at the Unifor Local 88
union hall on
Saturday, October 1st,
5pm to 1am. Cash
bar.
Tickets: \$20 for adults
(13+); \$10 for children
aged 5-12; and kids
under 5 are free!
See our website to
purchase tickets!
www.stichsupperclub.ca

2 Notice of Spring 2017 Consultation





News

April 10, 2017

Rubber hits the road on updating Oxford County's Transportation Master Plan

Public input is being welcomed on all transportation systems in Oxford County

Whether you travel by foot, bike, car, bus or train, Oxford County is looking for your input on the topic of transportation.

The County is updating the Transportation Master Plan to help steer programs and investments for the next 20 years and beyond.

Gathering information from residents who use the transportation systems every day is key to creating an informed Transportation Master Plan. Now is the time to bring up any transportation challenges you have experienced in Oxford or to offer ideas on opportunities for improvement. An [online survey](#) has been launched that should only take a few minutes to fill out, but leaves plenty of opportunity for feedback. The survey will be open until May 15.

Along with the online survey, two in-person opportunities for discussion will be held in this month:

Thursday, April 20, 2017 9:00 a.m. – 6:00 p.m.	Wednesday, April 26, 2017 5:00 p.m. – 8:00 p.m.
Future Oxford Expo Oxford Auditorium, Woodstock 875 Nellis St., Woodstock	Tillsonburg Community Centre 45 Hardy Ave., Tillsonburg

Two more public input dates will be scheduled in the fall in other areas of the County.

Residents can also use the [Speak Up, Oxford!](#) online town hall to learn more about the Transportation Master Plan and leave comments.

Aside from public input, Oxford County is working with Paradigm Transportation Solutions to collect traffic data in the County that will help inform the updated Transportation Master Plan.

Comment

Melissa Abercrombie, Manager of Engineering Services, Oxford County

“Being at the cross roads of major highways means a responsibility to keep people and products moving in and out of the County efficiently. At the same time, we know there is increasing demand for more sustainable forms of transportation like walking, cycling and even electric vehicles. Gathering input from as many members of the community as possible will help us achieve the right balance of the community’s transportation needs for the future.”

Background

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County’s transportation programs and investments for the next 20 years and beyond. The Transportation Master Plan will:

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Social media and online content

Speak Up, Oxford! – Transportation Master Plan

Facebook: Oxford County

Twitter: Oxford County

www.oxfordcounty.ca/newsroom

About Oxford County

Located in the heart of southwestern Ontario at the crossroads of Highways 401 and 403, Oxford County has a population of approximately 114,000 people across eight municipalities that are “growing stronger together” through a partnership-oriented, two-tier municipal government incorporated as the County of Oxford. Oxford County is emerging as a leader in sustainable growth through the [Future Oxford Community Sustainability Plan](#) and County Council’s commitment to becoming a [zero waste](#) community and achieving [100% renewable energy](#) by 2050. Situated in one of Ontario’s richest areas for farmland, agriculture is a key industry that serves as a springboard for some of the sustainable industries that are steadily diversifying the local economy. Oxford County offers a thriving local arts, culture and culinary

community, as well as conservation parks, natural areas and more than 100 kilometres of scenic trails. The Oxford County Administration Building is located in Woodstock, Ontario. Visit www.oxfordcounty.ca or follow our social media sites at www.oxfordcounty.ca/social. Oxford County's Strategic Plan is at oxfordcounty.ca/strategicplan.

Contact

Adam Nyp | Strategic Communication & Engagement
519.539.9800, ext. 3529 | anyp@oxfordcounty.ca

Help improve transportation in Oxford County

Submit your feedback to the Transportation Master Plan

Whether you travel by foot, bike, car, bus or train, Oxford County is looking for your input on the topic of transportation. The County is updating the Transportation Master Plan (TMP) to help steer programs and investments for the next 20 years and beyond.

Now is the time to bring up any transportation challenges you've had, or offer ideas for improving our local transportation systems.



Speak Up, Oxford!

Take the online survey and leave your feedback by visiting:

oxfordcounty.ca/speakup



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Oxford Auditorium
875 Nellis St. Woodstock

Wednesday, April 26, 2017

5:00 p.m. – 8:00 p.m.

Tillsonburg Community Centre
45 Hardy Ave., Tillsonburg

Two more public input dates will be scheduled in the fall in other areas of the County. Project supported by: Paradigm Transportation Solutions Limited and Lura Consulting.



 **Oxford County**
growing stronger...together



RADIO AD: TRANSPORTATION MASTER PLAN

104.7 Heart FM, Easy 101, Country 107.3

September 8-12

However you travel, Oxford County needs your input on the topic of transportation.

The County is updating the Transportation Master Plan to help guide programs and investments for the next 20 years.

Feedback from local residents has been considered to develop updates to the plan, and now is your chance to share your thoughts on the suggested changes.

Visit the Speak Up, Oxford webpage to see the updates, and take the online survey to provide your input. Visit oxfordcounty-dot-ca-slash-speak-up, or give your feedback in-person on Wednesday, September 12 at Canada's Outdoor Farm Show.

(93 words)

September 19-22

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(92 words)



RADIO AD: TRANSPORTATION MASTER PLAN

104.7 Heart FM, Easy 101, Country 107.3

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Now is the time to (bring up any transportation challenges you've had, or) offer ideas for improving our local transportation systems.

Visit the Speak Up, Oxford online town hall to learn more, and take the online survey to provide your input. Visit oxfordcounty-dot-ca-slash-speak-up, or take the survey in person at the Oxford County Administration Building at 21 Reeve Street, Woodstock.

(88 words)

TRANSPORTATION MASTER PLAN CONSULTATION | PRINT ADVERTISING - 2017

Oxford Review, Tillsonburg Independent, Norwich Gazette, Tavistock Gazette, Ayr News, Ingersoll Times, St. Mary's Journal-Argus

AD SAMPLE

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oxfordcounty.ca/speakup

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 **Oxford County**
growing stronger...together

3 Spring 2017 Consultation Materials



Transportation Master Plan



Speak Up, Oxford!

Take the
online survey:
oxfordcounty.ca/speakup

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Project Supported By:



Transportation Master Plan

Have your say on the future of transportation in Oxford.

Take the survey:

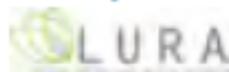
oxfordcounty.ca/speakup



Speak Up, Oxford!

 *OxfordCounty*
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Project supported by:



Transportation Master Plan Survey

Whether you travel by foot, bike, car, bus or train, Oxford County is looking for your input on the topic of transportation.

The County is updating the Transportation Master Plan to help steer programs and investments for the next 20 years and beyond.

Tell us about your transportation routines and experiences to help guide future programs and investments in transportation.

Questions

- Which of the following modes of transportation do you use, and how often? Please select the extent to which you travel by each mode.

	<i>At least once per day</i>	<i>4-6 times per week</i>	<i>1-3 times per week</i>	<i>1-2 times per month</i>	<i>1-2 times per year</i>	<i>Never</i>
Walk						
Bicycle						
Public transit						
Greyhound						
Via Rail						
Carpool						
Drive vehicle by yourself						
Other: _____						

- Where do you live?
 - Blandford-Blenheim
 - East Zorra-Tavistock
 - Ingersoll
 - Norwich
 - South-West Oxford
 - Tillsonburg
 - Woodstock
 - Zorra
 - Outside of Oxford County

4 Spring 2017 Consultation Feedback



Oxford County Transportation Master Plan – Public Survey Summary

Prepared by Lura for:

Oxford County



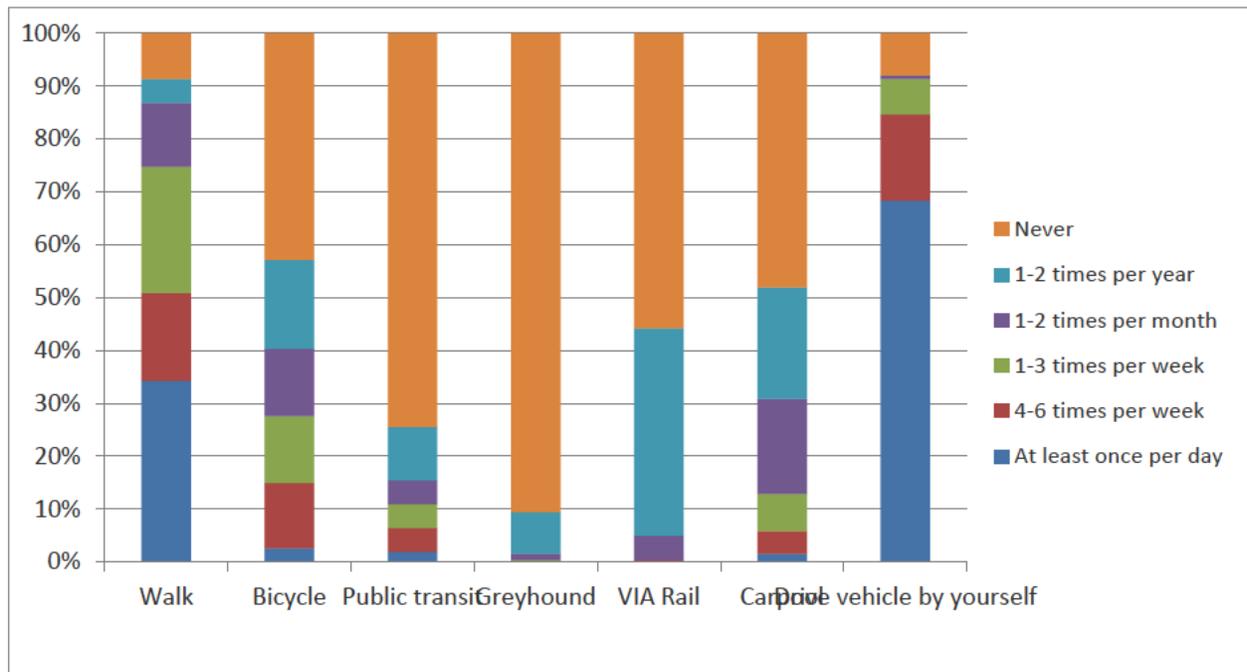
Introduction

As part of the engagement strategy, an online survey was developed to gain a better understanding of how people travel in Oxford County, and their thoughts on Oxford County’s existing transportation system. The survey was active from April 10th to May 15th, 2017. The online survey mirrored the survey used during pop-up consultations. For the purposes of this summary, responses received at pop-up events have been integrated.

Summary of Responses

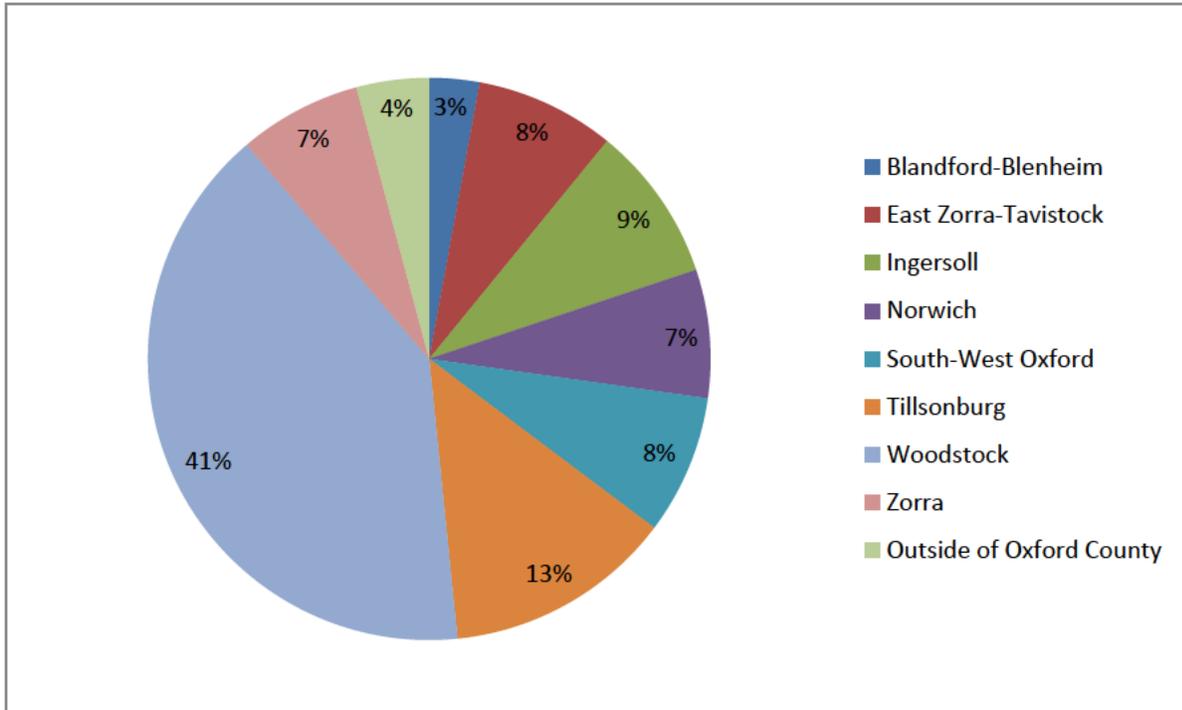
Question 1 – Which of the following modes of transportation do you use, and how often?

Respondents noted to what extent they used the following transportation methods within the provided time frames. In terms of private vehicles, nearly 70% of respondents indicated they drive alone at least once per day. More than 70% of respondents indicated they never take public transit. Additionally, more than 90% of respondents stated they never use greyhound bus services. Around 56% of respondents noted they have never used VIA Rail. Carpool use was split with around 50% of respondents reporting they had never carpoled, and 50% of respondents reporting that they carpoled once to several times a month. Active transportation responses remained varied with more than 70% of people indicating they walk at least once per week, while less than 30% indicated they cycle with the same frequency.



Question 2 – Where do you live?

Respondents were asked to identify where they resided within Oxford County. The graphic below displays the percent distributions of where the respondents reside.



Question 3 – Where do you commute most often?

Respondents noted the locations they commute to most often; most noted the general location of their workplace as such a large majority noted working within Woodstock, Tillsonburg or Ingersoll. Others noted working within Cambridge and Kitchener-Waterloo, London. Very few work within Toronto or other major cities such as Hamilton.

Question 4 – Thinking about your experiences using Oxford County’s transportation systems. What works well?

Active Transportation

Respondents noted that the urban areas of Woodstock and Tillsonburg are very walkable. Respondents were pleased about the addition of bike infrastructure in the County. Respondents appreciated existing transportation network connections to active transportation routes (e.g. carpool drop-offs beside bike lanes and pathways).

Roads

Respondents highlighted the ease of access to major highways including the 401, 403 and 59, and are pleased with the route options the road network provides in the County. Respondents think roadways are overall well maintained (paving and snowplowing) with appropriate signage. Many respondents reported that they like the County’s roundabouts, however this is a contentious issue as other

respondents were very opposed to roundabouts. Some respondents highlighted their approval of the synchronized traffic lights and advanced greens for left turns to keep traffic flowing.

Transit

Some respondents noted that the existing public transit in Woodstock and Tillsonburg (T.Go) worked well. Respondents were pleased with improved bus routes and extended service hours. Some respondents thought Via Rail services worked well as part of the transportation system in Oxford County.

Question 5 – What concerns do you have about the transportation systems in Oxford County?

Active Transportation

Respondents expressed concern about the unsafe conditions for cyclists in the County due to fast moving vehicles, cars parked in bike lanes, poorly marked bike lanes, narrow bike lanes, and a lack of bike lanes on some roads (especially along country roads). Some respondents also expressed concern about a lack of sidewalks on roads creating a disjointed walking network.

Roads

Some respondents expressed concern about poorly maintained paved and gravel roads in the County, a lack of sidewalks on some roadways, and inadequately sized shoulders (particularly on country roads). Respondents also expressed concern about existing traffic congestion (especially on Highway 2, 3, 19, 59, and 401), and the potential for new developments and population growth to increase traffic congestion in the County.

Some respondents expressed concerns about roundabouts in the country, identifying that many drivers do not understand how to use the roundabouts properly. Some respondents expressed concern about the size of roundabouts potentially limiting the local production of Siemens wind blades (too large to navigate around the roundabouts).

Transit

Many respondents are concerned about the lack of accessibility in the region, outside of Woodstock, for those who cannot drive, or do not have access to a vehicle. Many respondents are concerned about a lack of public transit options within villages, between villages, and to major urban centres outside of Oxford County. Respondents are also concerned about infrequent service (including a lack of night-time and Sunday service) as well as the high cost of transit (specially to leave the County, e.g. Via Rail). Conversely, some respondents feel funding is misspent on public transit services, as they believe these services are underutilised. Some respondents are concerned about road safety for cyclists, due to a misuse of bike lanes by vehicles (for parking), and vehicles not leaving enough space when passing cyclists.

Question 6 – What improvements to Oxford County's transportation systems would you like to see explored?

Active Transportation

Many respondents suggested improvements to cycling and walking networks, including improving infrastructure by adding more bike lanes, bike facilities, a bike share, and walking trails throughout the County. Respondents also suggested stronger enforcement of rules around cycling, bike lanes, and passing cyclists. Conversely, a few respondents suggested bike lanes be removed.

Roads

Respondents suggested road improvements be considered to help alleviate traffic congestion, including the addition of more turning lanes, paved shoulders, and passing lanes along highways; more roundabouts; and traffic lights that are connected to traffic sensors. Respondents also suggested the County pave more roads, and add road markings (throughout the County) to make crossings safer. Some respondents noted that education must be provided to improve roundabout safety. Some respondents suggested stronger enforcement of speed limits and road regulations in order to promote road safety.

Transit

Many respondents suggested expanding public transit options within villages, between villages, and to major urban centres outside of Oxford County. Suggestions included more convenient transfer spots on existing bus routes, improved service times, more bus and train routes, and more affordable transportation options. Some respondents suggested the County adopt public transit solutions other than large city busses, including shuttles, smaller buses, and subsidised rideshare and taxi services. Respondents suggested that special attention be given to ensuring transportation is available for seniors. Conversely, some respondents suggested that public transportation is too expensive for the County and should therefore not be offered.

Appendix A: Verbatim Comments

Q4: Thinking about your experiences using Oxford County's transportation systems. What works well?

Active Transportation

- Happy with bike infrastructure - Like the new bridges by Elmhurst Inn
- After arriving at primary destination my carpool partners take transit or walk to their destinations and back.
- Bike lanes have been added in Woodstock.
- Bike lanes should be one and half meters wide on all roads not a couple of centimeters like we have on most roads.
- Bike trails and roads work well
- Current bicycle map is great
- I walk to work because it's close by, but when I shop I like to take the bus because I see different areas of the city.
- It's awful; At 98 yrs. old, I shouldn't have to walk 2+ blocks to get the city bus and up a steep hill. I live in the Hay St. Butlers St. area, years ago when I could drive I didn't need the bus and the bus stop was right on the corner. Now that I can no longer drive (2015), I must walk up steep hills to catch the bus. There are a lot of seniors in my area but most can still drive. I spent 6 full years in WW2 walking in the wet, cold, muck etc., I sure the hell don't want to be doing it again. No one shovels their walks so I chose the middle of the road, not a good idea either.
- Roads, cycling map for recreation
- The walking trails in Tillsonburg are great. We use them frequently.
- walking
- Woodstock is a very walk-able city.

Roads

- 401
- Access to Woodstock - Carpool, use lot at 19 & 401
- Like the location, good access to 401, 403) - Like Via services - Good access for the region - Roads in good conditions
- 16th line to get to 403 and hwy 59
- 401 access
- Access to 401
- Access to 401/ major centres
- Access to highway
- easy access to major highways
- Highway 19 and 2

- Highway access is good, traffic in town is fine
- Hwy 19 is always busy, usually back roads
- Hwy 401
- Nothing, traffic on 19 can be slow. Almost need extra lanes.
- Paved shoulders & cycling lanes on rural roads in the County (not on major roads like Highway 59 or 2 but County road 17/33, Middletown Line etc.)
- Personally, I have used the carpool by HWY 401 (outside Ingersoll many times. Location is great and very helpful
- Some north south highways (19/59) should be 4 lanes or have 3 lanes north and south of MT Elgin (passing lane). Similar to Hwy 6 heading north from Guelph. We also need more bike lanes.
- There is easy access to the 401 and major routes are well maintained.
- Woodstock's 401 access 59 Highway
- amount of paved roads and signs
- Can access places I need to go by car and like the roundabouts
- Driving
- efficient plowing of roads in winter
- I absolutely hate the roundabouts. I have been on streets in Kitchener and had to stop for a time after going through seven in a row. They made myself and my cousin very dizzy. I would love to see a late night VIA train so people could take in evening ball games or theatre in Toronto.
- Paved Roads.
- Road maintenance and signage-- the bike lanes in Woodstock
- Roads 22 and 29 are well cared for as well as the 401 btwn Drumbo and Hespeler Rd for auto travel
- Roundabout seem to work nicely in rural settings
- roundabouts
- Roundabouts when people know how to drive but many do not which makes it very dangerous
- Roundabouts advance green lights for left turns.
- Roundabouts
- Snow removal is amazing. Roads are free from debris and in good condition
- some of the back roads are paved, makes them convenient
- Synchronized traffic lights along corridors
- The 400 series hwy network
- The roads are generally well maintained.
- The roundabout north of Woodstock on County rd. 17 and Highway 59. The roundabout on 37th line and Dundas st #2.
- The snow removal, and low delays
- Traffic Circles
- Traffic circles.
- Winter maintaining is done well

- Can access where you need to go by car - Like roundabouts
- Easy to get around with a car. - T:GO
- 5 lanes of road
- Accessibility of urban centres main streets and availability of parking lots or on-street parking
- Always have a couple choices on route to take
- Back roads
- Back roads and roads with paved shoulders
- Being that I don't use anything but my car and my own legs, I can't really attest to County modes of transportation. The roads and sidewalks work well for my needs...
- Cab, carpool
- car
- Car
- Car parking
- Car travel to my destinations is good
- Close to home
- Country roads
- County and township roads self-drive or with wife.
- County roads in good shape
- Current routes to Woodstock to Tillsonburg works
- decent roads
- Driving
- Driving by car, road network
- Driving to where I need to get is ok
- Easy road network for driving.
- easy to get around in Woodstock
- Everything
- good
- Good paved roads
- Good road network Walking trails getting better
- good roads
- Good size to get around
- Great roads, well maintained. I drive my car or truck for convenience but ride my bike for exercise or short distance errands.
- Haven't used them other than public roads.
- I can't give an honest opinion on what works well, i mainly drive myself to and from places in town other than walking my dog. I feel if anything improvements to infrastructure can help everything work better
- I DON'T HAVE OPTIONS, EXCEPT TO DRIVE MYSELF
- I drive, so the roads work for me as intended.
- I find the main roads are well maintained and prepared for and during snowfalls in the winter.

- I only drive
- I only use my own vehicle because public transit is not available
- If you have your own car
- In general the system of roads within the city is adequate for the volume of traffic on them.
- It all works well
- Like rural atmosphere
- Like the lack of traffic vs. other regions - ppl follow the rules - happy with highway access roads, easy access
- lots now that we can still drive ourselves
- Lots of good roads and lots of alt roads
- Low volumes, quick to get anywhere
- Main roads are well-maintained
- more asphalt trials
- Motorized vehicles
- Multiple great routes into Woodstock from Oxford Centre, most in good repair
- My own car
- Nothing really, Zorra has no trails, no routes and nothing to travel too. Car is your only choice.
- Only driving, as I find it unsafe to walk or ride a bicycle in this city.
- own vechilce
- Personal car
- Planning ahead
- private cars
- Relative ease of driving and navigating throughout the County
- Road are great and generally well maintained.
- Road network is good, trail network is ok
- Road Network is mostly well maintained.
- roads
- Roads are in decent condition in the County, but I find Woodstock lacking in comparison. The same is true with snow removal.
- Roads are in good conditions. Traffic ok
- Roads are in good shape
- Roads are in relatively good shape
- Roads are ok, 19 is busy
- Roads are well maintained.
- Roads are well maintained. VIA train is excellent, although I would like to see additional trains.
- Roads for driving
- Roads, except for sometimes in winter
- Roads, sidewalks and trails
- Roads, the good bike lanes where they exist to get bicycles off to the edge of the road
- Roadways well maintained

- routes are quite convenient for me
- Secondary roads
- Streets
- Terribly slow drive within city
- The drivers are great and I am loving extended hours
- The road connect to where I need to go
- There's only roads
- Traffic ok and can get to where I need to by car
- Travel by car
- Via to Toronto
- Walking or driving a car
- Well laid out
- Well maintained roads
- When the gravel roads are well maintained - meaning adequate gravel and graded when beyond "potholish" or soft spots.

Transit

- Via train station; do not remove, the train station is why we are located where we are - Like GO train service expansion to Niagara Falls
- :30min scheduling
- A temporary bus system in Tillsonburg is inadequate. Taxis can be expensive. No other options
- bus
- bus route times between buses
- bus routes and drivers do a great job
- Bus routes and timing
- Buses when available, love the evening service. cab
- busing schedules and new runs
- centralized bus depot
- City bus system works well for me.
- City transit or on foot works best.
- do not use
- Don't use it.
- Feels average. Bus service seems underutilized.
- Generally Woodstock's public transit.
- Have never used OC transport systems.
- Have never used them as none are available in my area.
- Have no options
- Have to give the upper hand to the bus system The roads need lots of improvements, i travel the same roads for the last 20 years with very little repaving, the focus is more in the new developing areas where the old subdivisions Are left behind
- Hours of transit and frequency in Woodstock have improved

- I didn't know the County had transportation systems.
- I don't need transit but am advocating for those who do...seniors, single parents, people without vehicles etc ...the Tillsonburg T:Go bus is working well however doesn't have complete buy in by three of seven politicians. From my perspective the politicians who consistently vote against any progress in transportation, don't have an understanding of how these things work and thus vote no.. ...i am hoping the positive support we have from the majority continues to grow as the bus demonstrates its value.
- I have liked the T:GO for Tillsonburg Transportation
- I like the new times the transit bus runs.
- I really like the han-D-ride passes.
- I think it works
- It is not available in my rural area
- It's not great at all
- Late night availability
- Like the expanded transit hours
- Living in Woodstock offers city bus and easy access to via rail and greyhound but is lacking in linking other towns to access these services.
- No bus, roads work fine for us but are poorly maintained
- None of it
- Not much
- Not much.....via rail is good
- nothing
- Nothing in my area!
- Oxford County has a transportation system? Been here for 25 years and I never knew there was one. Woodstock has buses that I'm aware. No worries, looking to leave this County anyways due to the cost of living.
- Public Transit in Woodstock has improved recently over several years of being the same, but could still improve or have alternatives in place.
- Recent changes in public transportation hours
- T - GO is the only system available in Town and we have never used it.
- T:GO in Tillsonburg; volunteer transit
- Tgo. It is changing my life
- the bus system seems to work well
- The half hour intervals.
- The new bus hours are good, wish they ran on Sundays
- The transit system is well laid out.
- There is no public transportation outside of Tillsonburg although the in town Tillsonburg service seems to be working well
- There is no system other than taxi's and they rarely pick up outside of Woodstock on weekends (we have a trailer outside Innerkip and cannot get a cab on weekends)

- There IS no transportation system in Ingersoll. The taxi companies available have vehicles that don't seem to be regulated or monitored for safety (broken parts, including seatbelts), and drivers that are very aggressive.
- There's a bus stop close to where you need to go most of the time.
- Tillsonburg does not have a public transportation system.
- To go bus because it's on demand and great for people on fixed income seating better than a taxi and drivers are politer
- VIA provides a reasonable schedule, although should have a station that is staffed. The only other system that I think works is the road system - which is only helpful for those with vehicles.
- Via Rail is excellent
- VIA Rail to Toronto is efficient, but expensive
- Woodstock buses.
- What transportation services lol right.... if you're not in Woodstock the County could care less about you
- You can pretty much get where u need to go

Q5: What concerns do you have about the transportation systems in Oxford County?

Active Transportation

- High speeds on Landsdown - dangerous for cyclists and pedestrians - Cars park on sidewalks - Landsdown & Devonshire and Landsdown & Dundas intersection have poor lane markings. Design is not intuitive
- Too scary to bike
- Trails are not connected (have to drive to parks and trails - Not enough east-west connections in Woodstock; Dundas, Parkinson, Devon are all busy
- Where on road parking is allowed on "bike lanes" the designation makes both biking and driving more dangerous. 2. Sidewalks are not cleared of snow and ice in winter months, if there are bylaws they aren't enforced. 3. Truck traffic on the 401 makes it potentially unsafe especially in winter. 4. Woodstock residents routinely speed 10 kph above the limit on most city streets. 5. Allowing parking on both sides of narrow residential streets is a driving hazard.
- All bike lanes should be marked. That's why we don't like the country roads.
- Bicycle safety, I would like to bike more but don't feel safe. Not using bike for sport, but for transportation. Bike to store, bike to work etc.
- Bicycles on sidewalks
- Bicycles paths/lanes and lack of County wide public transit
- Bike lanes with cars parked in them. No good/affordable options for seniors without cars.
- Bike traffic
- Cycling Safety
- Cyclists do not seem to be a concern
- Focus on decreasing car use. Promote cycling walking transit. more bike offroad routes to other cities.

- I would like to be able to bike to work but there are busy roads without bike lanes and often people are parked on the side of the road which makes it difficult for cyclists to ride on the road (opening car doors, traffic passing closely, etc.).
- I would love walking trails closer to Burgessville or Norwich Twp
- It's not the safest place for cyclists. I personally feel like in the country cyclists should be given more room than the provincial law of 1m. This is due to rolling hills causing a cyclist to be seen later and open fields can yield wind gusts that make it difficult to control a bicycle.
- Lack of bike lanes and shoulders on County roads. Not safe to ride a bike or walk on the roads because of these deficiencies.
- Lack of dedicated trails for bikes and walking around Ingersoll and between Oxford communities
- limited trails
- Need more and safer bike paths. New paths, new subdivisions and repaved roads should include separate bike paths not attached to roads similar to bike paths in Europe. Bike paths should be free of obstacles (eg grates) and parking spaces. I would worry about kids using bike lanes. Plad should include separate bike paths.
- Need more off road bicycle trails
- No access to the factory for bikes
- Not a lot of bike lanes - Broadway is a concern for biking because of the way cars park (diagonal to the curb, respondent avoids area because of the parking configuration)
- Not enough bike lanes for safer travel for both bikes and vehicles
- Not enough bike trails- main routes are too busy, or too short of shoulders, dangerous with the heavy traffic and all the farm vehicles on the road. Wider shoulders would be good.
- Not enough off-road cycle and active transportation paths - especially hampered along Ingersoll St by CAMI - Also there needs to be a way to cross the Thames River on foot or bike around Wonham Street. The upcoming changes to the HWY 19 overpass will force more traffic through Ingersoll Downtown and Clark Road for closures due to accidents - volume or construction. There needs to be a paved road between Culloden and 19 Hwy that runs parallel to the 401 but South of 401 and Culloden Road and Beachville Road both need to be widened - maybe with paved shoulders
- Safety for bike travel.
- Safety of cyclists.
- Traffic in Woodstock is simply way too congested in many places throughout the daytime. New bike lanes which, in some places, take away room for an additional lane of vehicular traffic. Speed limits are too conservative in some places (eg. Springbank Bridge in Woodstock and just south of Woodstock on County Rd. 59). Lastly, I am concerned about the amount of money the public transit systems loses each year in Woodstock.
- We'd bike recreationally if there were separated bike trails that lead to other parts of County

Roads

- Congested HWY 19 & 401 - Slow HWY 3

- How things will be coordinated as City grows - transit has to grow as City does - Overpass at Norwich & 401 - concerned about the construction period and how that will change traffic'- Concerned about less Via service because of the potential for high speed rail
- No sidewalks (why I don't walk anywhere). - Hwy 19, south of the roundabout has a gravel shoulder and I don't feel safe walking there. Lots of residents in that area.
- 19 too slow
- 401 access, from County. one of the best advantages of Oxford County is the easy access to 401/403.
- 401 ERT around road close and stopped traffic
- 401 traffic incidents, including limited visibility no snow fence
- A lot of traffic on Hwy 2 (Woodstock to London) -Railway crossing maintenance is inadequate (Thames Street in Ingersoll)
- high heavy traffic on Hope St through Tavistock
- my biggest concern both as someone who travels and as a resident is that in the event of collisions on the 401 traffic is diverted onto EDR's but EDR's are NOT followed and drivers favour the more direct (easiest) way often going through residential and business sections of Town
- North South from 401 to North Woodstock
- Not enough lanes on Hwy 19
- Overcrowding on highway 59 north with truck traffic
- There is way too much traffic of gravel trucks on the 31st Line between Road 96 and Road 92.(between Harrington and Happy Hills) In the Spring especially there are often gravel trucks running every 5 minutes and they often speed especially in the stretch between Camp Tanner and Happy Hills. This road was not designed for this kind of traffic. There are 2 gravel pits on this small section of 31st Line.The culvert that runs under the road in front of my house has been crushed by heavy trucks so it barely works now and water backs up on my property. I ride my horse and walk on this road and it has become very dangerous to use the 31st Line. All of my neighbors feel the same way.
- Vansittart/Hwy 59 Bridge dangerous for families on bikes.
- Woodstock isn't prepared for growth - 401 constraint to the south, lake constraint to the north with minimal outlets
- Not a fan of roundabouts - Goods movement of Siemens wind blades: problems with these goods getting around roundabouts. Pay attn to size of roundabouts. - Make sure all transit issues are discussed thoroughly with the lower tiers
- intersections at Julian/Norwich and Parkinson/Norwich at 3pm 2) lights out regularly at Norwich/Parkinson
- Aging infrastructure
- Break down in infrastructure
- Condition of some paved and unpaved roads is below standard, including recently resurfaced roads like Road 92 from Brooksdale to western boundary.
- I am concerned that there arent enough funds to keep up with proper maintenance of the roads and infrastructure

- limited shoulder space on the sides of the roads (i.e. norwich rd) hard to take walks in the country side, or to pull over
- maintaining the infrastructure; amount of large transport trucks on our County & Municipal roads;
- Mill Street from Sweaburg to Woodstock (esp. Mill Street) has no shoulder room for bikes/walking/emergency vehicles.
- Poor roads Farm equipment. Not moving to the side which causes slow downs
- Road maintenance - Roth Park entrance has potholes
- Roads in need of repair
- Roads not being fixed, traffic lights not set up correctly for the traffic causing longer delays
- Roadways have not been improved enough, For 2017. Too many 2 lane roads. Require 5 lanes
- Rural gravel roads, espec ours are full of potholes all the time.
- Same as above. I also believe within this time frame you will need to look at a circle road around Woodstock and by proactive. Don't miss the opportunity like London did.
- Some of the intersections are confusing for visitors. Left turn/straight thru drive lanes are not the norm. Ie. Lansdowne @Devonshire north and south bound.
- Some roads in need of repair or replacement are not looked after in a timely manner. i.e. Zenda Line
- Timing at traffic lights needs attention. Too many delays at traffic lights on main County roads when traffic on secondary road is light or non-existent. Poor timing causes traffic congestion & increased ENERGY consumption.
- Too many stop lights, Want more roundabouts'
- Concerned about traffic impacts of new developments
- People don't know how to use a roundabout - Traffic getting bad in Woodstock - No public options for transit outside of city limits - Worried about how I can get around without a vehicle
- There are gaps in the sidewalk network. - Main truck route through town doesn't work well - think about bypass.
- Quality of roads. 2. Traffic flow. 3. Intersection design keeping pace with population growth. 4. Allowing zoning for busy commercial locations without foresight for traffic flow (Examples: Tim Hortons on Devonshire, Home Depot, Mac's Milk at north end of Clarke, etc.). These businesses should pay for traffic lights.
- aging side roads
- Aggressive drivers, enforcement should be part of the master plan.
- because of snow covered roads , poor marking , overhead lane directions , would be nice .. Example Springbank / Parkinson. Also a advanced left turn at Mill onto Parkinson ..gets pretty slippery there in the winter . and reducing Mill down to single lanes , with a turn lane in the middle sucks , especially at west end timmies drive through , cars jam up the road
- City or Woodstock need to quit bringing all of the traffic to Walmart plaza and zhers area need amenities on north west end of Woodstock would relieve traffic congestion across Devonshire and down town

- Concerns with traffic impact of the proposed dump/landfill (170 trucks a day?) - High cost of via rail - too expensive, reduce rates
- Dirt roads aren't maintained well
- Gravel roads
- Gravel roads in B-B
- If I can't drive I can't get to appointments, church, work etc
- If you live in Norwich you rely on your own transportation.
- It is currently not possible to get from one community to the next without a personal vehicle or a taxi.
- Lack of dedicated bike strips on major roads
- Lack of paved roads
- Lack of paved roads.
- Lack of paved trails for cycling, separate from roads used by motor vehicles. Speed of vehicles in areas designated as cycling routes.
- Little to no enforcement on load restricted roads. Opp need to do the job that the municipality is paying them to do
- mobility in winter
- More traffic from people going from Kitchener area to London using may area (Zorra) as a cut through. They drive very aggressively and are often on phones
- Need more paved roads to avoid zig-zag trips on paved roads.
- Need to be able to get to other communities easier
- No sidewalks on the way to my kids school
- Other than roads, don't do anything for me
- paved roads-more
- Road crossings for pedestrians on Broadway (north of the downtown core) and Quarterline Road in Tillsonburg
- Road surface conditions in town can be poor at times.
- roads are in terrible shape
- Roads need attention.
- Rough, beat up roads
- School transport could be improved
- Seniors who either no longer drive themselves or are hesitant to drive out if their area
- Sketchy corners/intersections. Ie tower line road and County road 4.
- South Broadway lacks sidewalk connection to trail system
- Speed reduction on main roads through towns and villages. Increasing traffic flow while still maintaining safety. Too many speed changes on main arteries makes driving through Oxford cumbersome.
- Speed zone notification in Harrington, the newly surfaced road and 2016 detour has increased traffic flow. Many people new to the area don't respect the 60 zone.
- Streets are in very poor condition, especially in the southeast area.

- That we have none available for people who want to get out of town
- The roads, building new roads
- There are few safety concerns/ road concerns in Tavistock
- There is no major route, or ringroad around Woodstock therefore Van Ave is a slow drive over the bridge to Sally Creek. Norwich and Juliana is probably one of the worst designed intersections I have driven through in Southwestern Ontario for the traffic load. Bus transit runs in one direction and only one direction closest to my home, and doesn't run to where I work.
- Too man gravel roads. Roads that have been redone are done poorly - lucky if they do not show wear after one year. Gravel roads that do not see enough gravel or graded regularly especially when then are known to be found easily in poor state.
- Traffic lights in Tillsonburg
- Trains and horrible crossings
- Truck route through Woodstock on Dundas St. - would be better to be moved to a 2ndary street.
- Unless you own a vehicle or know someone who is able to drive you there is no way to get to Woodstock from Norwich. (That I am aware of.)
- Very car based. But with our rural layout not sure how to get away from cars. would like to see more ATV access on local trails and roadways
- Winter County road maintenance could be better
- Wish they would go to Ingersoll and London
- Woodstock has grown but not kept pace - lots of development on Parkinson Rd but the road hasn't widened to keep pace with new pressures.

Transit

- Accessibility pass not valid from march to November - Closed bridge (temporary) - can't walk into town No train connection to K-W
- No connections between Tillsonburg - Ingersoll- Woodstock - Need transportation to get into Woodstock - inner Oxford Transport - No Woodstock to Kitchener connection
- Ability to get everywhere fast
- Access for smaller towns. No access to Ingersoll & Tillsonburg aside from a taxi
- All in the urbans
- All of the bus stops were removed from my street which makes getting to school even more difficult in the early mornings. I live on Anderson Street. There used to be multiple stops on our street. Now all of the stops have been moved. I do not qualify for the school bus because we are just within the limit of 2 kms. It makes for a very long day with no close access anymore.
- availability of public transit within Woodstock, Tilsonburg and Ingersoll. Families in Tilsonburg and Ingersoll are at a disadvantage related to transportation.
- being out late means you can't bus home, which is really inconvenient.
- Better services to Woodstock especially working shift work there.
- Big EMPTY busses driving around Woodstock

- bike lanes blocked by cars or trucks, crossing over a bike lane into a turning lane, three lane roads vs. 4 lane roads (e.g. Springbank, Beards Lane)
- Bus driver friendliness and knowledge about other routes
- Buses are a heavy loss in tax dollar money..big..empty..buses.
- Car transport in rural areas is only form of transport for the most part
- Considering Woodstock and Ingersoll are growing rapidly thanks to new industry, there should be some form of inner Oxford transportation system to allow for people in Tillsonburg to get to Woodstock Ingersoll
- Cost of a train ride to Toronto is prohibitively expensive if travelling with a family. It is far cheaper to travel by car. Large City buses seem to be mostly empty when running As a driver Cyclists who don't follow the rules of the road (signalling, stopping at lights and stop signs) As a cyclist drivers who pass you without moving into the other lane
- costs in Woodstock
- Does not exist in Tillsonburg
- Doesn't take u far enough
- Don't spend too much money on underutilized public transport. What is the typical passenger load on our buses? Could we meet the need with smaller and less expensive vehicles?
- Enough money for good maintenance
- Greyhound to London, Ont. does not have 7 days a week service in the mornings. Thursday, Friday, Saturday and Sunday only, as far as I know. Do not know if west bound bus from London stops in Woodstock in the early evening other than Thursday, Friday, Saturday and Sunday.
- Hours of operation for public transit & not enough enforcement on the 1 meter law for bicycles.
- i do not know of any transport systems in the outlying towns into the town centers or out of town transports.
- I don't know of any transportation systems, lack of awareness if one exists.
- I have not used public transportation (bus) because the schedule did not work well for me. I would like to be able to ride my bike to and from work, but I do not feel safe. I feel that many drivers in Woodstock do not respect or consider cyclists.
- I think there should be low cost transportation available between the towns and cities. This way someone in T'burg could work in Ingersoll or Woodstock. Driving is too costly for people making less than \$20/hr with ridiculous insurance rates and the skyrocketing price of fuel.
- I used to live in Norwich and no system, they need one
- If there is a system let people in on where it is.
- Ingersoll has no transportation service except a taxi
- Inter-village transit is poor
- it doesn't serve industrial areas in and around Woodstock
- It is a very long out of the way route. To get from point A to B.
- It needs major development
- Lack of a service that would transport seniors to and from appointments in Woodstock, Tillsonburg and beyond. Many such people must travel from Norwich and rural areas to doctor

appointments etc. As it is now they must rely on family or friends. This service could be volunteer or for profit. If one exists now it is not well advertised.

- lack of concern for safety on busy roads
- Lack of inter municipal transportation and bus service
- Lack of inter-community transportation; limited access to Greyhound and Via in other parts of County
- Lack of public transit options between communities, and within Tillsonburg. I continue to be disturbed by the large buses in Woodstock when ridership appears to remain low -- buses are usually almost empty.
- Lack of public transportation for those without access to a vehicle
- Lack of public transportation, or public subsidized transportation between Oxford communities.
- Lack of train and bus to other cities
- Lack of transportation options for seniors in rural areas of the County.
- Lack of use past 6pm, all routes run same off-peak frequency regardless of ridership.
- Large full size buses driving around empty
- Linkages to other communities
- More access to other cities within Oxford County.
- More public transit b/w communities. Transport is a huge barrier to health services
- moving forward the to go buses need a grab bar to climb step and one to step down there needs to be better networking in place to commute to Woodstock and London for shopping and medical on a pinch
- My kids who are in high school would rather walk then take the city bus. They get there faster than their friends who do ride the city bus
- Need A way to get Out of town
- Need better/faster public transit to larger urban centres? Would use trains more if faster/more affordable.
- Need more access to public transportation
- No direct route to Woodstock
- No outside of Tillsonburg transportation, ie going to Woodstock, London and other surrounding towns.
- No Sunday service
- non existent public transportation, no bike lanes, overly expensive via rates
- none , but I do have some for the buses that run in Woodstock ONT
- None, haven't experiences it - my friends use the GO bus, they love it
- Norwich has no transportation system. Hell we have to pay a cab \$40 to come from Tillsonburg or Woodstock just to get out of the village.
- Not connected to where I am living.
- Not convenient or available
- NOT ENOUGH PUBLIC TRANSPORTATION AVAILABLE FOR PEOPLE WHO DON'T DRIVE OR CAN'T AFFORD A VEHICLE IN ORDER TO GET TO WORK.

- Not enough transit options between Ingersoll and Woodstock
- not walker friendly. should have better cheaper access to VIA rail, or Go Train from Woodstock to Toronto. Bike lanes are a joke.
- Only alternative is cab fare if you don't own a vehicle travelling between Ingersoll Woodstock Tillsonburg or relying on another family/friend to take you.
- Only Woodstock has public transit
- Operating schedule. availability to shift workers
- Other than the busses no longer stopping in front of the Walmart plaza, and the fact that the busses need to be on a grid system rather than meandering around the town as they do.
- Other than Woodstock's Buses what are they? Tillsonburg residents that wish to connect to Train pay a fortune
- Paying for all those empty city buses I see driving around my neighbourhood (Knightsbridge area). Also roads are really beat up with lots of potholes.
- Possibly subsidizing public transit mainly bus service to encourage more use?
- public transit attracts undesirables
- Public transit between communities in the County
- Public transit is only available in urban area's only
- Railroad crossings in Ingersoll, specifically the CN crossing at Thames St, are absolutely reprehensible.
- really nothing affordable in the tri-County area for Tillsonburg residents. it is important in that we are the corner of 3 counties.
- Rising cost People standing beside the driver while in transport = Driver missed to ding stops and was yelled at to stop
- Seeing buses that are empty throughout the day as taxpayers foot the bill for this service is a disgrace. Woodstock is NOT big enough to sustain a service like bus service. You have to face facts. Spending millions of dollars for a handful of people to use buses is absolutely stupid. Bus service must be discontinued, or at the very least, cut back severely.
- Some of the bus drivers go way too fast and the constant speeding up before stop signs is hard on the body. They take too many corners too fast that it's hard for a lot of us to handle it so we take cabs instead.
- -Speeding buses on Ridgeway going west - All parts of Woodstock are not well connected to transit - Connections on transit take 1 hour - It can take 2-3 hours to get across Woodstock on transit
- Sunday service needed
- Taxi's lie to you, buses are never on time, and people driving personal vehicles are often drunk or have no regard for pedestrians lives. I've been hit several times and almost hit seven times more than that.
- The bus service does not meet the needs of the public schedules are restrictive , I can usually walk the distance I need before a bus comes, fine in good weather not so in winter. The trains are not round trip to Kitchener and there is no greyhound bus. This is forcing me to return to driving, I had just moved to Woodstock from Windsor, however I am looking at leaving the area

as lack of regular public transportation makes me feel isolated or forced to get my own transportation.

- The current state of transportation outside of Woodstock needs work - enhancing biking paths on Broadway and enhancing public transit
- The hours of the busing and the routes
- The lack of access for the smaller places to get to Woodstock/Ingersoll to access bigger transportation like greyhound and via. It would also help with medical appointments/legal Issues/Shopping and attending events around our County like parades, fairs, home shows , etc.
- The lack of bus shelters and sidewalks where bus stops are located. Also the 630-1030 schedules do not meet a lot of peoples work schedules, and the lack a Sunday schedule.
- The new bus routes do not include any stops on Anderson or canrobert but there are students who need this transportation for work and high school
- The speed at witch they travel most times.
- The we lose Rail service and Bus service- to reach larger centers like London, Kitchener, Brantford and Toronto
- There aren't any buses other than the city of Woodstock
- There aren't any except for Via
- There aren't any public transit systems in Tillsonburg.
- There is a need for better taxi/uber services.
- there is inadequate affordable, reliable transportation opportunity within Tillsonburg...if the bus doesn't continue and that also goes for the same people trying to go out of town.
- There is little to none choices outside Woodstock.
- There is no access to public transit between rural communities and from those communities to the larger centres, keeping people with limited resources away from medical and other services and keeping them away from affordable food and other shopping
- there is no rural systems
- There is no Sunday service.
- There is no transportation within the County. How does someone get from Woodstock to Tavistock if you don't drive yourself?
- There is none for the rural
- There isn't enough
- There isn't one in Ingersoll.
- They should give Township money to rebuild more of their roads.
- Time and distance. Shift work keeps household members up all hours of night and so must drive them. Transit doesn't reach TA truck stop- a natural carpool place for my family. many family members need to go in many directions. we live rurally no public transit for us
- time limit on city bus transfers - doesn't allow enough time for riders to use the transfer for a quick errand
- timing, when weather is bad it is not nice waiting
- Too expensive; no Sunday service; cannot do return trip on transfer; extended hours are still not adequate

- Transportation system is primarily focused around the car. Alternate modes of transportation are inconvenient.
- very expensive transportation system, not efficient at all
- very rough riding
- Via price is too expensive/not worth it
- We need a low income bus pass for welfare and odsp recipients I'm on odsp 60 is a lot
- What transportation services lol right.... if you're not in Woodstock the County could care less about you
- Woodstock bus is limited; moving within municipality by transit is difficult

Question 6 – What improvements to Oxford County's transportation systems would you like to see explored?

Active Transportation

- Integrate bike infrastructure - Integrate into larger plan for GGH - encourage HUB development
- Keep expanding bike infrastructure - More roundabouts - More charging stations - Don't force sidewalks when space wasn't meant for it
- Trail network could be improved - Trails master plan incorporated into this plan - Using rail connection more effectively (to move people as well as goods). - Trail from Tillsonburg to Norwich rail line (through Springford) should be opened up for active transportation (this is owned by the County) - Stronger connection using Dereham Line as truck route (N/S) rather than thru 19 - Circle bus or loop route to connect Ingersol, Woodstock, Norwich and Tillsonburg. - Quicker NE connection (from Tillsonburg) for goods and people - Use former rail corridor - GO-style service into London from Ingersol, Woodstock (needed as population grows) - Airport is underutilized right now but may change with future growth or as technology changes. Right now when there is an airshow the road cannot handle the volume
 - Woodstock access to Kitchener-Waterloo, Stratford N-S - Transportation offered from small community to Woodstock, T'burg and Ing - Solutions for getting around (small scale) where transit may not be possible (think T-Go)
- - Would like separate bike lanes - Expand bikes and trails - commuter trails can connect to villages with an active transport trail
- Real bike lanes and fines for people that violate them. 2. Sidewalk clearing enforcement. 3. Revisit speed limits and parking on residential streets.
- Add dedicated bike strips or lanes to major roads
- better bike lanes
- Bike lanes on all newly constructed roads. Accessible pathways. Improved curb cuts for accessibility.
- Bike lanes or roads outside of town. From Ingersoll culloden rd and hwy 19 North and South are very busy and dangerous to bike along.
- bike paths

- Dedicated bicycle lane, Parkinson Road from Norwich Ave to Towerline Road, as well as Devonshire Ave. Reduce speed limit on bridge (Oxford Rd 4) over Pittock Reservoir, to make safer for pedestrians and bicyclists)
- Dedicated bike traffic
- Dedicated trails for bikes and walking between Oxford communities.
- Enforcement of bicycles on sidewalks and on the roads. More awareness for drivers of cyclists.
- expansion of bike lanes especially in rural areas
- I would like to see a safer way to get into the tmmc entrance by bicycle from all directions. Right now it's a terrifying battle against motorists if i arrive during a typical start of shift coming from innerkip. The left turn onto hwy 2 and then into the plant is precarious. Also, a way to know or deal with trains blocking the road would be great. Obviously bridges and tunnels aren't an economical answer but within your 20 year plan maybe have an app or something that can tell you if a train is going to block your commute for 20 minutes.
- I would like to see more extensive bike paths/dedicated road space.
- More bike and walking paths that are wheelchair/walker friendly with the possibility that golf carts or mobility scooters may be used on the pathway.
- More bike lanes
- more bike lanes and trails that connect urban areas
- More bike paths
- More cycling facilities and off road trails
- More maintained bike and walking trails connecting communities and promoting health.
- More paved, biking running trails
- More pedestrian and bike access away from cars. bus service from Woodstock - Ingersoll - Tillsonburg
- More trail systems for hiking/walking. Shoulder space for walking on roads.
- more trails, more connected villages and townships and main centres, you always have to use a car because nothing is connected except for major road ways to the urban centres, and it just is not safe enough to travel any other way other than car especially with young kids and youth
- More walking paths
- No more bike lanes, specifically in cities/towns. Also, because it affects me on regular basis, extending the sidewalk further south on Blandford St., in Innerkip. Right now, the sidewalk on the east side of the street ends at George St. As the physical education teacher at Trinity School, I walk students from our school to Innerkip Presbyterian Church (IPC), where we use their gymnasium. Right now, I walk them to where the sidewalk ends, cross the street and then walk the final 150m on the shoulder on the west side of the street. I would prefer a safer method of being able to do this. I am not sure how many other people would use a sidewalk that leads as far south as IPC, but from October to April, approximately 160 students (there are duplicates as some students travel the route multiple times each week) travel that route, both ways, each week for physical education classes and sports team practices. Lastly, the intersection of Juliana Dr. and Norwich Ave. needs to be expanded/improved, as "rush hour" traffic leads to major backups and issues at that intersection on Juliana Dr.

- Perhaps a County wide Bike, Car and/or Moped/Scooter Share would provide a flexible, affordable and/or green options, it would be unfortunate if people abused the system but if they utilized an access card (all personal information collected in advance) and a fine or charge was in place for theft or destruction of property then maybe it would be used properly. There are other places outside Oxford County that have these options, just need to make contact to find out pros & cons. There are still hitch hikers out there trying to get to other places within Oxford County but can't afford a cab and there is nothing else. Woodstock public transit would be nice on Sundays during winter season, spring, summer and fall is nice for walking/biking but winter isn't always that great. Even if that means conducting a survey to see the demand and utilizing a smaller bus or taking on a larger route. Open Sky-YFC Youth unlimited is a program where donated bikes are refurbished and sold, perhaps the County could work together or are there grants for city/towns going green with a bike share. We have moped/scooter businesses within Oxford County how could this be worked out with local businesses, same with your Car Rentals how could car share be incorporated.
- Sidewalks and shelters put in at regularly used bus stops (e.g. Longworth Drive).
- The addition of bike lanes in some areas. Ottawa installed segregated bike lanes in the downtown core which worked well for cyclist safety. They also added coloured blocks to intersections downtown with stop lights to help instruct cyclists on how to properly turn in an intersection.
- TMMC is the biggest employer in the area and there is no accessibility for persons on bikes. This is disappointing. I have access to two vehicles but would like to bike to work for environmental and health reasons; the one season I did bike to TMMC I did not feel safe as there is no bike lane infrastructure. I feel bad for individuals I see regularly biking to work without any choice and must risk personal safety to work. This is wrong. If we want to be seen as a progressive and leading community in regards to transit this is the type of thing to address. Look at the maps and make a safe bike route to our biggest employer.
- Trail expansion - esp Hickson Trail to Hickson. -Expand transit connections between villages in the County
- Would like more bike lanes

Roads

- Better north-south links - Routes through Woodstock
- Hwy 19 needs passing lanes/4 lanes. - Alternative transportation options (e.g. uber, rideshare) may be more efficient than the bus. - Reduce transaction costs for transit
- Hwy 2 & 401 and Hwy 59 & 401 -- move back the traffic sensor so it is green by the time you get to the light - New development by Devonshire and Cardinal - put a new trail but there is a curb that stops accessibility - make trails more accessible. - Put in bike lanes on our roads
- Hwy 59 & Church is a bad intersection - County wide transit system connects to woodstock - Regular railways service to Toronto - More via train times
- Widen HWY2 (woodstock to London) - Better winter maintenance
- 19 faster

- 401 ERT around road close and stopped traffic
- 59 highways. Maybe to see how traffic could move faster. Farm equipment causes slow traffic too often
- Build a proper ring road/highway around Woodstock (north end). Expand Vansittart/Highway 59 to a proper four lane divided highway from Devonshire to Tavistock (or Highway 8) to reduce collisions and death, also remove the roundabout at Oxford Road 17 which does not manage traffic well in it's one lane configuration. Configure Highway 2 as a proper four lane divided configuration from Woodstock to the current four lane alignment at Shaw Road in Thames Centre, thus reducing stress on the 401 as a local route and during closures. Rebuild the Norwich Ave and Juliana intersection to a proper four lane configuration to align with the new MTO bridge at Highway 401, while doing a traffic study to time the advanced green lanes so they do not sit empty at peak times which they do now, possibly creating a no truck route during peak times as large axle vehicles can tie up the intersection for an entire light cycle. Run bus transit in both directions, and run transit to the large employment area of Ridgeway Road, aligning routes with major shift times to ensure use (ie 330pm)
- Connections to other areas (Woodstock, Ingersoll). Maybe a bus that runs down the 19?
- more turning lanes on highway 2 and 59
- Relieving truck transport on 59 north
- Remove delays from 401 at Mill St (need to improve from 401 to Parkinson, truck traffic with stop lights and hills are a bad combination). Improve traffic flow around Toyota to Woodstock, try roundabouts, and remove stop lights? Need to eliminate/reduce the stop and go traffic.
- A economical County bus service which will allow youth to travel to their place of employment. Right now there is nothing in place. The County is forcing its youth residents to hitch hike rides with strangers. So much for a safe ride eh?
- Another road to make a N/S connection
- Anything!!
- As a former truck driver there should be truck route through downtown Woodstock and vansittart ave. Ring roads can be used.
- ATVs on trails that link smaller communities.
- Better road maintenance
- Better road repairs
- Better street crossing for children in Tavistock
- biking roads
- Clear markings for pedestrian/motorized wheelchairs/"scooters" across busy roads out of the Tillsonburg core (Quarterline, Tillson, Baldwin/Simcoe, Broadway). There is a growing population of seniors and children on the west side of Tillsonburg and few safe crossings areas towards the Community Centre or soccer park.
- Consider widening road when re-paving to allow for a safer cycling environment
- Continue pavement on roads that become gravel.
- County Transit
- Enforcement and better rebuild program for rds in which need base repairs

- Even more paved shoulders and reduced speeds in rural areas. More 70kph zones on roads like 31st line and 40/50kph zones in towns like Embro and Kintore
- Fix sales drive
- Fix the roads
- Gas station and grocery store / restaurant on north west part of Woodstock
- Heavy trucks not allowed in downtown cores other than for delivery to local businesses.
- heavy vehicle by-pass around Tavistock
- Improve roads
- Improve transportation to schools. Consider options for seniors
- Improved licencing for personal drivers as anyone whose parents have a couple hundred dollars to pay for the tests can get one without actually earning it. After these people receive their licences they throw regard for the law and people's lives in the garbage. Enforcement of traffic laws as currently there is none unless the police are trying to fill quota. I have seen people get angry at the person they hit with their car for being in their way. I've seen people not using their turn signals and then blaming others for the accident they cause. I have seen and heard drunken drivers flying down Dundas St. and squealing their tires because they have no fear of the law taking any action against them. This town is a dirty mess which is why I've decided to leave it all together. It cannot be saved.
- Keep the roads repaired as necessary
- leave it alone
- LED streetlights that are under 3000K (possibly 2700K), there is need for LEDs to be brighter than 3000K. Communities that have brighter lights have more complaints about them.
- Less lights on Tillsonburg mainstreet
- Lower the cost of electric or hybrid vehicles for those who can afford to drive lower the cost of busing for those who can't. More improvements to busing routes and longer run times so people working shifts do not have to rely on a cab to get home. That gets costly.
- More paved roads
- More paved roads.
- More paved roads.
- More shoulders and bike lanes - speeds are too fast to walk/cycle safely
- More visible stop signs on the back roads
- More walking trails, less traffic lights
- Motorcycle specific parking.
- Need more paved roads
- off road paths etc to Ingersoll Paris Norwich
- Pave the back roads
- Paved shoulders for those roads designated as Share the Road routes. Separate cycling trails from roads used by motor vehicles.
- Paving gravel roads or even tar and chip would help
- Possible bus service between Tillsonburg Woodstock and Ingersoll
- re-evaluate the EDR routes as they go through built up areas and make them enforceable

- Replacing old and cracked roads rather than just trying to fill in the bad spots, my vehicle takes a beating because the roads here are bad
- Ride sharing opportunities.
- Roads
- See #5 comments Drivers ticketed for driving too slow.
- Shoulders and bike lanes so that people can use other modes of transportation besides motor vehicles.
- Streets that are in poor condition replaced, rather than the many streets which are in decent condition and are replaced. Quit ignoring the South of Dundas st. areas.
- The length and timing of lights along Mill St. seem even for N-S drivers, with their E-W interchanges. However, many more cars seem to be going N-S and are left to wait at red lights, even though little to no traffic are using the E-W roads. Could this corridor from the 401 to 59, along Mill St., be sped up?
- turning lanes on my road at Brant Oxford Road and Keg Lane
- Upgrading some gravel roads with higher traffic volumes.
- Walkway across Broadway (where Glendale Drive is) lots of traffic from Glendale Highschool
- Wider shoulders on roadways. Go train. More bike racks in public.
- wish we could use cats eyes on the roads , so easy to see in bad weather . But Kudos to the County plows , WAY better than the city at keeping the roads drivable . thankyou
- Woodstock ring road. Speed management techniques in subdivisions. Losing drive is
- Help people learn to signal in roundabouts - More carpool parking locations to go outside County
- Improvements to roads in Ratho - More walking trails, sidewalks and connections
- Better infrastructure for cycling.
- Better roads and infrastructure. WidenING Highway 19 between Tillsonburg and Ingersoll. Putting in a couple of passing lanes along the way. It becomes very congested at times.
- Better roads with many many many more turn lanes at busy intersections, especially in Woodstock. Public transit that is effective and efficient. I've never understood why we have big buses running around Woodstock with few passengers. The bus stops need to allow traffic to pass by as opposed to blocking traffic.
- Improvements to road conditions
- Look into synchronizing traffic lights on certain streets in Woodstock. Norwich ave. Dundas etc.
- My suggestion is a simple one, however I do not know the cost or hoops that would have to be jump through to make it happen. I believe that we need permanent solar power "60 ahead SIGNS/your speed" at the top of the hill by Steels on the East End and at the top of the hill by Rick and Allan's on the West End. I am thinking something very similar to what they have in Embro at both ends of town. I find them very effective in most areas I see them. Regards, Jamie Turvey 519-535-4423
- Protected (physical barrier like a curb) bike lanes.
- The roads , build new roads

- Traffic lights reevaluated
- wider roads for main streets, road repair

Transit

- Accessibility improves , like to see bridge opened (Finkle St to Main footbridge closed) - Rail service Woodstock to Ingersol
- Add or change the routes as the city grows - More connections - Should be able to walk from one bus stop to another to transfer - shouldn't have to waste time going downtown to transfer
- Better connections between villages - Use the rail lines for more local travel - Interested in promoting bike share programs - PS Cycles of Life in Woodstock want to start bikeshare program. Contact: Mary Jane Phillips: P.S.cycles.of.life@gmail.com
- Easier access to transit pass (shouldnt need to go uptown) - Transit route between Woodstock and Ingersoll and through Beachville
- Elderly communities need more access to transit (maybe greyhound, buses. - Bikeshare to get around
- Electric buses - Support sustainability - Incentives to expand charging stations (e.g. for townhouse complexes to have incentives to install these stations)
- Expand roads for bike lanes, don't take out existing traffic lane - Join Juliana Dr and Commerce Way to keep truck traffic out of residential areas
- Improve transit knowledge and friendliness of drivers - Separated bike lanes for safety - Want to see a way for trucks coming from the north to bypass Woodstock as they get to the 401
- Improved train service or GO - Allow 4-wheelers in trail system to connect to other parks and trails for rural access - More walkable, promote walking - Safer biking environment, bike share?
- More access to natural spaces, eg retention pond on Devonshire - Brick Ponds; needs a place to park - makes the park more accessible - Wants traffic light sensors to be put in earlier so they change when person gets to the stop - Paving Lands down (Devonshire to Dundas) but from Nelas to Dundas is 4 lanes - could you put some bike lanes in when paved?
- More Via service - GO service - Inter-village, through County transit, Woodstock to Ingersoll. Ok with infrequent service but there needs to be something - Economic benefit of linking villages
- Need transportation County wide - Access to GO train service - Access to high speed - Transit to connect low income housing to grocery stores in Innerkip (it's a Food desert)
- public transportation and bike lanes
- Public transportation improvements/expansions outside of Woodstock - Biking
- Would like a GO train in Woodstock (Via too expensive and service infrequent) -New developments should be serviced by transit - Transit within Oxford County
- Interconnectivity among the urban centres of Oxford 2. Better coordination of transit within Oxford with public transit outside of it e.g., Woodstock's buses might share a parking lot with Greyhound and Via 3. Bike share 4. Car sharing and electric at that with drop off points in various urban centres in Oxford 5. Greater emphasis on parking off Dundas in Woodstock, Thames in Ingersoll, Broadway in Tillsonburg so that as you walk or drive those main streets you actually see the shops, cafes and offices (and want to stop in them). 6. More available maps in

urban areas showing how the trails connect for hikers, walkers, bikers, horse-back riders as well as the streets and major buildings someone might want to visit.

- 2 way routes (stops) like most cities. Not riding 5 miles out of my way to go the nearest mall 4 blocks away. IE: Fyfe Ave/ Parkinson > downtown> circle around 3-5 miles... to get to Walmart or No Frills Plazas'. :*(
- 5 lanes on main east west and north south travel routes.ie: Parkinson road, Norwich ave,cedar,wilson,huron, mill,juliana,devonshire,dundas
- 90min any stop transfer
- A bus route
- A bus stop closer to No Frills/Dollarama would be nice. That the bus drivers stop speeding up before stop signs and take corners so fast.
- A bus system that doesn't get used on some routes (nobody on city bus as it goes by)
- A category for low income people similar to a Student/Stride Pass
- A County wide bus system would be cost prohibitive; potentially subsidizing bus or train routes may be more cost effective and help interconnect the peoples of Oxford.
- a County wide public transportation service would valuable. Or call it a regional service. intercity or community bus service would be a huge improvement.
- A shuttle bus between Woodstock and Ingersoll several times a day would be fantastic for people who don't drive. Put a nominal fee to use to be bought ahead of time to ensure your seat and it would allow for more commerce between city centres. Ingersoll could have a central pickup (say the library), and once in Woodstock (say Walmart), patrons could catch a Woodstock bus to get to other destinations.
- A shuttle service to and from Woodstock for the smaller communities. Perhaps once in the morning and once late afternoon or early evening.
- A small shuttle bus that would accommodate people wishing to catch via train service. Would not have to operate every day.
- accessible (w/c) transportation available in the small communities available at the same cost as it is in the 3 larger centres within Oxford
- affordable accessible transit within the larger communities of Tillsonburg, Ingersoll and Woodstock.
- Affordable and available transportation between smaller, rural communities and into larger centres.
- Availability of weekly or several times a week taxi or small transit bus at a reasonable price for seniors or those that do not have a personal vehicle
- Better location
- Bus from Woodstock to Tavistock or Ingersoll, Tillsonburg - more County-wide transportation
- Bus line to other towns
- Bus or shuttle service to Woodstock hospital, downtown Woodstock London hospital
- BUS ROUTE FROM TILLSONBURG-INGERSOLL TO LONDON
- bus routes to industrial areas...Patula Ridge, Parkinson Road East, Universal Road, Toyota Plant etc. Also buses between Woodstock, Ingersoll, Tilsonburg, Norwich etc.

- Bus service between small towns to the large centers in Woodstock and Tillsonburg.
- Bus service between the city/towns
- Bus transportation through the County, better trails, bike lanes
- Can there be transport to the outer lying townships to transport you into out of County centers i.e. KW or London? Thanks.
- City buses are too empty - bike lanes are a joke
- close that system as soon as possible
- Commuter bus between Woodstock an outlying areas
- County wide bus system
- County wide public transit
<https://www.google.ca/amp/s/www.thestar.com/amp/news/gta/2017/04/03/innisfil-taps-uber-to-fill-public-transit-void.html>
- Earlier on Saturday Run on Sunday
- Equal access to bus routes especially for neighbourhoods that have high school students needing to use the transportation for school.
- Even just a small shuttle/bus around town or regulation for taxis would be great.
- Expand pass city of Woodstock. We live just outside and yet our kids have to bike down 59 if they wish to get into town in the summer
- expanding public transit in Ingersoll & Tilsonburg areas
- Extended city transit - more frequent buses, more routes, later hours.
- GO service
- Go station to Toronto. Through Wateloo/kitchener
- GO stop in Woodstock
- High speed rail or at least more affordable rail travel.
- I have ideas for much more than transportation but they fall on deaf ears :(
- I live in the Walmart area but find it difficult to walk there. I have to go all the way downtown to switch buses to come all the way back. A reverse route would be great. It would be nice if the bus stopped in front of Walmart again. The walk from the side of the store is not very nice in the winter and the rain. I've seen many struggling with that.
- I live in 800 Chieftain and if the bus had a stop at 600 and 800 Chieftain I believe a lot would use it 150 apartments in each building
- I would like to see shuttle busses that circle through Woodstock, Ingersoll, Tillsonburg and Norwich on a loop 2 or 3 times daily . Early morning/ mid-day and evening.
- I would like to see the culvert going under the road in from of my house replaced with a new one that works properly. 316625 31st Lines. It has been crushed by heavy traffic of gravel truck. I would like to see the speed limit respected/enforced by all traffic and especially the big gravel trucks.
It would be much better if the gravel trucks would find another route instead of traveling on the 31st Line.
- I would love to see an interurban streetcar (LRT) system set up from Ingersoll to downtown Woodstock. with a future plan to cover the rest of the County.

- I would love to see dedicated bike lanes with physical barriers preventing cars from parking in them. It would also be great to see sidewalks cleared of snow and ice in the winter, so pedestrians have a safer route. It would be great if there were crossing guards on all major roads that students need to cross for school. Specifically on Dundas St (for Winchester PS) and Ingersoll Ave and Wellington St (for Northdale PS).
- I'd love to see a Woodstock transit stop at the truck stop. A morning & evening connection run between Ingersoll, Woodstock & Tillsonburg would enable my ability to attend appointments and shop where I need. I wish there was a way to get to the farms that sell their produce fresh even if just once a month.
- in way of the buses, the amount to pay to use a bus is still high . this needs to be looked at.in time when it can be done, more routes and buses[so people can get to places like the TOYOTA PLANT and other places]also the buses should not have the windows covered[at least once, they were covered by maple leafs[this made it very hard for one to know when to get off as it was very hard to see thought the windows[this should not be done again[.
- Integration and expansion of current transportation services across County
- Inter town buses during commuter times.
- It would be nice if we have access to transportation from different communities in Oxford. Transportation that was inexpensive. Kind of like the GO bus/train system they have in the GTA.
- Lack of transportation options for seniors in rural areas of the County.
- Like to see bus stops expand more to the factories in woodstock an run to 11pm
- Longer hours
- Make it easier for the seniors , need more stops .
- Maybe local bus service in the County so people can get that advantage of job opportunities without needing a car to get to and from areas like Tillsonburg or Ingersoll.
- More accessibility to other towns in Oxford County.
- More busses to take people to other cities.
- more connections for bus travel (Bright, Plattsville)
- More convenient (quantity and cost) intercity travel options
- More options
- Move Walmart stop back Lower bus pass fares for low income Sunday run every hour
- Norwich needs something
- Not applicable
- off road trails
- Out to the rural
- Possibly a bus system that runs just between Tillsonburg, Ingersoll and Woodstock and surrounding areas at a reasonable rate (cabs are way too expensive).
- Public transit between communities into the County and also outside of County
- Public transit routes for the tri-County area to all local communities and back.
- Public transit running between Ingersoll and Woodstock
- Rail to Kitchener
- Rails and bus

- Removing all city buses and replacing with less expensive, subsidized shuttle service for all residents.
- Ring road around Woodstock. Improve bus routes and down the way light rail transport in order to cut down car traffic. Take trucks off Dundas St. Also #19 in Ingersoll to Tillsonburg has always been a problem for accidents but not sure what the answer is. Make #2 between Woodstock and Middlesex County 90 km from 80.
- Run 7 days a week and, run until midnight during the week
- Schedules from Blenheim Blandford Towns to Woodstock
- See #4
- see #5
- see above
- See above. At least one stop on Anderson Street should have stayed. All three were removed. It hardly seems fair that students on this part of town are not eligible for bussing through the schools (Anderson Street is just under the 2km cutoff) and then the city goes and removes all of the city bus stops from the street too. This certainly doesn't encourage young people to get to school on time. The new route that goes down Fifth Ave is terrible for drivers and a fairly long walk in the rain for people who live on Anderson near Pebble beach.
- See answer to question 5. I will fully support an inner Oxford transportation system. Especially if Metrolinx ends up bringing the Go transit line up to Woodstock
- See point 5. It would be nice to have semi-public or public busing between mayor areas. Ingersoll tillsonburg, Ingersoll Woodstock, Woodstock tavistock, Embro Innerkip, Norwich - mount elgin etc.
- should have more buses running on 15 MINUTE SCHEDULE AND going to more areas like Canrobert and Anderson Street
- Shuttle bus between towns to Woodstock & areas
- sky train between Woodstock and Ingersol
- Small efficient busses, paved bike lanes
- Smaller and cheaper City buses.
- Smaller buses, maybe electric
- Smaller buses.
- Smaller city buses (only need to hold 4 people as far as I can tell)
- Smaller Woodstock Transit buses. Bike lanes increased and rental bike and/or e-bike system in place. Eventually, a green fleet used to create a pay-per-use ride system between Oxford communities (would need bigger vehicles than currently available).
- Some form of bus travel between communities.
- Something for rurals
- Something that comes to Tillsonburg and throughout County.
- Sunday busses
- Sunday service and service between Woodstock and Ingersoll
- Sunday service bus to Ingersoll and London
- Sunday service not everyone can walk or afford taxi service.

- T:GO link to London and Woodstock
- The public transportation, there is no bus service on Sundays or holidays, forcing me to either walk or take a cab which is expensive. For seniors having no bus service seven days a week keeps the individuals isolated or dependent on someone else.
- There are no improvements that can be made. This city is too small for a tax-supported bus service. This needs to stop.
- Think of transit options for seniors
- timing, on-time pick-up would be great
- To make sure that needs are met of people who live in the periphery of Oxford, partner with neighbouring counties such as through <https://www.regionalrideshare.ca>
- Town-to-town bus route, that could cover 2 times a day departure and arrival. That would assist individuals who have no access to a car to get to doctor, dental, and other important appointments or even shopping.
- Train crossings made better or in a limitless \$\$ world a couple over/underpasses (#6 by roundabout) and #4 by Toyota
- Train service improvements
- transit between Ingersoll/Tillsonburg to Woodstock and smaller villages even if it's once a week
- Transit services in Tillsonburg. Large senior population
- Transportation to other Cities/Towns etc
- Transportation to small towns for walking and bike holders on buses
- Transportation within the County. Not sure how it can be done but if you were a senior and had someone in Long Term Care in Tavistock and you live in Embro how do you get there?
- Via Rail service needs to be greatly improved. No west-bound trains leaving Toronto to Woodstock/London later than 7:00 p.m., to my knowledge. No public transportation system from Woodstock to Tillsonburg return and very limited, if at all, to Ingersoll, return.
- Want transit to connect to centres in the County. Maybe coordinate days of the week where we can get to Tillsonburg or Woodstock
- We need transportation options that connect people between communities in Oxford - not everyone drives a car. We need a vision and leadership (see comments above) if we are to provide services to meet citizen expectations and to address an aging population; it will also be vital to maintain and attract newcomers to our area.
- We would like a bigger Toronto go bus as so many people are using it.

From: [Adam Nyp](#)
To: [Rob Walton](#); [Dadean Assam](#)
Subject: FW: Results from Speak Up Oxford comment form
Date: October-17-16 10:48:05 AM

Hi Rob & Dadean,

[REDACTED] who you may know as a very active citizen in Tavistock has asked a question through Speak Up, Oxford! regarding the Transportation Master Plan (see below). Right now, we just have some generic info on the SUO page until the project gets rolling.

Would either of you like to respond, or make a suggestion on what I can tell her at this point?

Thanks,

Adam

From: Oxford County Communications [mailto:communications@oxfordcounty.ca]
Sent: October-17-16 7:11 AM
To: Adam Nyp; Donna Kemp; Jennifer Austin
Subject: FW: Results from Speak Up Oxford comment form

From: Communications Group[SMTP:COMMUNICATIONS@OXFORDCOUNTY.CA]
Sent: Monday, October 17, 2016 7:10:48 AM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form
Auto forwarded by a Rule

[REDACTED]
Email: [REDACTED]
\$(Municipality_FullResults)

Subject: Transportation

Comment: "Opportunities for involvement will also be available through Public Consultation Centres (PCC) and forums." When, where and how are these happening?

Please complete the survey below. You can also provide feedback online at:
www.oxfordcounty.ca/speakup

1. The draft Transportation Master Plan is recommending improvements such as exploring **traffic calming measures, intersection improvements** (traffic signal optimization, turning lanes, roundabouts, etc.) **road and bridge capital improvements** (reconstruction, rehabilitation resurfacing, etc.). **What are your thoughts on this?**

yes to all - 100% support - Sidewalks need to be wider - especially around schools so there is room for people to pass - Strollers, kids on bikes, people walking side by side. Roundabouts need stronger pedestrian ways. Devonshire in Woodstock has too long distance between lights for safe crossing.

2. The draft Transportation Master Plan further incorporates the vision of the Community Sustainability Plan with a “**view to the development of healthier, less costly communities**” through ongoing development of **active transportation** facilities (i.e. cycling network, trails, paved shoulders) which promote **low carbon transportation** and **improved connectivity** between communities. **How do you feel about this approach?**

paved shoulders - and more sidewalks -
a wider bike lanes - marked.

3. The draft Transportation Master Plan is proposing to support **trail development** and update **active/alternative transportation policies** within the Official Plan and completion of a County-wide Cycling Master Plan.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about each of the proposed actions?

Mark your choice with an X.

Proposed Actions	1	2	3	4	5
Trail development					✓
Update active/alternative transportation policies in the Official Plan with TMP recommendations					✓
Develop a County of Oxford Cycling Master Plan					✓

b) Do you have any comments on the proposed actions?

Define "trail development". Trails need to support the natural native environment. Accessibility is very important - but surely there are more options than asphalt.

4. The draft Transportation Master Plan recommends ongoing **provision of safe, efficient and convenient traffic/transportation access** to/from existing and proposed future developments and properties within the County. These provisions for road access management will help contribute to the successful **sharing of a right-of-way** between autos, trucks, and alternative modes of travel including pedestrians, cyclists and transit.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
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b) Do you have any comments on the recommendation?

what are the future developments + properties?
How are they aligned with the TMP?
Need clarification + an indication that it
will be aligned.

5. The draft Transportation Master Plan recommends continuing to advocate for an integrated **Southwestern Ontario regional transportation system (“SouthwestLynx”)** which would provide for transportation links between communities through infrastructure enhancements to existing passenger & freight rail corridors and development of an **intercommunity transportation service** (i.e. intercommunity bus network). This integrated passenger rail and intercommunity bus transportation system would **enhance the connection of residents** in small urban/rural Southwestern Ontario to the larger urban centres, each other, work, social services and shopping, recreation and entertainment activities.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
--------------------	---	---	---	----------------------

b) Do you have any comments on the recommendation?

Freight trains do NOT follow a time table or schedule.
Therefore scheduled use of rail lines for passenger
use will be very difficult! Are you suggesting expropri-
ation for new rail lines?

6. The draft Transportation Master is proposing **safety improvements to at-grade railway crossings**. Do you have any **concerns** with the safety of railway crossings throughout the County?

Trucks need to do a city by-pass but level crossings are a big deterrent. Who is responsible for maintaining the at-grade crossings? Highway sq at Wilson + Cedar is terrible. Raise crossings in Ingersoll if possible. Too often held up by slow trains.

7. The draft Transportation Master, in conjunction with the Province, rail authorities, and other municipal jurisdictions, recommends the ongoing **provision for a safe and efficient transportation network for goods movement** in Oxford County, including the accommodation of farming transportation needs, consideration of local intermodal terminals, corridor access management, etc. **How do you feel about this approach?**

Need specifics. Need city bypass truck routes for 3 cities (urban areas) in the County - truck traffic is heavy & increasing. Construction means dump trucks +++ - need a designated truck route for communities.

8. A **multi-modal terminal** is a feature of a transportation system in which several modes of transportation (walking, cycling, personal vehicle, bus, train, etc.) can be accessed in one common location and allow for **integration between modes**.

The draft Transportation Master Plan recommends that consideration be given to the development of **centralized multi-modal facilities in Woodstock and Ingersoll**. The objective of such multi-modal terminals would be to provide residents with direct connections to a variety of transportation choices, and **reduce the demand for personal vehicle use**.

- a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
--------------------	---	---	---	----------------------

- b) Do you feel you would benefit from a multi modal terminal? Please circle.

Yes – No – Unsure

- c) Which types of modes would you use given the opportunity? Please circle.

Walking – Cycling – Personal Vehicle – Bus – Train – Other: _____

- d) Do you have any comments on the recommendation?

Any examples in other jurisdictions?

9. The draft Transportation Master Plan supports a transportation demand strategy that considers ridesharing (school buses, inter-County transit, carpooling), active transportation, and workplace mode shifting (i.e. work from home).

- a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
--------------------	---	---	---	----------------------

- a) Do you have any comments on the recommendation?

Who carries the cost?

10. The draft Transportation Master Plan supports the County's **100% Renewable Energy target by 2050** and recommends that **electrical vehicle charging stations** be installed in parking lots at existing / future carpool lots, public facilities, and other employment areas.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
--------------------	---	---	---	----------------------

b) Do you have any comments on the recommendation?

In colder areas they have places to plug in block heaters. Surprised it is taking so long to bring in charging stations in every public parking lot.

11. **Autonomous vehicles** can eliminate driver error and therefore improve safety, along with reducing traffic congestion. **What role do you see autonomous vehicles playing in the future of the County's transportation network** (e.g., public transit, taxis, etc.)?

Unsure of the full implications, so really cannot speak to it.

12. What role do you see alternative, low carbon, fuel sources playing in the future of the County's transportation network (e.g., solar/electric, hydrogen, biofuel, natural gas, etc.)?

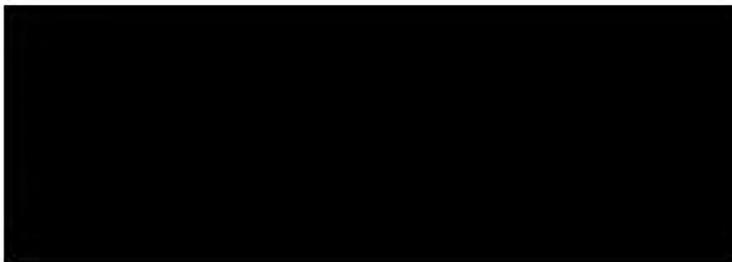
Nothing to compare it to - any examples?

13. Is there anything else you would like to see included in the County's transportation system strategy?

Comment

This requires a very high literacy level and Oxford County stats show lower than provincial average. What are you doing to capture interest & feedback from those who may have difficulty responding to this format?

Please return your feedback to the project team. Thank you for your input!



From: [Communications Group](#)
To: [Oxford County Communications](#)
Subject: Results from Speak Up Oxford comment form
Date: September-05-18 4:29:32 PM

Name

[REDACTED]

Email:

[REDACTED]

Community: Tillsburg

Subject: Transportation

Comment: When is out of town transit going to resume

From: [Communications Group](#)
To: [Oxford County Communications](#)
Subject: Results from Speak Up Oxford comment form
Date: September-11-18 11:19:53 AM

Name [REDACTED]

Email: [REDACTED]

Community: South-West Oxford

Subject: Transportation

Comment: Would love to see all our gravel roads tired. Otherwise I think you're all doing a great job

From: [Communications Group](#)
To: [Oxford County Communications](#)
Subject: Results from Speak Up Oxford comment form
Date: September-11-18 10:36:39 AM

Name: [REDACTED]

Email: [REDACTED]

Community: Woodstock

Subject: Transportation

Comment: I'd like more information on proposed changes in on Vansittart North beyond Pittock Park Rd. I understand that turning lanes and lights are being considered. I'd like to know about the timeline and locations. I live at [REDACTED]

From: [Communications Group](#)
To: [Oxford County Communications](#)
Subject: Results from Speak Up Oxford comment form
Date: September-12-18 1:58:44 PM

Name: [REDACTED]

Email: [REDACTED]

Community: East Zorra-Tavistock

Subject: Transportation

Comment: we need a better, cheaper rail system that is not high speed rail. Get the tracks fixed and add more train cars.

From: noreply@oxfordcounty.ca
To: [Oxford County Communications](#)
Subject: SUO Comment Submission
Date: March-15-19 12:15:58 PM

Name: [REDACTED]
Email: [REDACTED]
Confirm
Email: [REDACTED]

Community: Tillsonburg
Subject: Transportation

Comment Can we please get the bridge seams on Simcoe street smoothed out or repaired as they are quite jarring. I cross that stretch of road atleast 3-4 times a day. I know there needs to be a gap for expansion, but it is very uneven. Thank you

Heather Goodman

Subject: RE: Comments on Oxford Transportation Master Plan

From: [REDACTED]

Sent: February-25-19 12:43 PM

To: Peter Crockett <pcrockett@oxfordcounty.ca>

Cc: Larry Martin <lmartin@norwich.ca>; Sandra Talbot <stalbot@cityofwoodstock.ca>; David Simpson <dsimpson@oxfordcounty.ca>

Subject: Re: Comments on Oxford Transportation Master Plan

Thank you for you reply, [REDACTED]

I agree that a Southwestern Ontario-centric authority would be the route to take.

I also can appreciate the complexity of the issues entailed. I cover the transportation industry for the business media. I had also served as a member and later vice-chair of the City of White Rock, B.C.'s transportation committee, including having taken part in the TransLink Surrey Rapid Transit study stakeholders committee and having worked on the thorny issues of a long-proposed rail bypass and a proposed border station.

So what would be the next steps? This is the proverbial "eating of the elephant".

Here are some thoughts:

1. Planning and launching a demonstrator (18 month) limited-frequency (peak period, timed with shifts, college/university hours) buses from Woodstock to Brantford, London (through Ingersoll), and to Waterloo Region. The buses could be routed to serve colleges, hospitals and large employers e.g. CAMI and provide connections with GO, local transit (including the new Ion LRT), VIA and Greyhound.
2. Working with the Province and the Federal government for additional VIA trains/ stops as suggested in my email.

I can see the value: I had a 7:30 am company-sponsored event in downtown Toronto last Thursday. To avoid driving I had to take the RobertQ shuttle to Pearson at 4am then transfer to the UP Express. I caught the 12:15pm VIA train direct back to Woodstock.

3. Pushing for rebuilt accessible VIA stations at Woodstock, and also at Ingersoll, as recommended in the SouthwestLynx report.

My wife and I lived in Belleville for 4 years and I had sought similar station improvements there, which were made after we left. The Woodstock station has the potential for the overhead accessible walkway to be extended to adjacent streets, e.g. Wellington Street north of the tracks at the overpass, which would provide added convenient access including to the downtown.

4. Asking the Province to conduct, or partner with affected communities to sponsor, a detailed engineering study of the Woodstock-Komoka Line Consolidation recommended in the SouthwestLynx report, including examining options to reuse other available and also disused railway corridors for freight like CASO through St. Thomas, as the CPR through London is single track.

Best,

[REDACTED]

[REDACTED]

On Thu, Feb 14, 2019 at 2:47 PM Peter Crockett <pcrockett@oxfordcounty.ca> wrote:

Mr. [REDACTED]

My apologies for the delay in my acknowledgement of your comments on the Transportation Master Plan. By copy, I have forwarded to our Director of Public Works, David Simpson who has carriage of the project.

I thought I should offer comment on your comments regarding the extension of GO into Oxford and various rail improvements. Our SouthwestLynx proposal calls for an integrated public transportation master plan that serves all of Southwestern Ontario through enhanced passenger rail and a fully integrated intercommunity bus system. The concept is laid out in our summary brochure, Connecting Southwestern Ontario, accessible through the SouthwestLynx banner on our homepage at www.oxfordcounty.ca.

Of note, our SouthwestLynx plan does not advocate for the extension of the GO/Metrolinx service area beyond its current boundaries. Rather in it we advocate for the establishment of a Southwestern Ontario centric authority with similar mandate to Ontario Northland and Metrolinx which serve northern Ontario and the GTHA respectively.

Our thanks for your comments, as mentioned by copy I have forwarded to David Simpson for consideration as the plan is finalized.

Thanks

Peter

Peter M. Crockett, P.Eng.

Chief Administrative Officer



pcrockett@oxfordcounty.ca

21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3 | T 519-539-0015 /1-800-755-0394, Ext 3000

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Think about our environment. Print only if necessary.

From: Larry Martin
Sent: January-22-19 3:12 PM
To: Peter Crockett
Subject: FW: Comments on Oxford Transportation Master Plan

Peter

I just received this and thought I should share would you care to respond.

Larry

From: [REDACTED] <>
Sent: January 22, 2019 2:23 PM
To: lmartin@norwich.ca; stalbot@cityofwoodstock.ca
Subject: Comments on Oxford Transportation Master Plan

Dear Warden Martin and Deputy Warden Talbot,

I would like to provide several comments on your impressive drafted updated Transportation Master Plan. I am shortly to be arriving Woodstock resident; my wife and I are looking forward to making Oxford County our new home. I will be working from home and occasionally travelling into the GTA for meetings; my employer (I work a business media editor, covering customer service, finance and marketing) is based in Markham.

I also have a background covering communications technology, economic development and site selection, and transportation. Additionally, I have served on accessibility and transportation committees and represented business and community organizations on transportation issues in B.C. and in the USA.

1. Kudos for encouraging local businesses to offer telecommuting. From my research, and firsthand experience from having worked from home, the key stumbling block is that employers do not directly feel the financial impacts of enabling telecommuting or requiring workers to commute i.e. incurring transportation demand and resulting costs, including health-debilitating emissions. Moreover, much of the commuting demand is coming from outside of Oxford County e.g. London, Waterloo Region, GTHA, so that in-county measures may have welcomed but minimal impacts.

Could Oxford County examine, in partnership with the Government of Ontario and the Government of Canada or suggest to them the following:

- (a) Offer telecommuting tax incentives to businesses, and grants-in-lieu of taxes to nonprofits including postsecondary institutions.
- (b) Offer telecommuting rebates to employers outside of the GTHA that have employees who live in Oxford County.
- (c) Create resources, including best practices guides and instructional how-tos.
- (d) “Walk the walk” by instituting aggressive provincial and federal government and Oxford County telecommuting programmes.

2. The Transportation Master Plan is to be commended for proposing local bus networks. But one gap appears to be missing and that is to Brant County/City of Brantford to extend or to connect with the GO/Metrolinx network. The Brant County/Brantford missing link is particularly important given that Brantford is an important employment hub and that the GO bus serves Hamilton, including McMaster University (and planned LRT) and connects into the GO train/bus network at Aldershot.

Could Oxford County examine, in partnership with Brant County, the City of Brantford, and the Government of Ontario or suggest to them the following:

- (a) Open a park/ride lot for the GO bus at/near Highway 403.
- (b) Extend selected GO bus trips to Woodstock, say via Paris and Princeton, both of which lack mass transit.
- (c) Integrate GO and VIA Rail fares and services, including having the GO bus serve the Brantford VIA Rail station and if extended to Woodstock the Woodstock VIA Rail station.

3. The SouthwestLynx report that the Transportation Master Plan draws from wisely recommends maximizing existing rail routes for higher-performance rail (HPR) as opposed to the previous Ontario Government’s high-speed-rail (HSR) plan taking invaluable farmland and missing Woodstock.

However, it has a serious flaw in that the recommended Toronto-Woodstock-London route misses 2 vital and growing markets. They are:

- (a) The Pearson Airport Employment Zone, which is estimated to have over 500,000 jobs by 2030.
- (b) Waterloo Region, which is expected to have 80,000 jobs by 2031.

In addition, the Waterloo Region and Guelph are the homes to leading postsecondary institutions that generate student and family/friends travel. Last, but not least, Pearson Airport generates ground travel demand including, potentially, rail providing integrated “ground-spokes” to air travel.

While Oxford County’s proposed bus links rightfully include serving Waterloo Region, and connecting with GO/Metrolinx there, they would not offer as competitive a service as a direct rail line particularly to the Pearson Airport vicinity.

Fortunately, there appears to be a combination of rail and highway corridors that could support a Toronto-Pearson-Waterloo Region-Woodstock-London service.

--I read there is a study underway of extending GO/Metrolinx service to Cambridge via Guelph over a little-used rail line (the CN Rail Fergus Subdivision) from Guelph to Cambridge (shown on your map) that would connect with the ION LRT.

--There is also a CN rail line from Kitchener, west of the GO and the VIA stations that swings south and east to Cambridge that is now shared part of the way by the ION LRT.

--Both of these routes could be connected into the CPR Galt Subdivision and a rail link constructed from the CPR to CN Rail at Woodstock on either the 401 corridor or potentially by lengthening and expanding the Toyota spur at Woodstock. Additional tracks could be constructed on the CPR to provide capacity. If need be the number of grade crossings can be reduced or eliminated (provided where necessary to permit clearance for farming vehicles).

--Alternatively, the Guelph to Cambridge line can be bridged onto the 401 corridor with a regional station providing a connection with the ION LRT. So can the CN line to Cambridge.

--The new rail line can be combined with the SouthwestLynx report’s recommended Woodstock-Komoka Line Consolidation. Limited GO Train service can be extended from Aldershot to Woodstock. A new intermodal/regional station can be built at Woodstock.

Could Oxford County look at this issue and raise it with the Government of Ontario, which will be studying corridor options and reach out to Waterloo Region and Toronto Pearson Airport, along with other stakeholders e.g. Government of Canada to look at ways to connect these markets?

In the meantime, could Oxford County, in partnership with the Government of Ontario, approach the Government of Canada to enhance existing VIA Rail services including:

- (a) Adding a Woodstock stop on Train 76 and an Aldershot stop on Train 82.
- (b) Additional stops on existing trains at Ingersoll.

(c) Adding a second earlier morning peak period in each direction London-Woodstock-Ingersoll-Toronto trains, a new afternoon peak period London-Ingersoll-Woodstock-Toronto train and a later evening Toronto-Woodstock-Ingersoll-London train.

These new services would improve commuting to Toronto and London, attend evening meetings and receptions in Toronto and to make much more convenient connections with VIA's Toronto-Kingston-Ottawa/Montreal trains, with Amtrak trains to the USA, and to go to sporting events.

Thank you for your attention. Please feel free to reach out to me if I can be of help.

Yours truly,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Heather Goodman

Subject: RE: Results from Speak Up Oxford comment form

From: Adam Nyp
Sent: April-24-17 10:29 AM
To: [REDACTED]
Cc: Melissa Abercrombie; Peter Crockett
Subject: RE: Results from Speak Up Oxford comment form

Good morning [REDACTED]

Thank you for providing your feedback on Short Line Rail.

Your response will be added to the public feedback that we receive throughout the campaign.

If you have some time before May 15, please fill out our transportation survey:

<https://www.surveymonkey.com/r/LZD5F2R>

It is only six questions long with areas for additional comments.

By way of this email, I am also sending your feedback to Melissa Abercrombie, Manager of Engineering Services, who is the project lead on the Transportation Master Plan, along with Peter Crockett, Acting Director of Public Works and CAO.

Regards,

Adam J. Nyp
Communications Advisor
County of Oxford
519-539-9800 Ext. 3529
C: 519-532-8679

www.oxfordcounty.ca | twitter.com/OxfordCounty



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 **Think about our Environment. Print only if necessary.**

From: Oxford County Communications [<mailto:communications@oxfordcounty.ca>]
Sent: April-21-17 5:29 PM
To: Adam Nyp; Donna Kemp; Jennifer Austin
Subject: FW: Results from Speak Up Oxford comment form

From: Communications Group[<SMTP:COMMUNICATIONS@OXFORDCOUNTY.CA>]
Sent: Friday, April 21, 2017 5:28:12 PM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form
Auto forwarded by a Rule

Name: [REDACTED]

Email: [REDACTED]
\$(Municipality_FullResults)

Subject: Transportation

Comment: I like the plan to empower the short line railways, but how can this help people to move about more by train between the settlements of southwest ONT?. not all can drive or use some other means, so people need a way within southwest ONT that meets their needs in going from place to place within southwest ont

Heather Goodman

Subject: RE: Results from Speak Up Oxford comment form

From: Adam Nyp
Sent: April-24-17 8:37 AM
To: [REDACTED]
Cc: Melissa Abercrombie
Subject: RE: Results from Speak Up Oxford comment form

Good morning [REDACTED],

Thank you for providing your feedback to the Oxford County Transportation Master Plan.

Your response will be added to the public feedback that we receive throughout the campaign.

By way of this email, I am sending your feedback to Melissa Abercrombie, Manager of Engineering Services, who is the project lead on the Transportation Master Plan.

Kind regards,

Adam J. Nyp
Communications Advisor
County of Oxford
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From: Oxford County Communications [<mailto:communications@oxfordcounty.ca>]
Sent: April-24-17 7:31 AM
To: Adam Nyp; Donna Kemp; Jennifer Austin
Subject: FW: Results from Speak Up Oxford comment form

From: Communications Group[SMTP:COMMUNICATIONS@OXFORDCOUNTY.CA]

Sent: Monday, April 24, 2017 7:30:39 AM

To: Oxford County Communications

Subject: Results from Speak Up Oxford comment form

Auto forwarded by a Rule

Name: [REDACTED]

Email: [REDACTED]

\$(Municipality_FullResults)

Subject: Transportation

Comment: I believe there should be better bike lanes in the city. I believe the VIA rail should be manned daily. This would allow for shipping of goods from Woodstock to other parts of the world. I believe that the city transit be open 7 days a week and on holidays and wkends. The people of Woodstock work shift work and many depend on transit to get to and from work.

Heather Goodman

Subject: RE: Results from Speak Up Oxford comment form

From: Adam Nyp
Sent: April-12-17 8:37 AM
To: [REDACTED]
Cc: Melissa Abercrombie; Peter Crockett
Subject: RE: Results from Speak Up Oxford comment form

Good morning [REDACTED],

Thank you for submitting a comment to the Transportation Master Plan through Speak Up, Oxford!

By way of this email, I am passing along your feedback to our Manager of Engineering Services and project lead, Melissa Abercrombie and our Acting Director of Public Works and CAO, Peter Crockett.

If you haven't already, please fill out our transportation survey, which is open through May 15:
<https://www.surveymonkey.com/r/LZD5F2R>

Thank you,

Adam J. Nyp
Communications Advisor
County of Oxford
519-539-9800 Ext. 3529
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From: Oxford County Communications [<mailto:communications@oxfordcounty.ca>]
Sent: April-11-17 5:31 PM

To: Adam Nyp; Donna Kemp; Jennifer Austin
Subject: FW: Results from Speak Up Oxford comment form

From: Communications Group[SMTP:COMMUNICATIONS@OXFORDCOUNTY.CA]
Sent: Tuesday, April 11, 2017 5:31:17 PM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form
Auto forwarded by a Rule

Name: [REDACTED]

Email: [REDACTED]
\$(Municipality_FullResults)

Subject: Transportation

Comment: Oxford County continues to have too many gravel roads. I hope that the new plan or the updated plan coming will give some serious consideration to systematically pave the roads where tax paying individuals live. Personally, tired of gravel and had the understanding that the road I live on was to have been paved by now.

Heather Goodman

To: Stew Elkins
Subject: RE: Oxford Transportation Plan & speeding

From: Adam Nyp
Sent: April-12-17 8:42 AM
To: [REDACTED]
Cc: [REDACTED]; Melissa Abercrombie; Peter Crockett
Subject: RE: Oxford Transportation Plan & speeding

Good morning [REDACTED]

Thank you very much for responding to the Transportation Master Plan campaign. Your responses will be added to the public feedback that we receive throughout the campaign.

If you have some time before May 15, please fill out our transportation survey:

<https://www.surveymonkey.com/r/LZD5F2R>

It is only six questions long with areas for additional comments.

By way of this email, I am also sending your feedback to Melissa Abercrombie, Manager of Engineering Services, who is the project lead on the Transportation Master Plan, along with Peter Crockett, Acting Director of Public Works and CAO.

Thanks again,

Adam J. Nyp
Communications Advisor
County of Oxford
519-539-9800 Ext. 3529
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 **Think about our Environment. Print only if necessary.**

From: Sam Coghlan [<mailto:sam@oxford.net>]
Sent: April-11-17 3:22 PM
To: Adam Nyp
Cc: [REDACTED]
Subject: RE: Oxford Transportation Plan & speeding

Hello Adam Nyp. I sent the message below out to a wide range of contacts in Harrington and area (because speeding is a huge issue here and I wanted to be sure they had a chance to speak up). I was intending for them to read the info and, hopefully, respond to the online survey or contact you. However, three people decided to voice their concerns to me. Here they are:

From: [REDACTED]
Sent: April 10, 2017 1:09 PM
To: [REDACTED]
Subject: Re: Oxford Transportation Plan & speeding

Good afternoon Sam

My suggestion is a simple one, however I do not know the cost or hoops that would have to be jump through to make it happen.

I believe that we need permanent solar power "60 ahead SIGNS/your speed" at the top of the hill by Steels on the East End and at the top of the hill by Rick and Allan's on the West End. I am thinking something very similar to what they have in Embro at both ends of town. I find them very effective in most areas I see them.

Regards,

[REDACTED]

From: [REDACTED]
Sent: April 11, 2017 11:24 AM
To: [REDACTED]
Subject: Re: Oxford Transportation Plan & speeding

SAM CAN A MAKE A SIMPLE ANSWER TO THIS PROBLEM GOOGLE SPEED ALERT SIGNS THEY HAVE THEM IN EMBRO ST.MARYS AND I JUST CAME BACK FROM BELMONT THEY R THERE
THIS MESSAGE IS FROM TOM KITMER KITMER ENTERPRISES @ LIVE .CA

From: [REDACTED]
Sent: April 10, 2017 2:24 PM
To: [REDACTED]
Subject: Re: Oxford Transportation Plan & speeding

Hi [REDACTED]

Speeding gravel trucks on the 31st Line in front of my house is my main concern.

Thanks,

[REDACTED]

Thank you, Adam, for taking this concerns into consideration.

[REDACTED]

From: [REDACTED]
Sent: April 10, 2017 12:29 PM
To: 'anyp@oxfordcounty.ca' <anyp@oxfordcounty.ca>
Subject: Oxford Transportation Plan & speeding

I wonder if concerns about speeding in villages like Harrington will be considered as part of this? I know that several creative ideas have been raised in discussion among concerned folk in Harrington. Maybe the people doing this plan should hear them.
<http://www.oxfordcounty.ca/Home/Newsroom/News-Details/ArticleId/7464/Rubber-hits-the-road-on-updating-Oxford-Countys-Transportation-Master-Plan>

As far as I can tell, the 2009 Transportation Master Plan does not include a chapter specifically on safety within hamlets and villages where a through-road has the speed reduced for a brief distance. What about the possibility of community safety zones in order to make photo radar possible should the Province allow this as they've suggested? What about the "Urban Design Guidelines" that were intended to give residents some say in how their communities develop? Might there be a possibility of letting communities like Harrington have a say in how the Transportation Master Plan applies to them?

If this interest you, read below and provide your feedback.



Newsroom
April 10, 2017

Rubber hits the road on updating Oxford County's Transportation Master Plan

Public input is being welcomed on all transportation systems in Oxford County

Whether you travel by foot, bike, car, bus or train, Oxford County is looking for your input on the topic of transportation.

The County is updating the Transportation Master Plan to help steer programs and investments for the next 20 years and beyond.

Gathering information from residents who use the transportation systems every day is key to creating an informed Transportation Master Plan. Now is the time to bring up any transportation challenges you have experienced in Oxford or to offer ideas on opportunities for improvement. An [online survey](#) has been launched that should only take a few minutes to fill out, but leaves plenty of opportunity for feedback. The survey will be open until May 15. Along with the online survey, two in-person opportunities for discussion will be held in this month:

Thursday, April 20, 2017 9:00 a.m. – 6:00 p.m.	Wednesday, April 26, 2017 5:00 p.m. – 8:00 p.m. Tillsonburg Community Centre 45 Hardy Ave., Tillsonburg
---	--

<p>Future Oxford Expo Oxford Auditorium, Woodstock 875 Nellis St., Woodstock</p>	
---	--

Two more public input dates will be scheduled in the fall in other areas of the County.

Residents can also use the [Speak Up, Oxford!](#) online town hall to learn more about the Transportation Master Plan and leave comments.

Aside from public input, Oxford County is working with Paradigm Transportation Solutions to collect traffic data in the County that will help inform the updated Transportation Master Plan.

Comment

Melissa Abercrombie, Manager of Engineering Services, Oxford County

“Being at the cross roads of major highways means a responsibility to keep people and products moving in and out of the County efficiently. At the same time, we know there is increasing demand for more sustainable forms of transportation like walking, cycling and even electric vehicles. Gathering input from as many members of the community as possible will help us achieve the right balance of the community’s transportation needs for the future.”

Background

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County’s transportation programs and investments for the next 20 years and beyond. The Transportation Master Plan will:

- Identify existing and future transportation deficiencies, considering travel demand and supply for various modes of travel throughout the County;
- Identify rural and urban transportation issues;
- Assess strategic transportation service options for roads and other travel modes;
- Consider transportation demand management strategies aimed at promoting alternative modes of transportation;
- Develop a transportation strategy to address population and employment growth over the next 20 years; and
- Develop a practical and financially achievable implementation plan that supports economic and environmental sustainability while achieving the mobility need of the County.

Social media and online content

[Speak Up, Oxford! – Transportation Master Plan](#)

[Facebook: Oxford County](#)

[Twitter: Oxford County](#)

www.oxfordcounty.ca/newsroom

About Oxford County

Located in the heart of southwestern Ontario at the crossroads of Highways 401 and 403, Oxford County has a population of approximately 114,000 people across eight municipalities that are “growing stronger together” through a partnership-oriented, two-tier municipal government incorporated as the County of Oxford. Oxford County is emerging as a leader in sustainable growth through the [Future Oxford Community Sustainability Plan](#) and County Council’s commitment to becoming a [zero waste](#) community and achieving [100% renewable energy](#) by 2050. Situated in one of Ontario’s richest areas for farmland, agriculture is a key industry that serves as a springboard for some of the sustainable industries that are steadily diversifying the local economy. Oxford County offers a thriving local arts, culture and culinary community, as well as conservation parks, natural areas and more than 100 kilometres of scenic trails. The Oxford County Administration Building is located in Woodstock, Ontario.

Visit www.oxfordcounty.ca or follow our social media sites at www.oxfordcounty.ca/social. Oxford County’s Strategic Plan is at oxfordcounty.ca/strategicplan.

Contact

Adam Nyp | Strategic Communication & Engagement
519.539.9800, ext. 3529 | anyp@oxfordcounty.ca

Heather Goodman

To: Stew Elkins
Subject: RE: Results from Speak Up Oxford comment form

From: Adam Nyp
Sent: April-11-17 9:16 AM
To: [REDACTED]
Cc: Melissa Abercrombie; Peter Crockett
Subject: RE: Results from Speak Up Oxford comment form

Good morning [REDACTED]

Thank you for providing your feedback on the Transportation Master Plan through Speak Up, Oxford!

By way of this email, I am passing your comment along to our Manager of Engineering Services Melissa Abercrombie, who is project lead on the Transportation Master Plan, along with Peter Crockett, our Acting Director of Public Works and CAO.

If you haven't already, please fill out our transportation survey, which is open through May 15:

<https://www.surveymonkey.com/r/LZD5F2R>

Kind regards,

Adam J. Nyp
Communications Advisor
County of Oxford
519-539-9800 Ext. 3529
C: 519-532-8679

www.oxfordcounty.ca | twitter.com/OxfordCounty



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From: Oxford County Communications [<mailto:communications@oxfordcounty.ca>]

Sent: April-10-17 9:18 PM

To: Adam Nyp; Donna Kemp; Jennifer Austin

Subject: FW: Results from Speak Up Oxford comment form

From: Communications Group[<SMTP:COMMUNICATIONS@OXFORDCOUNTY.CA>]

Sent: Monday, April 10, 2017 9:17:33 PM

To: Oxford County Communications

Subject: Results from Speak Up Oxford comment form

Auto forwarded by a Rule

Name: [REDACTED]

Email [REDACTED]

\$(Municipality_FullResults)

Subject: Transportation

Comment: I would like to see the oath that's fenced off that runs from Norwich to Springford open up for hikers and bikers.

Heather Goodman

Subject: TAO's letter to MTO_Oxford Transportation Master Plan
Attachments: TAO-BusModernization-2016-08-31.pdf

From: [REDACTED]
Sent: September-02-16 1:43 PM
To: Peter Crockett; Dadean Assam
Cc: Chloe Senior
Subject: RE: Oxford Transportation Master Plan

Dadean, the attached piece of correspondence from Transportation Action Ontario regarding the province's Intercity Bus Modernisation plan may be of reference interest as it may have some bearing on Oxford's plan. You can forward to your consultant, if appropriate as it is now in the public domain on the Transport Action web site.

Best wishes,

[REDACTED]

----- Original Message -----
From: Dadean Assam <dassam@oxfordcounty.ca>
Date: September 2, 2016 at 8:35 AM

Thanks [REDACTED] I will introduce [REDACTED] to our Consultant for the Transportation Master Plan.



TRANSPORT ACTION ONTARIO

(formerly Transport 2000 Ontario)

Advocating for Sustainable Public and Freight Transportation

Box 6418, Station "A" Toronto, ON M5W 1X3

<http://ontario.transportaction.ca>

2016 08 31

Melissa Evers
Team Lead, Ministry of Transportation
Policy and Planning Division
Transportation Planning Branch
Environmental Policy Office (Toronto)
777 Bay Street , Suite 3000
Toronto Ontario M7A 2J8

Via email: Melissa.evers@ontario.ca

Dear Ms. Evers:

Comments on EBR Registry Proposal 012-7896: Intercity Bus Modernization

Per our telephone conversation, this submission is a combined submission of Transport Action Ontario (TAO), the Southwestern Ontario Transportation Alliance (SWOTA), and the Northern and Eastern Ontario Rail Network (NEORN).

Our groups have been actively involved in this proposal since its initiation in 2015. On September 24, 2015, SWOTA and TAO submitted a joint letter emphasizing the need for an integrated rail/bus network plan and highlighting the following points:

- 2010 Council of Deputy Ministers Intercity Bus Service Task Force noted the importance of intercity bus service, the dismal state of the industry, the inflexible regulatory model, the tension from publically-funded competition from VIA Rail and urban transit agencies such as GO Transit, the need for intermodal connections and the need for financial assistance to the industry to counter the decline. About 6 fiscal options were suggested.
- 30% decline in route-km in Southwestern Ontario between 2009 and 2015.
- US best practice solutions involve a rail-bus integrated network.
- USA has several successful role models, including Michigan, which provides state assistance to private bus operators through a variety of programs.

We will not elaborate on those points in this letter but emphasize that they are still very relevant.

Our groups attended at least 6 of the recent province-wide consultation sessions. Based on discussions at these sessions, and our own research, we have the following additional comments on the proposal:

1. **Format of consultation meetings troubling.** Some of our attendees were concerned with the format of the consultation meetings. Critical information had to be pried from MTO staff, most of whom were not introduced. We were requested to vote on sketchy data and on selected vague comments from the 2015 consultation. There was the impression that the final recommendations were already determined (see Item 4 below) and the consultations were merely an exercise to justify these.

2. **Intercommunity bus network needs expansion and integration with passenger rail.** As stated at the sessions, the intercommunity bus industry plays a critical role in Ontario's transportation system. We believe that, in an era of climate change, road congestion, aging population and need for travel alternatives, a full intercommunity public

transportation network, consisting of bus and rail, is critical, with good geographic coverage and adequate frequencies. There are large gaps in the current network.

Passenger rail is a critical component of a proper intercommunity public transportation network. Traveling long distances on buses is difficult for many people. Passenger rail is particularly needed for the longer distances with buses serving as feeders to the rail service.

Northern Ontario has significant public transportation challenges. Distances are vast, the population is aging, and there is a lack of a grid-like highway network. Service cuts by private and public bus operators have been considerable. But bus transportation has its limitations in circumventing highway closures, automobile collisions or weather-related problems. The motor coach alone is not a sufficient solution for Northern Ontario. Both TAO and NEORN are participating in the Northern Ontario Multi Modal Study, which we hope will reach the same conclusions that an integrated passenger rail/bus network is needed for this region.

3. **Financial subsidies needed for some routes.** Just as a good urban transit network requires a financial subsidy from government, so does a proper intercommunity public transportation network. . Government must be prepared to step in and provide financial subsidies to maintain service on less popular routes as part of a full network.

Savings for healthcare and social service providers, who are currently providing ad-hoc transportation to cover public transportation service gaps, should be considered when justifying investment to support full-service routes. Integration of the various existing funding streams already provided by government (Health, Community Services, Education, Veterans, etc) will reduce the amount of new money needed.

Subsidies should be on a renewable time-limited basis and should be tied to participation in shared ticketing systems and connection to other modes.

As cited in our 2015 submission, there are numerous ways to provide government fiscal support.

4. **Deregulation is not a magic bullet to repair the bus industry.** The discussion report strongly leans towards deregulation. Transitioning to a more flexible or no licensing requirement has positives, as it could allow new entrants into markets, allow easier fare/schedule/route adjustments and encourage innovative service ideas such as municipal collaboration. However, there is a complete lack of evidence that deregulation alone would restore the vital bus services to rural and smaller communities across the province.

In fact, there is evidence to the contrary. We learned at the Toronto session that there are thousands of dormant licenses in Ontario, including ones between major Ontario population centres. The fact that an incumbent private carrier with an exclusive license chooses not to operate a particular route tells us that some routes, although important to the network, cannot break even financially. They will require a subsidy. Easing license requirements to allow new entrants will do very little to restore service on such routes.

5. **Deregulation plus subsidies appears to be best regime.** As stated above, transitioning to a more flexible or no licensing requirement has positives. But it cannot occur at the expense of service reductions on less popular routes. Government must be prepared to step in and provide financial subsidies to maintain those routes as part of a full network.

6. **Safety.** We are supportive of maintaining the current safety and insurance requirements (Commercial Vehicle Operator Registration) for intercommunity passenger vehicles with 10 or more passengers for hire. We have not reached consensus within our organizations on the appropriateness of less onerous requirements (CVOR-light) for smaller vehicles.

Regulations for all vehicles should be updated to allow electronic recordkeeping and adapt to the maintenance requirements of additional vehicle types such as hybrid and electric powertrains.

7. **Intercommunity bus network planning and coordination is crucial.** There is much work to be done by industry and government in this area to improve service:

- **Needs and resource assessment.** The Ministry should encourage each community or county to undertake a public transportation needs and resource (ie available transit, school, private and agency buses, passenger rail) assessment. This should include obtaining data from other parts of government – healthcare, education, social services, etc – that have data on travel needs that would help to build the business case for restored services. These can then be aggregated to develop a needs and resource summary for larger geographic areas, such as Northern Ontario or Southwestern Ontario
- **Gap filling.** Gaps identified through this process could be filled by private carriers under a deregulation/subsidy regime, by public private partnerships such as under the Community Transportation Pilot Grant Program, or by provincial carriers (GO, ONTC). A useful model to explore is in Saskatchewan, where the government-owned Saskatchewan Transportation Company fills gaps not filled by private carriers.
- **Central repository.** The Ministry or industry should develop a central repository listing all scheduled intercommunity bus services in Ontario and connection options. This would be similar to the Metrolinx Triplinx application, which provides schedule and route planning information integrating 11 different transit operators in Greater Toronto and Hamilton.
- **Central brokerage.** The Ministry or communities should develop a central intake and booking application for public use of school buses and community transportation services. Customers input “give me a ride from x to y at time z”, and Providers input “Give me trips”. The brokerage matches these up efficiently.

In conclusion, intercommunity buses fill a critical role in Ontario. Modernization of the industry is badly needed along the lines of this letter. We welcome any opportunity to discuss these matters further with you.

Peter Miasek
President, TAO

Terrence Johnson
President, SWOTA

Eric Boutilier
President, NEORN

Heather Goodman

Subject: FW: Oxford County Transportation Master Plan.
Attachments: Woodstock Passenger Intermodal.pdf

From: [REDACTED]
Sent: Wednesday, September 21, 2016 4:44 PM
To: Stew Elkins <selkins@ptsl.com>
Cc: Dadean Assam <dassam@oxfordcounty.ca>
Subject: Oxford County Transportation Master Plan.

Mr. Elkins, I have been asked by Oxford County to have input to the planning process at the review stage. An issue I presented to the City of Woodstock late in 2015 is a concept to improve the existing VIA Rail station as an intermodal facility and a county portal. This was a relatively futuristic and somewhat abstract idea given the declining quality of rail service through Woodstock and the poor optics of the station. The historical significance of the station building within the community, however, encourages further consideration of its future.

You are likely aware that there is a great deal of advocacy on the passenger rail front and it's part of the "New Directions" strategy published earlier this year by the County. Having travelled extensively in England, Scotland and other European countries where railway stations are maintained as attractive community portals perhaps this should receive consideration in the Plan.

Although there is ongoing discussion about a new high-speed line passing through the County I believe the cost and complexity of these will make it unaffordable. Political optics are one thing but reality suggests that an upgrade of services on existing CN trackage is a more cost effective solution. Modal transfer rates from highways to rails are unlikely to generate enough demand for high-capacity, dedicated passenger services for the next two decades, at least.

The short PowerPoint presentation the City of Woodstock is attached for your interest.

If you have any questions or comments please let me know.

Best wishes,

└─
└──────────

Woodstock Passenger Intermodal

*Leveraging the VIA station portal
and building incremental Woodstock
Transit Ridership*

A growth and sustainability initiative

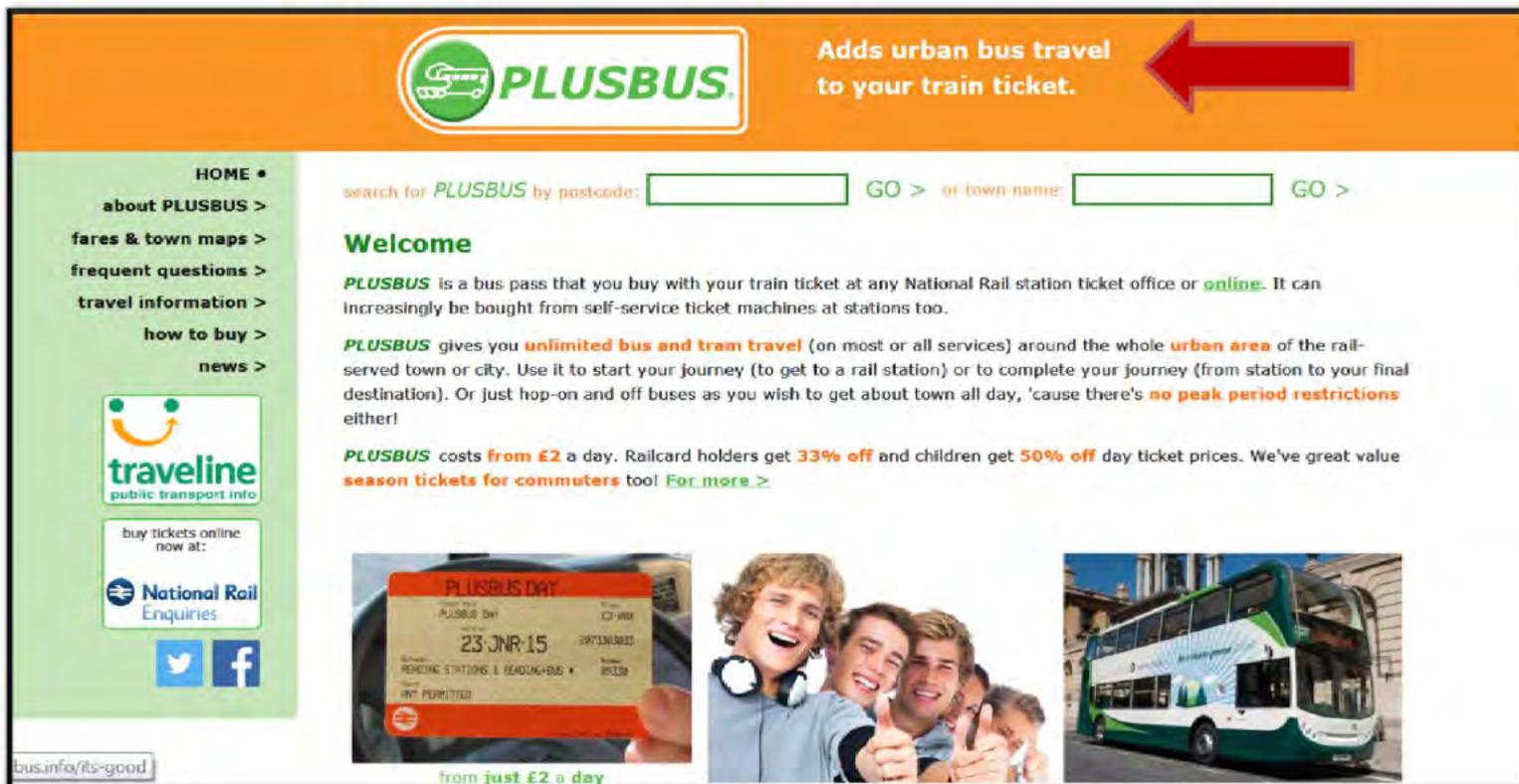


Ken Westcar

Woodstock resident and Transport Action Ontario board member
Community interests only

VIA/Woodstock Transit bus integrated ticketing

- Branded “PLUSBUS” in Europe.
- VIA is supportive – Common in U.S. (Amtrak)



The screenshot shows the PLUSBUS website interface. At the top, there is an orange header with the PLUSBUS logo on the left and the text "Adds urban bus travel to your train ticket." on the right, with a red arrow pointing left. Below the header is a search bar with two input fields: "search for PLUSBUS by postcode:" and "or town name:", each followed by a "GO >" button. The main content area is white and features a "Welcome" section. The text describes PLUSBUS as a bus pass that can be bought with a train ticket at any National Rail station ticket office or online, and can also be bought from self-service ticket machines. It offers unlimited bus and tram travel around the urban area of the rail-served town or city, with no peak period restrictions. The cost is from £2 a day, with railcard holders getting 33% off and children getting 50% off. There is a link for "For more >". Below the text are three images: a PLUSBUS DAY ticket, a group of smiling young people, and a green and white double-decker bus. On the left side of the page, there is a green sidebar with a navigation menu: HOME •, about PLUSBUS >, fares & town maps >, frequent questions >, travel information >, how to buy >, and news >. Below the menu is the Traveline logo and a button to "buy tickets online now at:" with the National Rail Enquiries logo and social media icons for Twitter and Facebook. At the bottom left of the sidebar, there is a link "bus.info/its-good".

PLUSBUS

Adds urban bus travel to your train ticket.

HOME •
about PLUSBUS >
fares & town maps >
frequent questions >
travel information >
how to buy >
news >

traveline
public transport info

buy tickets online now at:
National Rail Enquiries

Twitter Facebook

bus.info/its-good

search for **PLUSBUS** by postcode: GO > or town name: GO >

Welcome

PLUSBUS is a bus pass that you buy with your train ticket at any National Rail station ticket office or [online](#). It can increasingly be bought from self-service ticket machines at stations too.

PLUSBUS gives you **unlimited bus and tram travel** (on most or all services) around the whole **urban area** of the rail-served town or city. Use it to start your journey (to get to a rail station) or to complete your journey (from station to your final destination). Or just hop-on and off buses as you wish to get about town all day, 'cause there's **no peak period restrictions** either!

PLUSBUS costs **from £2** a day. Railcard holders get **33% off** and children get **50% off** day ticket prices. We've great value **season tickets for commuters** too! [For more >](#)

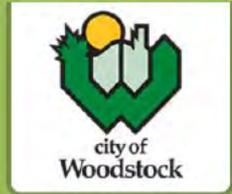
PLUSBUS DAY
PLUSBUS DAY
23 JUN 15
RENEW STATIONS & SEND+BUS
NOT FORSETT

from just £2 a day



Woodstock VIA station portal improvements

- Assume responsibility from VIA (amenable, ref St. Marys)
- Joint funding of needed maintenance and upgrades
- Possible future new north platform for safety (VIA)
- Leverage as Woodstock/Oxford County portal
- Improved facility appearance reflecting local appeal and sustainability
- New, bold signage for economic and tourism development
- Woodstock Transit intermodal

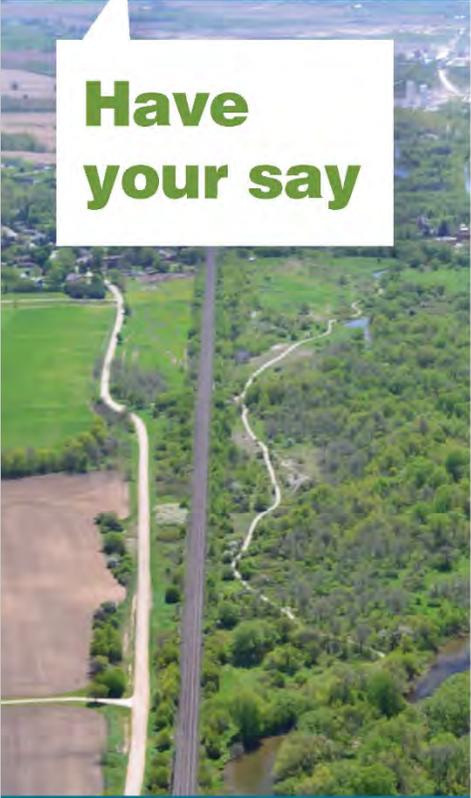


5 Notice of Fall 2018 Consultation



Oxford Review, Tillsonburg Independent, Tavistock Gazette, Ayr News, Village Voice-Ingersoll, Thamesford, Embro and South-West Oxford editions

AD SAMPLE



Transportation Master Plan

Have your say

Whether you travel to, from, or within Oxford County by foot, bike, car, bus or train, your experience and perspective is needed to help us complete the Transportation Master Plan update. The Plan, last released in 2009, is being updated to help guide Oxford County's transportation strategies and investments for the next 20 years and beyond.

Drawing on public feedback received so far, we are now sharing a draft summary of proposed updates to the Plan for further public input.

You can offer your feedback in one of two ways: attend one of two in-person Public Consultation Centres, or, fill out the online survey available at oxfordcounty.ca/speakup.

Public consultation events will be held on the following days:

Wednesday, September 12, 2018
9:00 a.m. - 5:00 p.m.
Canada's Outdoor Farm Show
At the Rural Green Energy exhibit
744906 Oxford Road 17, Woodstock

Saturday, September 22, 2018
9:00 a.m. - 5:00 p.m.
Drumbo Fair
42 Centre Street, Drumbo

**OxfordCounty.ca**
1-800-755-0394

**Speak up, Oxford!**



News

September X, 2018

Have your say on the Transportation Master Plan update

Plan guides the next 20 years of growth and investment for Oxford's roads, trails, rail and more.

Oxford County is seeking feedback on proposed changes to the Transportation Master Plan that will guide programs and investments for the next 20 years. The strategic planning document, last released in 2009, focuses on all modes of transportation, including walking, cycling, public transit, personal vehicles and more. It also considers the movement of freight, agricultural mobility, corridor access management and low carbon transportation. Residents will be familiar with these new aspects of the plan through Oxford County's regional transportation advocacy work, which has been publicly released through the *New Directions*, *Short Line Rail*, *Freight Rail*, and *SouthwestLynx* reports.

Local travel data and public consultations were used to identify local transportation issues and to assess service options to best meet the needs of all Oxford County residents. Now, drawing on public feedback received so far, a draft summary of proposed updates to the Plan is being shared for further comment. Feedback can be provided throughout the 6-week consultation period, ending Friday, October 19.

The draft summary is available online at www.oxfordcounty.ca/speakup, along with an online survey where residents can provide input on the proposed changes. Residents can also give feedback in person at one of the public consultation events held on the following days:

Wednesday, September 12, 2018

9:00 a.m. - 5:00 p.m.

Canada's Outdoor Farm Show at the Rural Green Energy exhibit
744906 Oxford Road 17, Woodstock

Saturday, September 22, 2018

9:00 a.m. - 5:00 p.m.

Drumbo Fair
42 Centre Street, Drumbo

Once public feedback is obtained, the Plan update will be finalized and presented to County Council in early 2019. If adopted by Council, the Plan will be posted for a 30-day review where the public can share additional feedback as part of the Notice of Study Completion process.

Comment

Frank Gross, Manager, Transportation & Waste Management Services, Oxford County

“The Transportation Master Plan is setting out a guide for Oxford County's transportation programs and investments. By using local travel data and public consultations we get varied perspectives and experiences from those who travel in and around Oxford County. Whether you travel by foot, bike, car, bus or train, your experience and perspective is valuable and ensures that the Plan is well suited to address the diverse needs of our varied and vibrant communities.”

Social media and online content

Transportation Master Plan – Draft Summary and Recommendations

Speak Up, Oxford!

Facebook: Oxford County

Twitter: Oxford County

About Oxford County

Located in the heart of southwestern Ontario at the crossroads of Highways 401 and 403, Oxford County has a population of approximately 114,000 people across **eight area municipalities** that are “growing stronger together.” As a partnership-oriented, two-tier municipal government, Oxford County is emerging as a leader in sustainable growth through the **Future Oxford Community Sustainability Plan** and County Council's commitment to achieving **100% renewable energy**, becoming a **zero waste** community, and working towards **zero poverty**. Situated in one of Ontario's richest areas for farmland, agriculture is a key industry that serves as a springboard for some of the sustainable industries that are steadily diversifying the local economy. Oxford County offers a thriving local arts, culture and culinary community, as well as conservation parks, natural areas and more than 100 kilometres of scenic trails. The Oxford County Administration Building is located in Woodstock, Ontario. Visit www.oxfordcounty.ca or follow our social media sites at www.oxfordcounty.ca/social. Oxford County's Strategic Plan is at oxfordcounty.ca/strategicplan.

Contact

Donna Kemp | Strategic Communication & Engagement
519.539.9800, ext. 3158 | dkemp@oxfordcounty.ca

2018 TRANSPORTATION MASTER PLAN – media posts

Release date	Facebook	Twitter
<p>Monday, September 10</p>	<p>Whether you travel Oxford County by foot, bike, car bus or train, your experience and perspective is valuable as the County approaches the completion of the Transportation Master Plan update.</p> <p>Share your thoughts on the proposed updates to the Transportation Master Plan by completing the online survey www.oxfordcounty.ca/speakup. You can also share your feedback in-person at Canada's Outdoor Farm Show on Wednesday, September 12.</p> 	<p>Share your experience and perspective to shape Oxford County's Transportation Master Plan update. Fill out the online survey at www.oxfordcounty.ca/speakup. Or share your feedback in person at Canada's Outdoor Farm Show on Wednesday, September 12 at the Rural Green Energy exhibit.</p> 
<p>Wednesday, September 12</p>	<p>If you're at Canada's Outdoor Farm Show today, you can find Oxford County at the Rural Green Energy exhibit and share your thoughts on the upcoming updates to the Transportation Master Plan.</p> <p>If you're not able to attend the Farm Show, you can share your feedback through the online survey available at www.oxfordcounty.ca/speakup or at the Drumbo Fair on Saturday, September 22.</p>	<p>Oxford County is at Canada's Outdoor Farm Show today, collecting feedback on the Transportation Master Plan update. Find us at the Rural Green Energy exhibit to share your thoughts, or fill out the online survey at www.oxfordcounty.ca/speakup.</p>

2018 TRANSPORTATION MASTER PLAN – media posts

		
<p>Thursday, September 13</p>		<p>How do you travel Oxford County? No matter your mode of transportation, your perspective is needed to help update the Transportation Master Plan. Visit www.oxfordcounty.ca/speakup to preview upcoming changes to the Plan and complete the online survey to share your thoughts.</p> 
<p>Tuesday, September 18</p>	<p>We need your perspective! The Transportation Master Plan is being updated to help guide Oxford County's transportation programs and investments for the next 20 years. Visit www.oxfordcounty.ca/speakup to see the updates and fill out the online survey to share your thoughts.</p>	<p>We need your perspective! The Transportation Master Plan is being updated to help guide Oxford County's transportation programs and investments for the next 20 years. Visit www.oxfordcounty.ca/speakup to see the updates and fill out the online survey to share your thoughts.</p>

		
<p>Friday, September 21</p>	<p>Oxford County will be at the Drumbo Fair tomorrow, collecting feedback on upcoming changes to the Transportation Master Plan. Have your say by coming by between 9:00 a.m. and 5:00 p.m.</p> <p>You can also provide your feedback online, by filling out the Transportation Master Plan survey, available at www.oxfordcounty.ca/speakup.</p> 	<p>Oxford County will be at the Drumbo Fair tomorrow, collecting feedback on upcoming changes to the Transportation Master Plan. Stop by and share your experience and perspective, or fill out the online survey available at www.oxfordcounty.ca/speakup.</p> 
<p>Saturday, September 22</p>		<p>If you're at the Drumbo Fair today, so are we! Come by to share your thoughts on the upcoming changes to the Transportation Master Plan. You can also provide your</p>

		<p>feedback online, by filling out the survey available at www.oxfordcounty.ca/speakup.</p> 
<p>Wednesday, September 26</p>	<p>Oxford County needs your input to complete an update to the Transportation Master Plan. Visit www.oxfordcounty.ca/speakup to see the upcoming Plan changes and take the online survey to share your thoughts and experiences so that the new Plan can best serve the community's needs.</p> 	<p>Oxford County needs your input to complete an update to the Transportation Master Plan. Visit www.oxfordcounty.ca/speakup to see the upcoming Plan changes and take the online survey to share your thoughts and experiences so that the new Plan can best serve the community's needs.</p> 



Transportation Master Plan

News Home

More from Local News

Tuesday, September 11th, 2018 3:30pm



Oxford County staff will be at the Farm Show and the Drumbo Fair looking for public feedback on the Transportation Master Plan.

WOODSTOCK/DRUMBO - Oxford County is looking for more public feedback on their Transportation Master Plan.

They will be at the Farm Show all day on Wednesday and then again at the Drumbo Fair on the 22nd. Manager of Transportation & Waste Management Services Frank Gross.

"The Transportation Master Plan is a high level planning document that will establish Transportation policies and requirements over the next 20 years so we can make sure we meet the future transportation needs. Some of the initiatives that are identified are active transportation so supporting cycling and walking."

Gross says they have been working on the master plan for awhile now.

"The Transportation Master Plan is setting out a guide for Oxford County's transportation programs and investments. By using local travel data and public consultations we get varied perspectives and experiences from those who travel in and around Oxford County. Whether you travel by foot, bike, car, bus or train, your experience and perspective is valuable and ensures that the Plan is well suited to address the diverse needs of our varied and vibrant communities."

The plan will be presented to County Council in early 2019 after the public consultation process is over. The draft summary is available online at www.oxfordcounty.ca/speakup, along with an online survey where residents can provide input on the proposed changes.



From: [Peter Crockett](#)
To: [David Mayberry](#); [Deb Tait](#); [Don McKay](#); [Larry Martin](#); [Margaret Lupton](#); [Marion Wearn](#); [Sandra Talbot](#); [Stephen Molnar](#); [Ted Comiskey \(mayor@ingersoll.ca\)](#); [Trevor Birtch](#)
Cc: [Tommasina Conte](#); [Frank Gross](#); [David Simpson](#); [Angie Ferrell](#); [Chloe Senior](#); [Senior Management Team](#); [Bill Tigert](#); [David Calder](#); [David Creery](#); [Don MacLeod](#); [Kyle Kruger](#); [CAO](#); [Rodger Mordue](#); [Ruth Coursey](#)
Subject: Transportation Master Plan - Consultation Update
Date: September 10, 2018 4:34:29 PM
Attachments: [image001.png](#)

Warden Mayberry and Members of Council:

As you are aware, the County is seeking feedback on proposed changes to the Transportation Master Plan that will guide programs and investments for the next 20 years. As with the 2009 release, the 2018 Plan will focus on all modes of transportation, including walking, cycling, public transit, personal vehicles and more. It also considers the movement of freight, agricultural mobility, corridor management, and low carbon transportation. You will be familiar with these new aspects of our plan through our regional transportation advocacy work, which has been publicly released through the [New Directions](#), [Short Line Rail](#), [Freight Rail](#), and [SouthwestLynx](#) reports.

Oxford County completed the first phase of its public consultation in 2017 for the update to the Transportation Master Plan, offering residents an opportunity to provide input in the spring through an online survey and in-person town halls at the Tillsonburg Community Centre and the Future Oxford Expo in Woodstock. Now, we are promoting the next phase of community outreach, through which we will present the draft Transportation Master Plan with updates from public input received so far. This phase will also include an online survey as well as public consultation events at Canada's Outdoor Farm Show and the Drumbo Fair in September. Both the survey and event details can be found in [Speak Up, Oxford!](#) at <http://www.oxfordcounty.ca/Your-Government/Speak-up-Oxford/Campaign-Details/ArticleId/14393/Transportation-Master-Plan>. **The opportunity to provide feedback through the online survey or submitted comments extends for six weeks to October 19, 2018.**

If you have any questions about the status of the Plan or the public consultations, please contact David Simpson, director of Public Works, at dsimpson@oxfordcounty.ca, ext. 3100, or Frank Gross, manager of Transportation Waste, Public Works, at fgross@oxfordcounty.ca, ext. 3120.

Thanks
Peter

Peter M. Crockett, P.Eng.
Chief Administrative Officer

Oxford_County_Logo_2COL



pcrockett@oxfordcounty.ca

21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3 | T 519-539-0015 /1-800-755-0394, Ext 3000

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Think about our environment. Print only if necessary.

6 Fall 2018 Consultation Materials





Paradigm Transportation Solutions Limited

September 2018 Oxford County TMP
Pop-ups



GOALS

- **Provide multimodal choices for travel and goods movement to maximize capacity and support new technologies and sustainable modes of travel**
- **Integrate transportation facilities within the County with surrounding area municipalities, adjacent municipalities and senior levels of government**
- **Minimize conflict between local and non-local traffic by defining a hierarchy of roads that moves people and good throughout the County safely and efficiently**
- **Improve the functionality of the County transportation network by maximizing the existing network and underutilized links and plan for long-term improvements**
- **Develop and support a comprehensive, integrated strategic goods movement strategy that considers all forms of good movement**

ACTIONS

- **Ensure adequate levels of service are provided on County roads and at intersections and routinely assess need for improvements**
- **Ensure adequate jurisdiction between area municipalities and the provincial highway network**
- **Implement the updated Access Management Strategies**
- **Develop a Traffic Calming Manual**
- **Introduce traffic calming/traffic management policies into Official Plan**
- **Develop a public transit implementation plan**
- **Prepare a Cycling Master Plan**

ACTIONS

- **Develop and maintain a series of carpool lots near highway corridors**
- **Encourage and promote sustainable modes of travel and new technologies (electric vehicle charging stations, etc.)**
- **Upgrade railway rail crossings as required**
- **Upgrade active transportation policies in Official Plan:**
 - Provide sidewalks on both sides of new and reconstructed roads
 - Provide for bicycle lanes in accordance with the Trails Master Plan
 - Provide wider asphalt platform to accommodate cycling facilities
 - Facilitate trail development in accordance with Trails Master Plan
 - Encourage and support measures for barrier-free pedestrian facilities

Please complete the survey below. You can also provide feedback online at:
www.oxfordcounty.ca/speakup

1. The draft Transportation Master Plan is recommending improvements such as exploring **traffic calming measures, intersection improvements** (traffic signal optimization, turning lanes, roundabouts, etc.) **road and bridge capital improvements** (reconstruction, rehabilitation resurfacing, etc.). **What are your thoughts on this?**

2. The draft Transportation Master Plan further incorporates the vision of the Community Sustainability Plan with a “**view to the development of healthier, less costly communities**” through ongoing development of **active transportation** facilities (i.e. cycling network, trails, paved shoulders) which promote **low carbon transportation** and **improved connectivity** between communities. **How do you feel about this approach?**

3. The draft Transportation Master Plan is proposing to support **trail development** and update **active/alternative transportation policies** within the Official Plan and completion of a County-wide Cycling Master Plan.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about each of the proposed actions?

Mark your choice with an X.

Proposed Actions	1	2	3	4	5
Trail development					
Update active/alternative transportation policies in the Official Plan with TMP recommendations					
Develop a County of Oxford Cycling Master Plan					

b) Do you have any comments on the proposed actions?

4. The draft Transportation Master Plan recommends ongoing **provision of safe, efficient and convenient traffic/transportation access** to/from existing and proposed future developments and properties within the County. These provisions for road access management will help contribute to the successful **sharing of a right-of-way** between autos, trucks, and alternative modes of travel including pedestrians, cyclists and transit.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
--------------------	---	---	---	----------------------

b) Do you have any comments on the recommendation?

5. The draft Transportation Master Plan recommends continuing to advocate for an integrated **Southwestern Ontario regional transportation system (“SouthwestLynx”)** which would provide for transportation links between communities through infrastructure enhancements to existing passenger & freight rail corridors and development of **an intercommunity transportation service** (i.e. intercommunity bus network). This integrated passenger rail and intercommunity bus transportation system would **enhance the connection of residents** in small urban/rural Southwestern Ontario to the larger urban centres, each other, work, social services and shopping, recreation and entertainment activities.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
-----------------------	---	---	---	-------------------------

b) Do you have any comments on the recommendation?

6. The draft Transportation Master is proposing **safety improvements to at-grade railway crossings**. Do you have any **concerns** with the safety of railway crossings throughout the County?

7. The draft Transportation Master, in conjunction with the Province, rail authorities, and other municipal jurisdictions, recommends the ongoing **provision for a safe and efficient transportation network for goods movement** in Oxford County, including the accommodation of farming transportation needs, consideration of local intermodal terminals, corridor access management, etc. **How do you feel about this approach?**

8. A **multi-modal terminal** is a feature of a transportation system in which several modes of transportation (walking, cycling, personal vehicle, bus, train, etc.) can be accessed in one common location and allow for **integration between modes**.

The draft Transportation Master Plan recommends that consideration be given to the development of **centralized multi-modal facilities in Woodstock and Ingersoll**. The objective of such multi-modal terminals would be to provide residents with direct connections to a variety of transportation choices, and **reduce the demand for personal vehicle use**.

- a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
-----------------------	---	---	---	-------------------------

- b) Do you feel you would benefit from a multi modal terminal? Please circle.
Yes – No – Unsure
- c) Which types of modes would you use given the opportunity? Please circle.
Walking – Cycling – Personal Vehicle – Bus – Train – Other: _____
- d) Do you have any comments on the recommendation?

9. The draft Transportation Master Plan supports a transportation demand strategy that considers ridesharing (school buses, inter-County transit, carpooling), active transportation, and workplace mode shifting (i.e. work from home).

- a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
-----------------------	---	---	---	-------------------------

- a) Do you have any comments on the recommendation?

10. The draft Transportation Master Plan supports the County's **100% Renewable Energy target by 2050** and recommends that **electrical vehicle charging stations** be installed in parking lots at existing / future carpool lots, public facilities, and other employment areas.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
--------------------	---	---	---	----------------------

b) Do you have any comments on the recommendation?

11. **Autonomous vehicles** can eliminate driver error and therefore improve safety, along with reducing traffic congestion. **What role do you see autonomous vehicles playing in the future of the County's transportation network** (e.g., public transit, taxis, etc.)?

12. **What role do you see alternative, low carbon, fuel sources playing in the future of the County's transportation network** (e.g., solar/electric, hydrogen, biofuel, natural gas, etc.)?

13. **Is there anything else you would like to see included in the County's transportation system strategy?**

Please return your feedback to the project team. Thank you for your input!

7 Fall 2018 Consultation Feedback



Oxford County Transportation Master Plan – Public Survey #2 Summary

Prepared by Lura for:
Oxford County



Introduction

As part of the engagement strategy for Oxford County's Transportation Master Plan (TMP), an online survey was developed to allow residents to provide input on key aspects of the draft plan. The survey was active from August 27, 2018 - October 19, 2018. The online survey mirrored the survey used during pop-up consultations. For the purposes of this summary, responses received at pop-up events have been integrated with online results and provided below. Pop-up consultations reached 45 people, while 76 completed the online survey. A list of verbatim responses to each open-ended question is provided in Appendix A.

Summary of Responses

Question 1 - The draft Transportation Master Plan is recommending improvements such as exploring traffic calming measures, intersection improvements (traffic signal optimization, turning lanes, roundabouts, etc.) road and bridge capital improvements (reconstruction, rehabilitation resurfacing, etc.). What are your thoughts on this?

The majority of respondents responded positively with comments in support such as: necessary for improvement and growth, good ideas and forward thinking. However, some respondents were concerned about the cost implications of such improvements. Respondents were especially supportive of improvements to improve traffic flow, such as roundabouts. However, there is a sense that many drivers are not aware of how to use roundabouts correctly. As such, efforts should be made to engage and educate drivers if roundabouts are implemented. Moreover, if constructed, respondents noted that roundabouts would need to have effective means for pedestrian crossings. Respondents would like to see timed lights on larger routes, more traffic calming measures, wider sidewalks, and improved access to public transit. Finally, respondents would like to see continued maintenance of existing road networks.

Question 2 - The draft Transportation Master Plan further incorporates the vision of the Community Sustainability Plan with a "view to the development of healthier, less costly communities" through ongoing development of active transportation facilities (i.e. cycling network, trails, paved shoulders) which promote low carbon transportation and improved connectivity between communities. How do you feel about this approach?

Respondents had split opinions of this approach. Many respondents were supportive of active transportation facilities and felt that increasing opportunities for cycling and walking could improve connectivity between communities within the County. In particular, respondents felt that efforts should be focused on protected bike lanes and multi-use trails. Other respondents were concerned about the amount of money and effort going towards the small proportion of the population that would use this infrastructure, especially given the aging population. It was argued that communities are too far apart and the colder months would prevent significant uptake of bike lanes and trails; however, some were supportive of paved shoulders.

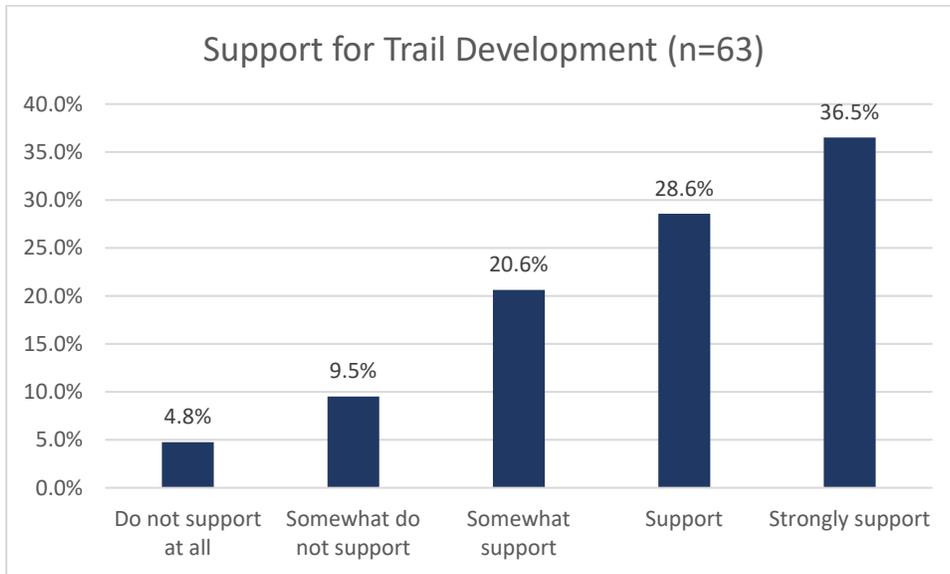
Question 3 - The draft Transportation Master Plan is proposing to support trail development and update active/alternative transportation policies within the Official Plan and completion of a County-wide Cycling Master Plan.

On a scale of 1-5, where 1 means do not support and 5 is strongly support, how do you feel about each of the proposed actions?

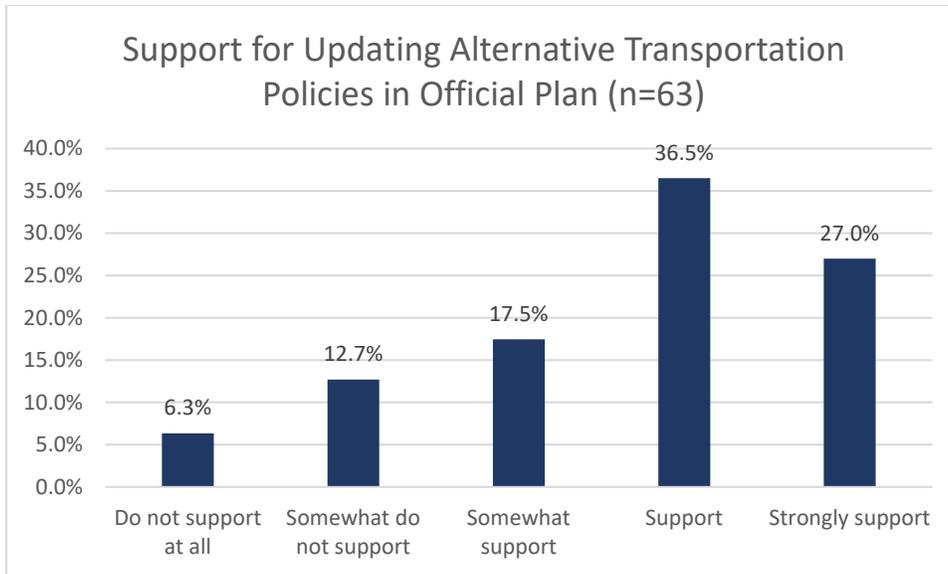
- A. Trail Development
- B. Update active/alternative transportation policies in the Official Plan with Transportation Master Plan recommendations
- C. Develop an Oxford County Cycling Master Plan

Note: in each of the following graphs, scale ratings have been presented as follows:

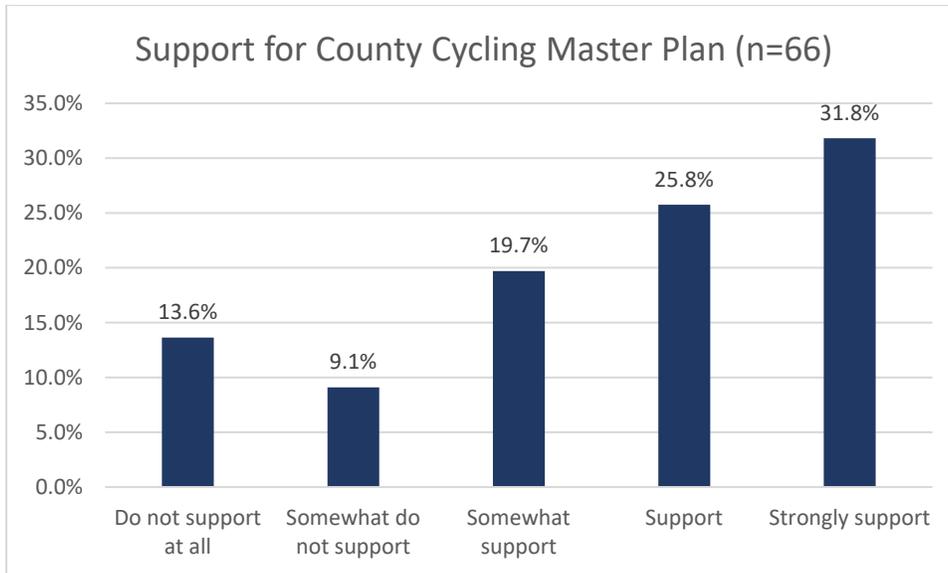
- 1 = “Do not support at all”
- 2 = “Somewhat do not support”
- 3 = “Somewhat support”
- 4 = “Support”
- 5 = “Strongly Support”



The majority of respondents (65.1%) were supportive or strongly supportive of trail development. Another 20.6% were somewhat supportive.



The majority of respondents (63.5%) were supportive or strongly supportive of updating active/alternative transportation policies in the Official Plan with Transportation Master Plan recommendations.



The majority of respondents (57.6%) were supportive or strongly supportive of developing an Oxford County Cycling Master Plan. In contrast, 13.6% of respondents do not support this idea at all.

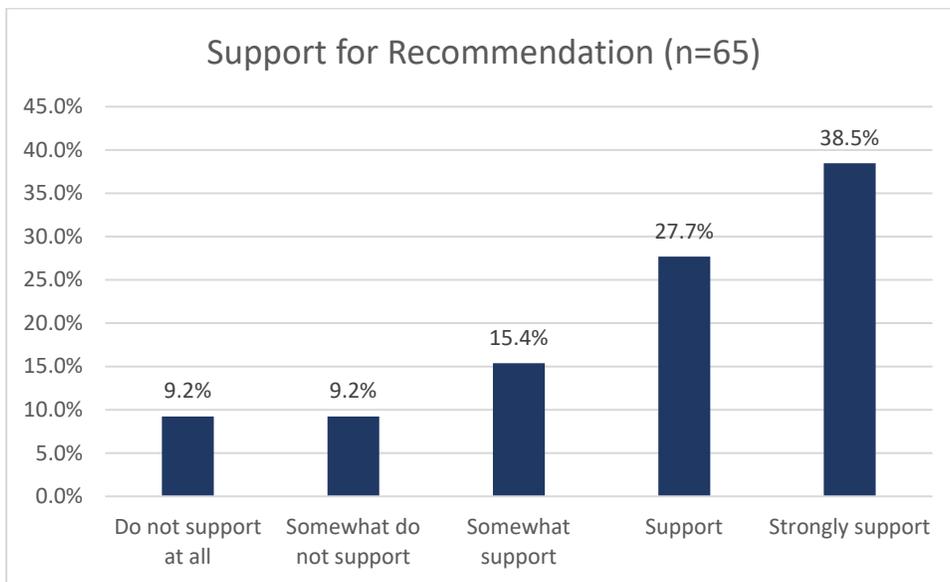
Do you have any comments on the proposed actions?

Again, respondents had mixed opinions of these proposed actions. Many respondents felt that active transportation is important. Cycling and walking routes should be well connected, protected, and could mimic approaches used in European countries. Respondents felt that transportation between communities is necessary and should be improved. One individual suggested implementing a regular bus route in the winter to allow communities to remain

connected when active transportation is less desirable. Some respondents felt that cyclists should be reminded of the rules of the road. Other respondents felt that focusing on active transportation is a waste of time and funds, as only a small proportion of the population will use this infrastructure. Furthermore, respondents had concerns about losing parking spots to bike lanes and argued that these upgrades would not be of use to rural residents.

Question 4 - The draft Transportation Master Plan recommends ongoing provision of safe, efficient and convenient traffic/transportation access to/from existing and proposed future developments and properties within the County. These provisions for road access management will help contribute to the successful sharing of a right-of-way between autos, trucks, and alternative modes of travel including pedestrians, cyclists and transit.

On a scale of 1-5, where 1 means do not support and 5 is strongly support, how do you feel about this recommendation?



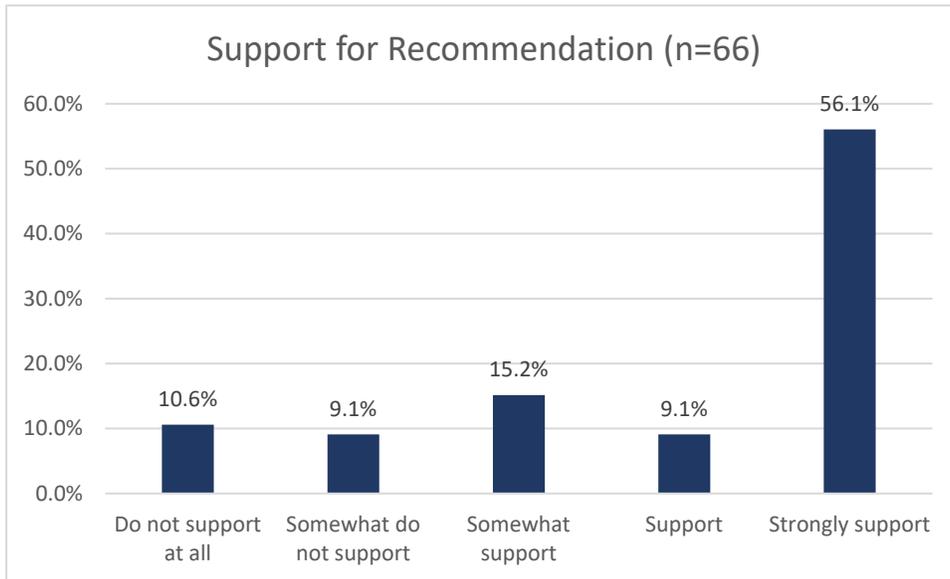
The majority of respondents (66.2%) were supportive or strongly supportive of the recommendation to provide “ongoing provision of safe, efficient and convenient traffic/transportation access to/from existing and proposed future developments and properties within the County”.

Do you have any comments on the recommendation?

Respondents noted the importance of safety, with some advocating for increased enforcement of speed limits and right-of-way. There was concern about the safety of having cyclists riding on city roads. Overall, there is tension between the need for car-oriented or bike-oriented infrastructure, with respondents citing different priorities and perspectives. Some respondents felt that the question was too vague, and they were unsure which “developments and properties” were being referenced.

Question 5 - The draft Transportation Master Plan recommends continuing to advocate for an integrated Southwestern Ontario regional transportation system (“SouthwestLynx”) which would provide for transportation links between communities through infrastructure enhancements to existing passenger & freight rail corridors and development of an intercommunity transportation service (i.e. intercommunity bus network). This integrated passenger rail and intercommunity bus transportation system would enhance the connection of residents in small urban/rural Southwestern Ontario to the larger urban centres, each other, work, social services and shopping, recreation and entertainment activities.

On a scale of 1-5, where 1 means do not support and 5 is strongly support, how do you feel about this recommendation?



The majority of respondents (65.2%) were either strongly supportive or supportive of the recommendation to “continue to advocate for an integrated Southwestern Ontario regional transportation system”.

Do you have any comments on the recommendation?

There were mixed feelings about an integrated Southwest Ontario regional transportation system amongst participants. Participants had a number of questions about the system, including how much it would cost, if expropriation of land would be required, and how this would fit with existing rail lines. Some were concerned that the potential ridership of such a system would not justify its cost. On the other hand, many respondents felt that this type of system was necessary to promote accessibility, connection, community health and the economy. Respondents noted that the transportation system should be affordable for users. Some respondents were supportive about increased access to services in urban centres especially for those with mobility issues, seniors and youth. Others were concerned about creating “bedroom communities” and the loss of local economic activity.

Question 6 - The draft Transportation Master is proposing safety improvements to at-grade railway crossings. Do you have any concerns with the safety of railway crossings throughout the County?

Respondents felt that there is always room for safety improvements to at-grade railway crossings, particularly those without any type of barriers. Respondents were concerned about the wait time at crossings and called for regular maintenance and levelling of these crossings. Many respondents had no concerns about the safety of railway crossings.

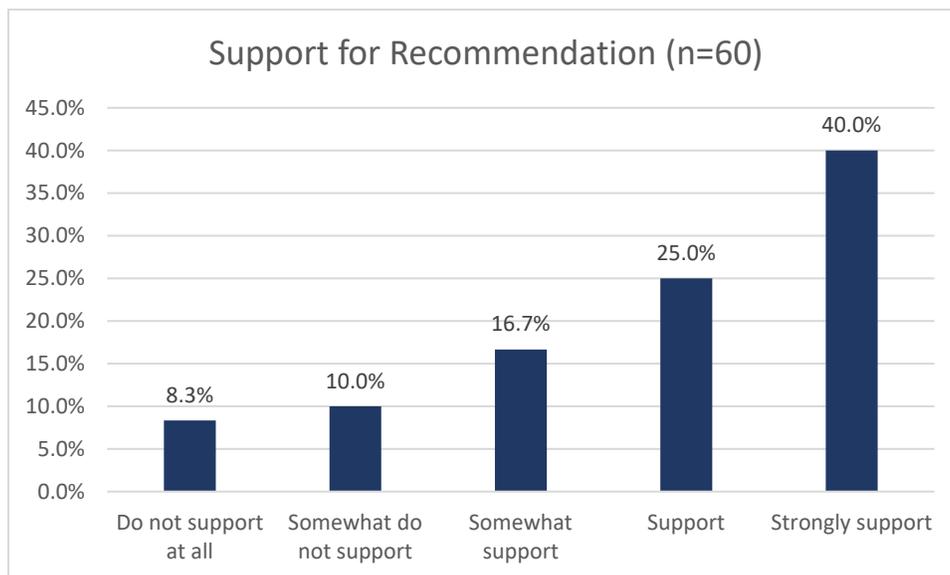
Question 7- The draft Transportation Master, in conjunction with the Province, rail authorities, and other municipal jurisdictions, recommends the ongoing provision for a safe and efficient transportation network for goods movement in Oxford County, including the accommodation of farming transportation needs, consideration of local intermodal terminals, corridor access management, etc. How do you feel about this approach?

Respondents were generally supportive of a safe and efficient transportation network, especially for the movement of farm equipment. However, a number of participants requested more information on this approach and there was some concern about increased traffic volumes.

Question 8 - A multi-modal terminal is a feature of a transportation system in which several modes of transportation (walking, cycling, personal vehicle, bus, train, etc.) can be accessed in one common location and allow for integration between modes.

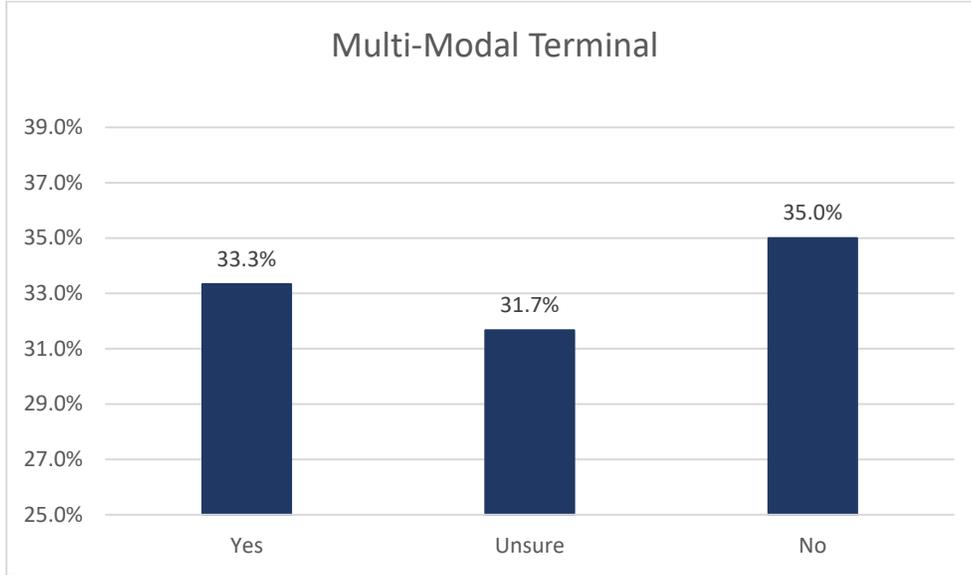
The draft Transportation Master Plan recommends that consideration be given to the development of centralized multi-modal facilities in Woodstock and Ingersoll. The objective of such multi-modal terminals would be to provide residents with direct connections to a variety of transportation choices, and reduce the demand for personal vehicle use.

On a scale of 1-5, where 1 means do not support and 5 is strongly support, how do you feel about this recommendation?



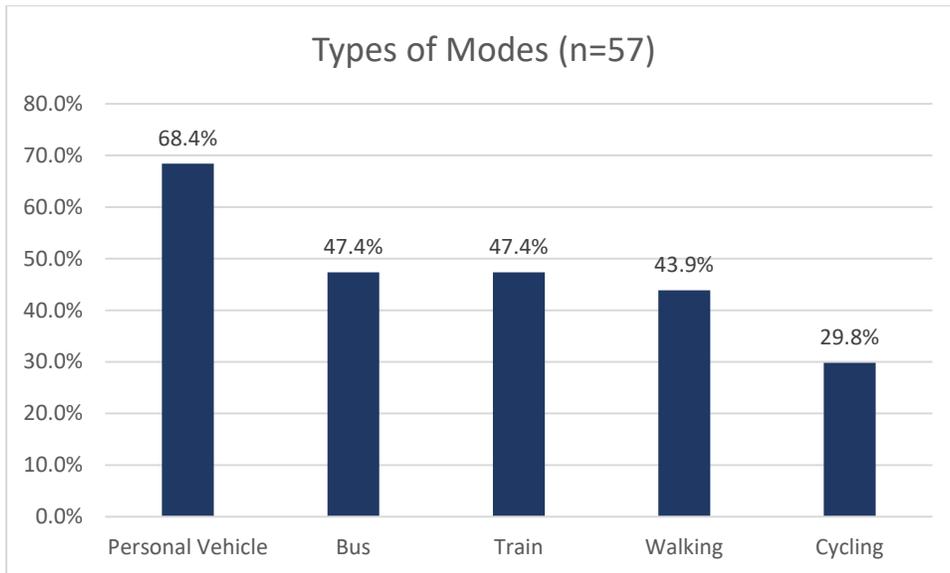
The majority of respondents (65%) were supportive or strongly supportive of the recommendation to “consider the development of centralized multi-modal facilities in Woodstock and Ingersoll”.

Do you feel you would benefit from a multi-modal terminal?



When asked if they felt they would benefit from a multi-modal terminal, respondents were split. Approximately one-third of respondents selected each of the options (yes, unsure, no), giving no clear indication with respect to perceived benefit.

Which types of modes would you use given the opportunity?



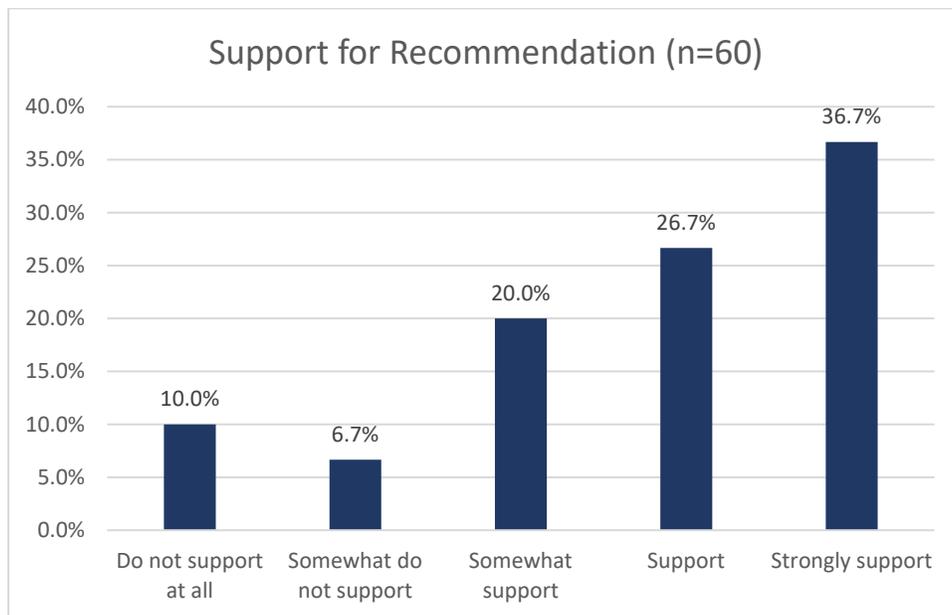
Personal vehicle was the most popular mode of transportation, with 68.4% of respondents indicating that they would use this mode given the opportunity. Under half of respondents indicated that they would use the bus, train, walking or cycling if given the opportunity.

Do you have any comments on the recommendation?

Some respondents took this opportunity to express their concern with this recommendation, stating that a multi-modal terminal would be better suited to a large city, rather than a county comprised of small towns. There was concern about accessibility in terms of location (i.e. rural) and ability (i.e. mobility issues). Some participants were supportive of bus service between larger centres (i.e. Woodstock, Tillsonburg, Ingersoll).

Question 9 - The draft Transportation Master Plan supports a transportation demand strategy that considers ridesharing (school buses, inter-County transit, carpooling), active transportation, and workplace mode shifting (i.e. work from home).

On a scale of 1-5, where 1 means do not support and 5 is strongly support, how do you feel about this recommendation?



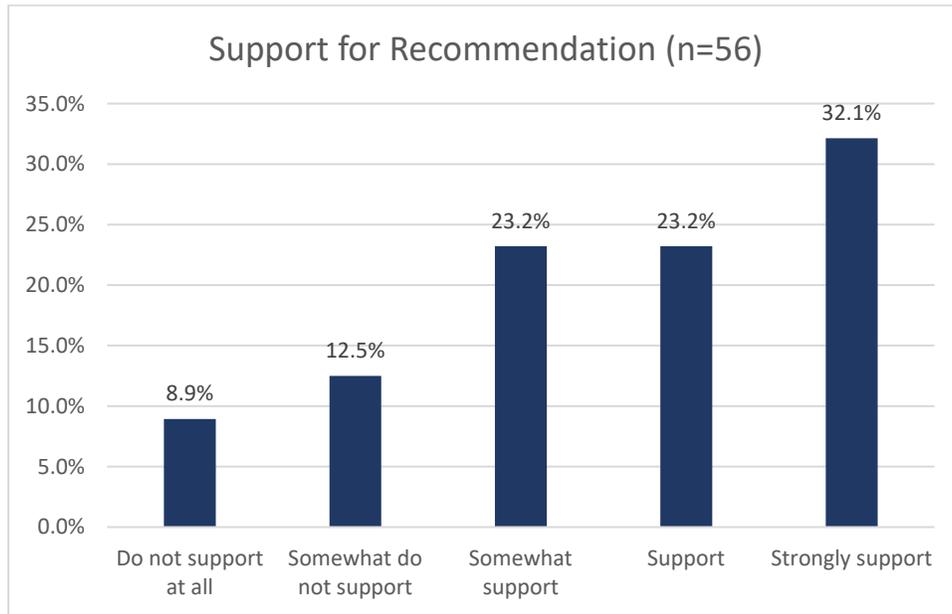
The majority of respondents (63.4%) were supportive or strongly supportive of “a transportation demand strategy that considers ridesharing, active transportation, and workplace mode shifting”.

Do you have any comments on the recommendation?

Many respondents liked the idea of ridesharing and workplace mode shifting, but presented a number of logistical challenges. For example, working from home is not possible for many occupations. Respondents liked the idea of ridesharing using buses, however one participant noted safety concerns for students if school buses were to be used.

Question 10 - The draft Transportation Master Plan supports the County’s 100% Renewable Energy target by 2050 and recommends that electrical vehicle charging stations be installed in parking lots at existing / future carpool lots, public facilities, and other employment areas.

On a scale of 1-5, where 1 means do not support and 5 is strongly support, how do you feel about this recommendation?



The majority of respondents (55.3%) were supportive or strongly supportive of the recommendation that “electrical vehicle charging stations be installed in parking lots at existing / future carpool lots, public facilities, and other employment areas”. Another 23.3% of respondents were somewhat supportive.

Do you have any comments on the recommendation?

Some respondents were supportive of electrical vehicle (EV) charging stations; however, others were hesitant about EVs and the investments for associated infrastructure. Many respondents were concerned about the cost of electricity, stating that EV owners should be paying for their own electrical charging. Some respondents were also concerned about the 2050 timeline, saying it was too far away and that charging stations could be obsolete at that time.

Question 11 - Autonomous vehicles can eliminate driver error and therefore improve safety, along with reducing traffic congestion. What role do you see autonomous vehicles playing in the future of the County’s transportation network (e.g., public transit, taxis, etc.)?

Most respondents see a very limited role for autonomous vehicles in the future of the County’s transportation network, if any. Respondents were concerned about safety and access/affordability of autonomous vehicles. Some respondents also stated that autonomous vehicle technology requires further development and testing.

Question 12 - What role do you see alternative, low carbon fuel sources playing in the future of the County's transportation network (e.g., solar/electric, hydrogen, biofuel, natural gas, etc.)?

Respondents were split in their views of alternative, low carbon fuel sources, and many cited the need for more information. Some felt that alternative fuels should play a large role in the future of the County's transportation network, stating that it is the "way of the future". Others felt that these fuels should not play a large role, citing concerns about raising taxes and costs. A few participants noted that decisions at the Provincial government level could impact low carbon fuel sources moving forward.

Question 13 - Is there anything else you would like to see included in the County's transportation system strategy?

A number of respondents noted that they are opposed to high speed rail. A few participants commented on the importance of automobile manufacturing to the local economy. Respondents felt that special consideration should be given to those who have limited access to transportation due to mobility or geographic constraints. Safety improvements were recommended for cyclists and pedestrians. Some respondents recommended traffic calming and speed enforcement be considered. Some respondents felt that existing infrastructure should be upgraded before building new infrastructure, and that construction should be staggered to limit the impact on movement. Finally, some respondents recommended diverting truck traffic away from local roads.

Appendix A: Verbatim Comments

Question 1

- If it makes travelling through the city better, it is a great idea.
- Roundabout should replace four way stops at some busy intersections.
- Options such as roundabouts and improved traffic signals that are coordinated with traffic reduce collisions and improve the flow of traffic.
- I am not a big fan of roundabouts. More education needs to be done about these so they are used properly to avoid accidents.
- Definitely needed.
- Talk about bussing.
- This would be helpful.
- Required.
- Please... No more roundabouts! No one knows how to use them!
- Roundabouts are a waste of money - use four way stops if needed.
- Sounds good.
- I am in agreement.
- All of the above is important to look at.
- Great!
- Would be nice if the lights worked together - not having to stop at eight or ten lights in a row.
- Good idea as long as they work. We have seen some not so great ideas create more congestion such as the lane reduction in front of the Tim Horton's on Mill Street. The ideas need to be reviewed and approved before implemented.
- Calming measures and intersection improvements are desperately needed.
- Good ideas all.
- Sounds like a good direction!
- Yes, to all- 100% support- sidewalks need to be wider, especially around schools so there is room for people to pass (strollers, kids on bikes, people walking side by side). Roundabouts need stronger pedestrian ways. Devonshire Avenue in Woodstock has too long distance between lights for safe crossing.
- Start with the easy stuff. Get the roads up to par. Highway 2 is excellent now.
- Agreed, this needs to be a constant ongoing process in order to allow the County to keep important issues and items maintained or updated.
- Less signals, no calming zones.
- Happy with the way things are going right now.
- More roundabouts would be something that could be a positive.
- I want to know more.
- While the construction will be frustrating, the end goal will be helpful.
- Good.
- All for any improvements to the flow of traffic and people in and out of Oxford County.

- I would like to see more roundabouts built. Also - please abandon the use of tar and chip for re-surfacing of roads. That stuff is bad for cars but it is dangerous for cyclists due to surface looseness and projectiles from automobiles.
- Room for improvements and cutting any waste.
- Cost.
- Yes please.
- Most County roads are in good condition at this time. It is important not to let good infrastructure deteriorate in favour of spending money on new projects.
- Nil.
- Our transportation structure is in shambles and needs a severe overhaul.
- I will wait and see what actually gets done.
- Good.
- All needed improvements.
- Making traffic flow more efficiently. Very good and forward thinking.
- This is necessary for improvement and growth.
- I think it is a necessity.
- As long as the long-term benefit is worth the cost of such investment I would be okay with it.
- It is a good start.
- Great.
- It is something that needs to be done.
- These ideas are fine, but do not answer the largest and most urgent identified need - access to public transportation in the absence of any.
- I would love to see public transport between Woodstock/Norwich/Tillsonburg. If several runs were scheduled daily people may be inclined to use the bus service for work. Also, many seniors no longer drive and this could make their lives easier.
- Roundabouts are great except many Canadian drivers do not know how to properly use them.
- I do believe this to be a very valid issue that needs to be shared to the general public. Good plan.
- Unfortunately, it appears as if there is a lot of unnecessary spending, over engineering and lack of common sense whenever I see one of the above-mentioned projects undertaken.
- The draft was not very specific.
- Needs to be constantly reviewed and replanned for improvements.
- Staying on top of infrastructure is better than having to be reactionary when an emergency hits. I would like to encourage active transport, public transit and have developers complete sidewalks regardless of zoning to make it possible to walk (for example to the new school and Cowan Fields) if desired.
- I support traffic signal improvements and turning lanes however traffic calming needs to ensure it does not slow down major routes. Capital projects should include adding second lanes to county roads, or passing lanes such as on Highway 2 with increased truck traffic and Highway 401 closures.

- As we grow we need this planning and foresight.
- Need to see final costs for this infrastructure spending. It is good to compare infrastructure spending to social services and health care or seniors spending.
- Great ideas.
- It seems reasonable.
- That is a must with increasing traffic.
- Overhead turn signs, the ones painted on the roads are faint and covered with snow in the winter, also many places have rumble strips when nearing intersections, we could use more.
- Good.
- It depends.
- Great but can we please pave all the roads in the county? This would include the township roads there are a ton of unpaved roads pushing all traffic into just a few roads.
- I like that I can share my personal thoughts about this.
- All of these issues will doubtless need to be addressed and dealt with over the next 20 years. If roundabouts are to be installed, then it is imperative that drivers of all ages and experience need to be taught how to properly navigate them.
- Good idea.
- Calming measures are greatly needed during rush hour in Woodstock.
- So, no new roads?
- Intersection Improvements. I live in Tillsonburg, I work in Ingersoll west end near CAMI. I use Highway 19 to get to Ingersoll. Next, I can cross Ingersoll by using short stretch of Highway 401 or I can cross by using Clarke Road. When reaching Culloden Road, I need to cross it by going through four lanes (two each way). The intersection is angled and controlled only by two stop signs (one each direction on Clarke Road). Culloden Road has too much traffic in both directions at times such as shift change. My car was in an accident. I proceeded to cross Clarke Road going west and was hit by a young driver who was speeding and not driving defensively. By law it was my fault. However, if the same conditions were to occur again I would probably be in a similar accident again. Clear, dry fall weather but how am I to predict if a car on Culloden Road is excessively speeding which the other driver admitted to. Crossing four lanes and excessive traffic are a dangerous combination. I would like to see something done with this intersection as I will NOT use it to go to work and I hate entering and leaving Highway 401 ramps just to cross Ingersoll. The hazards of merging and exiting Highway 401 just to go two miles on it across town is not a good solution also. If they can put a traffic light on Clarke Road so that golfers can cross during their golf game they surely can improve an intersection such as Clarke Road at Culloden Road.

Question 2

- I think it is a great plan.
- I agree.
- I am more likely to bike if I can avoid traffic.
- This is great.

- It is great to provide a safe space for people to cycle.
- Nil.
- We live in rural Ontario. It is at least a ten-minute drive to anywhere with groceries and other necessities. Way too far to walk or bike... Especially at my age and with the traffic we get.
- Do we have a budget for that and are the cyclists/walkers contributing rather than the automotive users?
- Not a fan of trails. They are costly and not used enough to warrant the cost.
- I certainly agree with the paved shoulders if a cycling network is to be established trails are important I think people are making more use of them.
- Great plan.
- Alternate types of transportation (such as bikes) would be better in their own lanes. Would also be good if they obey the rules of the road. Stopping at signs and lights would be a good start.
- Fantastic ideas. We need safe and accessible bike and walking trails as well as shoulders for bikes.
- Great on a variety of levels.
- I think you have maxed out walking and biking. More people are not going to start given our aging population and soon tech will provide low emission transportation
- Great idea!
- Paved shoulders, and more sidewalks, wider bike lanes (marked).
- Great idea just not a primary one. Put it lower on the list.
- Cycling network is fine but is there any way to tax cyclists the same way vehicles are taxed? Right now, vehicle owners are subsidizing and paying for these cycling upgrades.
- Absolutely a great idea!
- Dedicated bike lanes and route, separated from traffic when possible, are something I would pay extra for.
- I am more concerned with traffic calming.
- Safe cycling would be beneficial.
- All for it!
- We must reduce our reliability on cars for local transportation so cycling and walking facilities are paramount. But so much goes into sprawling subdivisions and very little goes into safe active transportation to these subdivisions. A prime example is 59 Highway north of Woodstock. The traffic in and out of the city has increased tremendously and now it is very dangerous for cyclists to enter or exit the city from the intersection of Vansittart Avenue and Devonshire Avenue to the roundabout at OR 17. The traffic is horrendous on that stretch of road.
- I back this.
- Roads are narrow in many areas - too tight for bike lanes/shoulders.
- Yes please.
- Bicycle lanes and trails have come a long way in the past five years. This is a positive for urban Oxford however has limited benefit for rural.

- I lived in Europe and we should look to them for insight especially Holland. As for what we are doing now it is not working and is in fact very dangerous we should not let cars park on bike paths and we should shift bike paths to one side of the road for a double lane path with a mini median between it instead of one unprotected lane each side of roadway.
- I feel it is a waste of a lot of money and very little benefit for the majority of the population.
- Overdue.
- It can help.
- We have provided many miles of example, bike lanes that are mostly seasonal and underutilized. Paved shoulder would be a positive safety improvement.
- I would like these additions to our community. More trails and a better bike system would be great.
- Great idea.
- Because of climate I am not certain if these measures would be needed for the short amount of time walking and cycling would be available.
- Absolutely. We need bike lanes, pedestrian walking safety, and transportation for more people.
- Sounds good.
- Not as important due to distance between communities.
- Much more cycling infrastructure is required.
- This is a great approach for tourism or for people in Woodstock, Ingersoll and Tillsonburg. I have to drive to paths and they will not help me commute to work.
- More trails would be awesome!!!! I do a lot of walking.
- This is an approach that should be an ongoing plan to include all affected to ensure that the proper master plan is implemented at the end of the day.
- Trails are underutilized and should be open for multi-use such as snowmobiles and ATV. There are clubs that would take care of the upkeep if they were allowed to use them.
- Good. Again, not very Specific not mention of improved safety to large employers such as Toyota and its suppliers, the Hospital, etc.
- Pros and cons. The trend for bike paths etc. is very costly and almost projected as more important than road upkeep.
- Great idea.
- This is silly and does not address the needs of the majority of people. Nobody will cycle from November to April and frankly it is not large enough of a population to support putting so much effort into it.
- Like it.
- I am concerned cycling lanes in the city on busy residential streets, will take away valuable parking for residences on busy streets.
- I like it.
- Not bad.
- It is good.
- Communities are to spread out to worry about bike lanes in the country.

- Positive.
- Not completely necessary.
- More paved shoulders but please pave the unpaved roads in the townships.
- Wonderful ideas! It is unfortunate that there is basically no connectivity between communities at the moment.
- As a runner and cyclist, I am glad this is being looked at.
- I cannot visualize a cycling network, given the amount of existing traffic in this small town, but more trails (suitable for cycling), and paved shoulders would be useful additions.
- It is a good approach. The county needs to continue their plans to help the environment and make Oxford County green.
- Why cannot we take an ATV or scooter/golf cart like some of the mater planned communities elsewhere.
- I like the idea - especially about improved connectivity between communities for people who cannot or do not want to drive.

Question 3

- Get people moving.
- Will this include educating the cyclists?
- Sounds like a good idea but what number of the population is using this method to make it worthwhile. We are not a city but a county so it does not sound like a great plan for the masses.
- Is there a way to track the use of these trails???
- I agree with this study being done I think trails are important not sure if there are enough people cycling to warrant the cost.
- Biking is for the most part a leisure activity. It is not really a popular mode of transportation.
- If the option of more connected trails, paths are available people will use them.
- Define "trail development". Trails need to support the natural native environment. Accessibility is very important, but surely there are more options than asphalt.
- Is there enough potential use to warrant the investment?
- Same comments apply as was given in item #2.
- Love these ideas!
- This is in line with my platform.
- Bikers are irresponsible and do not obey traffic laws.
- Look to European cities like Maastricht for advice. They have been doing this longer and have the volume to test these ideas.
- Make the cyclists pay for this themselves with a bike tax.
- No.
- I am not against it, but I am uncertain these measures would in time change those who use a car to go alternative methods.

- I do wish there was some regular bus routes for people. Walking and biking are great in good weather but I am the winter or for people not able to walk/bike a small bus with a regular route would be amazing.
- No.
- Transportation between communities is important.
- The approach will help urban Oxford, but I do not see a lot for rural commuters or the rural poor who do not have cars or access to trails or public transport.
- No comment.
- Cyclists far too often do not follow laws and often hold up the flow of traffic unreasonably.
- See #3. I specific plan to increase the use of cycling to large employers and to areas that will or can be developed for industrial or high employment use. Greater police presence to protect property and safety. Little specifics on how cyclists will be protected at intersections, often cars cut through cycling lanes to turn right. Other communities use seasonal physical barriers to protect cyclists at and approaching intersections.
- Individuals have always cycled. Now a new trend that is financially supported. Will it continue?
- Linkages are key as well as access to all public parks and buildings.
- Waste. Of. Time.
- I am very concerned over the cycling master plan. If you lived on Devonshire Avenue and have one driveway entrance then the parking is necessary in front of homes. Also, some homes have circular driveways- how were some granted this? And others are not allowed.
- I see that transportation of goods is being looked at. I would like to see a truck route that removes the trucks from travelling downtown on Dundas Street.
- The high-speed railway is garbage and will ruin southern Ontario. Give your heads a shake. It is not even stopping in our area. Vote no for highspeed railway. Japan shut theirs down as it was a waste of money and did not help at all.
- Need more green spaces, mature trees along the country roads when the aging trees are cut down, they are not replaced. Should be planting trees now for the future.
- No.
- More people would cycle if it were safe. The paved roads are too busy and very few have paved shoulders if you could please pave more of the township roads then people could cycle on them and the other roads would not be so busy. Cyclists should be making this plan because unless you bike on these roads you really have no idea how scary they are. There is not enough room and there is way too much traffic and the traffic are going way too fast. Please pave all the secondary township roads.
- I am not a cyclist myself, but these sound like positive changes.
- An exclusive Oxford Cycling Master Plan would be a good idea, as long as cyclists were not expected to compete with already high traffic volumes.
- All modes should be supported... horse, bike, ATV, walk, paddle.
- Encourage people to use mass transit especially anything that does not burn hydrocarbons.

Question 4

- Please enforce the speed limits and the no pass zones.
- More studies needed but cost effectively.
- Depends on the cost and locations of these provisions. I would not want 100% of tax payers to pay for an expected 1% usage.
- Make bike lanes wider and more consistent.
- What are the future developments and properties? How are they aligned with the TMP? Need clarification and an indication that it will be aligned.
- Same comment as #2 can be used again.
- Anything that alleviates traffic issues is most welcome.
- Bicycles really need their own lane. It is unsafe for them, and drivers to be on the road.
- Do not forget about farm equipment.
- Please solicit the input of pedestrians and cyclists. Do not got solely on the ideas of engineers as they are often out of touch with local issues and conditions. Get opinions from people who are actually affected by our local issues - like ME for instance.
- Cyclists on city roads will cause accidents
- To reduce traffic flow in the inner city. Suggest a few outer roads be expanded to create a ring road to help as bypass routes.
- More policing of the roads and actually enforcing the law would be a start.
- Not at this time, but safety and efficiency all both good goals to strive for.
- Paved shoulders on all roads would improve this.
- This is quite vague. Hard to argue with safety, but I do not see what you are proposing.
- Safety is definitely an overriding factor.
- See previous comments.
- Need to have plan for sharing as alternative transportation is already being invested in.
- Development of auto only or very predominantly auto friendly areas does not help develop the community.
- Do not take traffic lanes away and turn them into cycle lanes. However, adding lanes, and turning lanes will help.
- I do not support cyclists sharing roads that are busy, resulting in less street parking. I want to hear what those running for mayor/ councillor think.
- No.
- Transit!
- I think that all of these proposals are excellent if somewhat idealistic at the present time. Present day drivers are not courteous, and have complete disregard of speed limits, so this state of affairs would, I believe, need to be addressed before expecting drivers to observe rights of way and so on.
- Sharing right-of-way... truck vs. cyclist.... bad outcomes...usually for cyclist.
- Keep in mind that autonomous electric vehicles are coming relatively soon. Perhaps vehicle ownership will go down as people Uber like request an autonomous vehicle from point A to B.

Question 5

- Would love an option other than highway to get to urban centres such as Toronto. Currently we go to Aldershot in Burlington to get the GO train.
- This is something that is greatly needed. So many services for Oxford county are located in Woodstock and people who need to access services currently have little transportation choices that are economical.
- Let us start.
- Needs to be accessible and reliable.
- Again, how many would actually use this service and what price.
- Amazing!
- Depends on the expected ridership. Is there a way to trial this type of system? Where else does this type of system exist to determine successes and failures.
- How is this a requirement? Or how will it improve communities. Small towns might devolve into just bedroom communities if they have easy access to larger towns or cities. Look at the non-economy of Beachville for example. It is too easy to go to Woodstock or Ingersoll so no business really thrives in Beachville at least no retail business.
- Freight trains do not follow a timetable or schedule. Therefore, scheduled use of rail lines for passenger use will be very difficult. Are you suggesting expropriation for new rail lines?
- Is there enough potential use to offset the cost?
- Further development to existing rail systems are required. We do NOT need a rapid rail link.
- Most welcomed plan.
- Do not make it cost prohibitive to ride it. I have a car, give me a reason to ride it.
- Working for para transit in a Woodstock many of my clients have asked how they could get to other communities in and around Oxford County. i.e. small accessible buses that could travel between these points a few days a week!
- I support the SOUTHWESTLYNX HPR concept.
- Just keep taking away farm land and country property – NO.
- This plan has the greatest potential to serve a large number of people in Southwest Ontario.
- Have a few of the old Woodstock city busses make loops once per hour through the other oxford county cities. Ask for businesses such as Toyota, CAMI, ASIN to support the action by sponsoring a bus stop at their location by supporting some of the financial burden. This will also give them access to workforces from other local communities
- Intercommunity buses?... This is ridiculous! Look at the empty seats in a Woodstock bus and honestly ask yourselves if this is cost efficient.
- This mode needs to be affordable.
- I personally do not like to drive to larger centers, so for me to have an alternative would greatly increase my options in all areas, such retail, entertainment, work.
- This is critical for the parts of the county not connected to transit links.

- I do not support high speed rail unless it is on an elevated platform so as to not cut off access to property on both sides of the rail.
- Absolutely necessary and should be the priority.
- I would not want to see rail corridors cut through agriculture properties.
- There should be a bus service all over Oxford county. Many younger and older members of the community do not have transportation to where they need to go.
- Has been tried and tested does not work, the vast majority of the population has a means of transportation that works for them.
- Small towns have lost all access to bus transportation to other towns/cities.
- Necessary for Seniors in rural areas.
- Lack of access is an indicator for public and community health and impacts our economy.
- Yeah, better intercity rail service between Woodstock/London and Woodstock/Kitchener would be nice but I cannot imagine how dirty the bus to Tillsonburg would be.
- Good recommendation.
- This may encourage people to shop elsewhere instead of supporting local businesses
- Absolutely support this idea
- There are a number of people that a bus system would serve greatly!
- Sounds like a wonderful idea. There must be hundreds of people who would enjoy visiting areas to which they have no access due to lack of any sort of transportation.
- An alternative transportation to Via Rail and Greyhound that could potentially be a cheaper competitor is a very good plan.
- User pays 100%?
- My wife does not drive and I work much. Would be great if it was easy for her to travel to and from other Urban Centres with ease and reasonable cost.

Question 6

- Not really.
- Some are not obvious or well-marked and are a potential hazard.
- No.
- The crossing on Blandford Road at the curve just outside of Innerkip needs work.
- None.
- I believe the railway crossings are in terrible condition at many of the crossings.
- General upkeep and maintenance should remain a plan as preventative.
- All crossings should have lights.
- Frankly, nothing will fix people's stupidity.
- No.
- Trucks need to do a city by-pass by level crossings are a big deterrent. Who is responsible for maintaining the all grade crossings? Highway 59 at Wilson Road and Cedar Line is terrible. Raise crossings in Ingersoll if possible. Too often held up by slow trains.
- Length of time waiting at some crossings specifically Blenheim Road.

- There are always safety upgrades that are required. Crossing need to be constructed to allow for smoother vehicle traffic to pass over these crossings.
- People are more the problem than the crossings.
- No.
- None of them are flat. You can really wreck your car over them. I do not know who to contact if a railway crossing is not functioning properly.
- Use what we have instead of making new one.
- Yes, need to be levelled off very rough to cross!
- Safety is very important and should be maintained and improved where it can.
- More trains mean more problems.
- Yes.
- All crossings should be gated.
- Yes, crossings in cities need to be more controlled. By either a bridge or tunnel system to protect further children from getting hurt.
- Good idea, now spend the money and add crossing gates.
- No.
- Most or all seem fine.
- They need to be fixed. They are uneven and not safe for cars crossing.
- Not at this time
- If means less of bump going over rail tracks, my car's suspension thanks you
- Yes, absolutely there is some crossing near 4th Street in Tillsonburg with no lights or barriers.
- High speed rail should be on an elevated rail system only.
- There are some crossings without barriers and that's a concern.
- No.
- Need to straighten out the or fix the at crossings level. As in construction, accident waiting to happen.
- No.
- Hopefully a NEW process of levelling will be successful the first time; as in how many times has the County Road 6 east of Highway 2 crossing been redone \$\$\$ and still very poor.
- No, if people get hit by a train these days they really kind of had it coming, there's so much warning signal and devices if you're not paying attention. Pay more!
- Yes- all should have safety guards.
- Agree. Railway crossings should always be reviewing for safety improvements.
- Yes, some of them could be improved.
- No.
- The Rail Companies do not fix there crossings now, how will this be addressed.
- No.
- It would be nice if they were not bumping and you just put up bumpy rail crossing signs and do nothing to fix them.
- They are all in desperate need of regular maintenance.

- I do not feel in Woodstock, or out in the country that I have had any problems with crossings in the past 10 years I have lived here.
- A great job has been done on the crossing on Highway 2 in levelling it. The same really needs to be done on the crossing on Norwich near Dundas.
- No.
- No.

Question 7

- Agree.
- I am concerned about the possibility of the light rail bisecting existing farmland. I would far prefer what is listed here.
- Not going to happen.
- This sounds very good.
- Interesting and yes, we are farming so we need to look more into that approach than the others.
- Very important. Would like the better movement of farming equipment. Where huge machines do not HOG the road. There needs to be a way to move them off the travelled portion when a long line of traffic is behind. Maybe it is just courtesy and common sense. They lack.
- I agree.
- Agreed.
- I support but what is the cost?
- Sorry- not well explained.
- Good.
- Need specifics. Need city bypass truck routes for three cities ('urban' areas) in the county. Truck traffic is heavy and increasing. Construction means dump trucks, need a designated truck route for communities.
- Good.
- Agree.
- Safety is extremely important.
- It does not mean anything to me.
- All for it.
- On right track.
- You will be increasing traffic.
- Good.
- It is of utmost importance to move freight away from highways onto the rails.
- I believe this is a good idea as for the corridors I would recommend a 400 series highway from the western end of Highways 401 or 403 to the Niagara Region to reduce traffic flow on an already congested Queen Elizabeth Way.
- Who does not want safe and efficient transportation!
- Not needed.
- I have no knowledge of these topics regarding Oxford being a good location.

- Good.
- In support of this.
- Again, all for safe and efficient.
- Neutral.
- Not sure.
- Public education is required to remind people of safety around slow moving vehicles.
- Waste of taxpayers' funds.
- Laws need to be enforced when oversized farm equipment create hazardous conditions on our roads.
- Necessary.
- Especially important for more rural areas of the county.
- We need to ensure farming has the space they need.
- Unsure. Know/understand very little on this topic.
- Agree.
- Will not help.
- Changes are not urgently needed.
- Due to the growing in this area, I feel we need to be focusing on this.
- I do not know anything about this sort of transportation to comment of the recommendations.
- ?? Corridor access, etc.
- Keep safety in mind first. Big trucks, cars, tractors, combines, bikes, e-bikes, people make for a more dangerous mix.

Question 8

- I rely on public transport and this sounds like it would be very convenient.
- Needs to be accessible for the disabled.
- This sound wonderful for a city but not a county.
- Small town living will not benefit very much. Especially a senior.
- Not all transportation needs to be together, as long as there is a link to the other transportation locations.
- Location is a huge factor. Must be downtown but where?
- Any examples in other jurisdictions?
- No.
- I only support this if the terminal is located in Ingersoll or Woodstock.
- Drop it.
- Not at this time.
- Please bring bus service to Tillsonburg.
- No.
- I am very rural and have recurring mobility issues. My ability to access multi model nodes is constrained.
- Do not recommend.

- Public transportation needs to be heavily subsidized to bring ridership up which in turn should decrease the need of subsidies.
- Do not put the cart before the horse, a very good transport infrastructure for cyclists and pedestrians must be in place and planned for. One that developers cannot alter if they wish to develop the land.
- Great idea.
- Could we build a ring road around Woodstock or twin Highway 59 North at the Bridge to Tavistock, and Highway 2 to the Middlesex County line and then convince them to do all the way to Shaw Road... Please guys?
- Innerkip need to be connected to Woodstock with public transportation.
- No.
- I would very much like to see an inter-community bus system.
- I think this proposition is better suited to large cities.
- Can I take my bike on the train and ride at the other end? Cheaply?
- No.

Question 9

- You cannot let people on school busses when students are on for safety reasons.
- Buses can definitely be more cost effective with share riding.
- Would be great to see sharing on buses more. Reduce number of buses.
- I work in the automotive industry as well as thousands in Oxford County and wonder how it will affect employment if we are attempting to get less people to use and buy vehicles. I agree we need to support changes for the environment but more focus needs to be on farming and less meat production.
- Who carries the cost?
- Carpooling is proven to work in larger centres. It would be ideal if would work locally as well.
- Anything that reduces the number of vehicles on our highways is welcome.
- Most people do not believe in sharing.
- Work from home sounds good but has not materialized as promised so do not plan on this being accepted.
- I think it is a good compromise for those who like the freedom of car, but not always having to take their own.
- No.
- This will require parallel investment in affordable a reliable high-speed internet.
- Good idea but it is too bad that it is difficult to earn a living working online.
- A great deal of coordination would be required.
- We need to figure out a way to get people to our best services if they cannot be provided in their own communities.
- Here we go again! My employer is not going to magically go surprise we moved the bank to YOUR HOUSE you can work from here!! Nope, nada I am still going to have to go to work.

- Would be primarily the different layers of government and government agencies that could participate in work from home.
- No.
- This is an excellent idea from all aspects.
- I like the idea of workplace mode shifting. I also like the idea of factories with staggered shift start times to lessen peak demand on transportation.

Question 10

- Not going to happen.
- At what price for recharge?
- I am a senior. Not sure about the electrical cars.
- I fully support electric vehicle production and purchasing.
- In colder areas they have places to plug in block heaters. Surprised it is taking so long to bring in charging stations in every public parking lot.
- What about other forms of renewable energy in the future. An infrastructure for only electrical charging may be short sighted.
- 2050? That long?
- If someone can afford an electric car, they can afford the pennies to charge it. If you are going to do this, do not subsidize it.
- Just because a vehicle uses no gasoline and does not emit carbon dioxide emissions does not mean that it is ecologically friendly. An accounting needs to be done of electric vehicles from inception to destruction and maybe it will be found that they are more pollute more than conventional gasoline vehicles. The fuel of propulsion is just part of the equation.
- Now - that is the way of the future.
- I support 100% renewable as long as it does not harm the environment. It is a documented fact that wind turbines cause harm to bat population and a great deal of Ontario bat species are protected due to a severe decline in population. The turbines can be adjusted to fix this problem. If that is done then I fully support it
- What is the cost? Am I paying for someone else's fuel with my tax dollars?
- Credit card required to charge your vehicle.
- The easiest it is to recharge; the more likely people will invest in electric cars.
- Still not convinced that electric vehicle is the way to go.
- Not necessary.
- Charging station must have significant fees to those vehicles that become fully charged once that have been charged. This will encourage people not to park in charging stations for the purpose of parking cheaply and conveniently, this will cause them to move to another location opening the spot for another vehicle.
- Great idea, other ideas may take precedence.
- I am going to find a way to drive a gas vehicle in 2050 if the road salt does not get to it first (can we use more sand this winter). But for real, give the renewable energy stuff a break with the current government.
- Love the idea but cannot afford an electric car myself so would not use.

- By 2050, charging stations could be obsolete.
- Good idea if they are paying for the electricity. I see free ones all the time. Who pays for them? We all pay our gas they can pay for their hydro.
- No.
- I support the idea, but wonder what proportion of the population will be purchasing electrical vehicles.
- The County needs to continue their development of an electrical network within the County to provide an incentive to residents. If they see that there is no need to have range anxiety because chargers are everywhere, they will be more likely to change over.
- Who pays for hydro to charge vehicles? User I hope. Where are electric vehicle made? Parts for electric vehicles? Cami? Toyota? Parts manufacturing in local area? Otherwise... why get rid of local auto manufacturing jobs and support Tesla?
- I would like to see all new buildings and communities designed and planned for rooftop solar. All these houses with landfilling tar shingles and no solar panels. What a waste of a great resource-not to mention all the factory rooftops.

Question 11

- I have concerns about the safety.
- These make me nervous and I wonder about liability issues. Also taking jobs away from hired drivers is a concern.
- Do not trust them.
- Very limited role.
- Cannot imagine autonomous vehicles.
- Do not agree.
- Taxi.
- I do not foresee this playing an important role for at least 25 - 30 years.
- It will eventually replace all human drivers.
- Not 100 percent sure if its best.
- Unsure of the full implications, so really cannot speak about it.
- Technology is not there yet.
- Should be very limited locally.
- This is a long way off in our area.
- Will only be a reality once all vehicles are autonomous.
- Zero.
- No role not for this type of vehicle!
- There needs to be a great improvement in their safety before they become a viable option.
- As I said in my platform, I see this as good if it means no driver license and people can afford this.
- Sounds better - but still can be human error.
- I do not think potential autonomous vehicle usage within Oxford justifies extra expense in supporting them.

- Do not support at this time however do support semi-autonomous vehicle features like blind spot assist and such. And would recommend for our bus services.
- It is the future, but many issues need to be addressed, (liability insurance for the autonomous vehicles, loss of jobs etc.).
- Increasing.
- It sounds good in principle, but I for one would not go that route until there was a lot more evidence that it is reliable safe way to transport people and goods.
- They are the way of the future.
- Too early to say, but they will not help the economically vulnerable.
- Too dangerous, I can also see passenger safety becoming an issue.
- Taxis and transportation of goods. At this time, it is to comment on improved safety from autonomous vehicles in premature. Public transit should remain primarily in the hands of able humans.
- Only if adequate scheduling process.
- Would like to see better data first.
- I have no idea.
- It is still early beginnings for autonomous vehicles- drones.
- Yea right, have you seen the news articles where they have hit other cars even people ...no thank you.
- None.
- Busses and trains, I guess.
- I am still unsure about autonomous vehicles, but I can see them becoming part of our system.
- Due to being a growing community I feel we need to keep up with the changes
- Hopefully no role at all!
- Within 20 years I see a large majority of semi transportation down the Highway 401/403 corridor being autonomous. As well more regular autonomous cars will start to become applicable on local roads as the autonomy progresses into the fourth and fifth level.
- None.
- Very high. You are lucky if you can plan three years let alone 20 years but autonomous vehicles will be a game changer especially when insurance companies get involved when they see a massive reduction in death and vehicle damage.

Question 12

- We need to be creative in finding alternatives that leave less of a carbon footprint.
- Nine with this government.
- Shows promise.
- A very small impact.
- Hope smarter people than I am know about this.
- This depends on how the Provincial government is going to deal with green energy presently does not seem like there is much support.
- I think it would be great.
- This is the way of the future. Solar and electric especially as it is renewable

- If we are smart we will replace all burning vehicles with electric or solar in the next quarter century. This means natural gas and biofuel too. They are not really a viable alternative. The best they can do is provide a bridge to all solar or electric vehicles.
- I like the idea of eliminating these altogether. Trails and bikes are a great option. Also, more option for single passenger vehicles. Motorcycles etc.
- Nothing to compare it to, any examples?
- Excellent choice for public service vehicles.
- This will continue to evolve and will be required for the future.
- Low carbon, environmentally friendly transportation is the right direction.
- Minimal.
- Somewhat of a role.
- The accounting has to be done for the overall impact of such vehicles versus traditionally fueled vehicles.
- Solar/electric/hydrogen are the way as I said in my platform.
- It is the way of the future.
- Very.
- I see it taking on a large roll.
- Why is it not being done now?
- Increasing. We should not invest heavily in developing technologies such as solar/wind, favouring more mature technologies such as biofuels and natural gas.
- I think it is important to weigh the benefits over costs, sometimes trying to save a little here, ends up costing a lot more somewhere else. It is okay to be open, but do not be too quick to jump of the latest fad in alternative energy.
- The way of the future.
- Great idea. I have concerns about the capacity and stability if the electrical grid, however, and am too rural to have access to natural gas.
- Always going to cost the taxpayer more and more and our annual taxes continue to rise. What ever happen to the cost of living clause. Our wages do not go up annually, but they continue to gouge the taxpayer. I think Oxford County is way behind the eight ball on this one to start taking away from our income.
- Negligible effect other than raising the cost of everything.
- Each home should generate and use its own produced energy as much as possible.
- Uncertain.
- Climate change impacts are coming. Better to address the problem as best we can now rather than be forced into at greater cost later.
- The same it does now, maybe a bit more?
- Huge.
- Would be nice to see it play a big role in our future.
- Natural Gas ... Electric is a joke.
- Very little.
- Absolutely these alternate options should be strongly considered in the TMP.
- Due to being a growing community I feel we need to keep up with the changes.

- I do not know enough about the various alternatives to comment.
- A great deal of cars are going to start being electric. So, if Oxford County can create renewables for these vehicles, they will be almost entirely carbon emission free.
- Very high. I build internal combustion engine cars but I very much would prefer to build electric. I want my next vehicle to be all electric, low cost and autonomous.

Question 13

- More education to the public about why these things matter.
- No High speed rail service.
- Since I am moving to Tavistock, what about the fringe communities?
- More thought into this- survey is one good step before many other information actions prior to proceeding.
- Most likely more police to help people follow the laws already in place. So tired of speeding vehicles.
- Try to not have all main arteries improved at the same time (like summer 2018, where you could only access Highway 401 from Dundas Street east or west for a large part of the summer (construction on Parkinson Road, Mill Street, Norwich Avenue, Norwich Avenue bridge, Wellington Street). On the same note, these updates are understandably needed and appreciated, strategic planning is biggest recommendation.
- I believe we need safety improvements to all streets where cycling is considered by having vehicles only able to park on one side of the street. Many roads such as Springbank Avenue are very dangerous for cyclists when vehicles are parked on both sides. Many cities have these rules in place to protect pedestrians and cyclists.
- Restricted access on city roads to a certain weight. Our roads are awful and we seem to be falling further behind on repairs and prioritizing the intercity commuter roads rather than the main streets in Woodstock like Wellington Street and Huron Street and Dundas Street. Those roads need to be in good shape if you want to maintain an active downtown.
- More trails and roadways for small one passenger vehicles. Most cars have only the driver so might as well have places where smaller motorcycles, mopeds electric scooters can be used safely.
- Comment: this requires a very high literacy level and Oxford County statistics show lower than provincial average. What are you doing to capture the interest and feedback from those who may have difficulty responding to this format?
- Expand lower speed limits and no passing within one kilometre of all rural communities.
- No.
- For everyone's sanity, do not do all the work at once.
- Please consider traffic calming measures in residential parts of Thamesford.
- More Para Transit buses for the community.
- The upgrading of transportation corridors (roads in and out of the city; ring roads and bypasses) should be in place before any sprawling expansion. As it is now, the subdivisions are built and populated which creates increased vehicle traffic which

overwhelms the existing roads and then, and only then, are changes to transportation routes considered. This is backwards thinking.

- No, it meets my support.
- No.
- Incorporating bike racks on all busses and more locations to secure bikes at local stores and down town. Also suggest an encouragement or incentive be made for businesses that use bikes such as bike delivery for pharmacy grocery and fast food.
- More policing of rural roads, cyclists must pay some type of tax to pay for what they are demanding everyone else pay for.
- Considerations for noise control and visual attractiveness.
- Bike lanes, walking paths and trails, more lanes on busier streets.
- I am not certain this is covered by this plan or somewhere else but as drones become more involved in deliveries, in might be good to have a policy in place to ensure these things are running into anything or anyone else.
- A consideration to citizens with disabilities and remembering not everyone can afford or is able to drive. It would open up so many possibilities for people if they had access to transportation.
- More consideration if the rural parts of the county and a focus on existing rail services to move people instead of high-speed rail.
- In order for the master transportation plan to really work, the county infrastructure must be ahead of the transportation infrastructure. This is not the case.
- Regular bus schedules like greyhound used to offer.
- Link with ALL existing transportation providers of any form before plan completed...accessible and non.
- Safe sidewalks to the door/entrance to all schools, public facilities and parks.
- I do not want parking removed from in front of my home for a bike lane. Homes affected will be much more difficult to gain entrance and exit of our driveways.
- Remove truck traffic from downtown reroute them.
- No would like to see the high-speed rail get voted out though.
- No.
- Please pave the secondary roads and what about rail going toward Kitchener / Waterloo. We have a lot of people that commute and this seems like an area that is neglected.
- More opportunities.
- I think the recommendations cover just about everything. The biggest problem I see is with the generally discourteous attitude of drivers on increasingly congested roads.
- City folk get to drive their mobility scooters everywhere... why can country folk drive ATV/golf carts everywhere?
- Keep in mind that personal vehicle ownership may drop when communities have shared fleets of self-driving vehicles.

Please complete the survey below. You can also provide feedback online at:
www.oxfordcounty.ca/speakup

1. The draft Transportation Master Plan is recommending improvements such as exploring **traffic calming measures, intersection improvements** (traffic signal optimization, turning lanes, roundabouts, etc.) **road and bridge capital improvements** (reconstruction, rehabilitation resurfacing, etc.). **What are your thoughts on this?**

yes to all - 100% support - Sidewalks need to be wider - especially around schools so there is room for people to pass - Strollers, kids on bikes, people walking side by side. Roundabouts need stronger pedestrian ways. Devonshire in Woodstock has too long distance between lights for safe crossing.

2. The draft Transportation Master Plan further incorporates the vision of the Community Sustainability Plan with a “**view to the development of healthier, less costly communities**” through ongoing development of **active transportation** facilities (i.e. cycling network, trails, paved shoulders) which promote **low carbon transportation** and **improved connectivity** between communities. **How do you feel about this approach?**

Paved shoulders - and more sidewalks - a wider bike lanes - marked.

3. The draft Transportation Master Plan is proposing to support **trail development** and update **active/alternative transportation policies** within the Official Plan and completion of a County-wide Cycling Master Plan.
- a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about each of the proposed actions?

Mark your choice with an X.

Proposed Actions	1	2	3	4	5
Trail development					✓
Update active/alternative transportation policies in the Official Plan with TMP recommendations					✓
Develop a County of Oxford Cycling Master Plan					✓

- b) Do you have any comments on the proposed actions?

Define "trail development". Trails need to support the natural native environment. Accessibility is very important - but surely there are more options than asphalt.

4. The draft Transportation Master Plan recommends ongoing **provision of safe, efficient and convenient traffic/transportation access** to/from existing and proposed future developments and properties within the County. These provisions for road access management will help contribute to the successful **sharing of a right-of-way** between autos, trucks, and alternative modes of travel including pedestrians, cyclists and transit.
- a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
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b) Do you have any comments on the recommendation?

What are the future developments + properties?
How are they aligned with the TMP?
Need clarification + an indication that it
will be aligned.

5. The draft Transportation Master Plan recommends continuing to advocate for an integrated **Southwestern Ontario regional transportation system ("SouthwestLynx")** which would provide for transportation links between communities through infrastructure enhancements to existing passenger & freight rail corridors and development of an **intercommunity transportation service** (i.e. intercommunity bus network). This integrated passenger rail and intercommunity bus transportation system would **enhance the connection of residents** in small urban/rural Southwestern Ontario to the larger urban centres, each other, work, social services and shopping, recreation and entertainment activities.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
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b) Do you have any comments on the recommendation?

Freight trains do NOT follow a timetable or schedule. Therefore scheduled use of rail lines for passenger use will be very difficult. Are you suggesting expropriation for new rail lines?

6. The draft Transportation Master is proposing **safety improvements to at-grade railway crossings**. Do you have any **concerns** with the safety of railway crossings throughout the County?

Trucks need to do a city by-pass but level crossings are a big deterrent. Who is responsible for maintaining the at-grade crossings? Highway sq at Wilson + Cedar is terrible. Raise crossings in Ingersoll if possible. Too often held up by slow trains.

7. The draft Transportation Master, in conjunction with the Province, rail authorities, and other municipal jurisdictions, recommends the ongoing **provision for a safe and efficient transportation network for goods movement** in Oxford County, including the accommodation of farming transportation needs, consideration of local intermodal terminals, corridor access management, etc. **How do you feel about this approach?**

Need specifics. Need city bypass truck routes for 3 cities (urban areas) in the County - truck traffic is heavy & increasing. Construction means dump trucks +++ - need a designated truck route for communities.

8. A **multi-modal terminal** is a feature of a transportation system in which several modes of transportation (walking, cycling, personal vehicle, bus, train, etc.) can be accessed in one common location and allow for **integration between modes**.

The draft Transportation Master Plan recommends that consideration be given to the development of **centralized multi-modal facilities in Woodstock and Ingersoll**. The objective of such multi-modal terminals would be to provide residents with direct connections to a variety of transportation choices, and **reduce the demand for personal vehicle use**.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
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b) Do you feel you would benefit from a multi modal terminal? Please circle.
Yes – No – Unsure

c) Which types of modes would you use given the opportunity? Please circle.
Walking – Cycling – Personal Vehicle – Bus – Train – Other: _____

d) Do you have any comments on the recommendation?

Any examples in other jurisdictions?

9. The draft Transportation Master Plan supports a transportation demand strategy that considers ridesharing (school buses, inter-County transit, carpooling), active transportation, and workplace mode shifting (i.e. work from home).

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
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a) Do you have any comments on the recommendation?

Who carries the cost?

10. The draft Transportation Master Plan supports the County's **100% Renewable Energy target by 2050** and recommends that **electrical vehicle charging stations** be installed in parking lots at existing / future carpool lots, public facilities, and other employment areas.

a) On a scale of 1-5, where 1 means **do not support** and 5 is **strongly support**, how do you feel about this recommendation?

Please circle your choice.

1 – do not support	2	3	4	5 – strongly support
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b) Do you have any comments on the recommendation?

In colder areas they have places to plug in block heaters. Surprised it is taking so long to bring in charging stations in every public parking lot.

11. **Autonomous vehicles** can eliminate driver error and therefore improve safety, along with reducing traffic congestion. **What role do you see autonomous vehicles playing in the future of the County's transportation network** (e.g., public transit, taxis, etc.)?

Unsure of the full implications, so really cannot speak to it.

12. What role do you see alternative, low carbon, fuel sources playing in the future of the County's transportation network (e.g., solar/electric, hydrogen, biofuel, natural gas, etc.)?

Nothing to compare it to - any examples?

13. Is there anything else you would like to see included in the County's transportation system strategy?

Comment

This requires a very high literacy level and Oxford County stats show lower than provincial average. What are you doing to capture interest & feedback from those who may have difficulty responding to this format?

Please return your feedback to the project team. Thank you for your input!



8 Notice and Contact List – Agencies and Focus Group



Oxford County Transportation Master Plan Agency List

Salutation	FirstName	LastName	Title	Company	Dept	Address_1	Address_2	City	Prov.	PostalCode	Phone	Fax	Email
	Crystal	Houze	Integrated President and CEO	Alexandra Hospital		29 Noxon Street		Ingersoll	ON	N5V 3V6			
Mr.	Mike	Whelen	Hydro One	Beachville Field Business Center		56 Embro Street	P.O. BOX 130	Beachville	ON	N0J 1A0			
Mr.	Derek	Komadowski	Implementation Manager - Access Network	Bell Canada		100 Dundas Street	4th Floor	London	ON	N6A 4L6			
Ms.	Wendy	Begon	Implementation Manager - Access Network	Bell Canada		86 Market Street F2	P.O. BOX 938	Brantford	ON	N3T 2Z8			
Mr.	Brett	Marcale	Senior Program Manager	Canadian Environmental Assessment Agency	Ontario Office	55 St. Clair Avenue East	Room 907	Toronto	ON	M4T 1M2	416-952-1576	416-952-1573	ceaa_ontario@ceaa-acee.gc.ca
Mr.	John	MacTaggart	Sr Engineering Services Officer	Canadian National Railways	Engineering & Environmental Services	1 Administration Road	P.O. Box 1000	Concord	ON	L4K 1B9	905-669-3155		
Sir/Madam				Canadian Pacific Rail	Head Office	Gulf Canada Square	401-9th Avenue SW	Calgary	Alberta	T2P 4Z4	888-333-6370		
Mrs.	Kim	Smale	General Manager/Secretary-Treasurer	Catfish Creek Conservation Authority		8079 Springwater Road	R.R. #5	Aylmer	ON	N5M 2R4	519-773-9037	519-765-1489	ccca@execulink.com
Mr.	David	Creery	Chief Administrative Officer	City of Woodstock		500 Dundas Street	P.O. Box 40	Woodstock	ON	N4S 7W5	519-539-1291 Ext. 810	519-539-3275	dcreery@cityofwoodstock.ca
Chief			Police Chief	City of Woodstock		615 Dundas Street		Woodstock	ON	N4S 1E1	519-421-2800	519-421-2818	
Ms.	Lynne	Cane	Ontario Planning Co-ordinator	Cogeco Cable Inc.		695 Lawrence Road		Hamilton	ON	L8K 6P1			
Mr.	Donald	Pearson	Chief Administrative Officer	Corporation of the County of Perth	Corporate Services/Clerk's Office	1 Huron Street	Courthouse	Stratford	ON	N5A 5S4	519-271-0531 x 227	519-271-6265	dpearson@countyofperth.on.ca
Mr.	Paul	Emerson	Chief Administrative Officer	County of Brant		26 Park Avenue	PO Box 160	Burford	ON	N0E 1A0	519-449-2451		
Mr.	Mark	McDonald	Chief Administrative Officer	County of Elgin	Administrative Services	450 Sunset Drive		St. Thomas	ON	N5R 5V1	519-631-1460 x 161	519-633-7661	mcdonamg@elgin-county.on.ca
Mr.	Gord	Hough	Director of Community and Strategic Planning	County of Oxford	Community and Strategic Planning	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3217	519-421-4712	ghough@oxfordcounty.ca
Ms.	Carol	Tattersall	Tree Conservation Commissioner	County of Oxford	Public Works	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3132	519-421-4711	ctattersall@oxfordcounty.ca
Mr.	Peter	Crockett	Chief Administrative Officer	County of Oxford	CAO & Clerk's Office	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3000	519-421-4712	pcrockett@oxfordcounty.ca
Ms.	Lynn	Buchner	Director of Corporate Services	County of Oxford	Corporate Services	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3007	519-421-4713	lbuchner@oxfordcounty.ca
Mr.	Paul	Beaton	Director of Human Services	County of Oxford	Human Services	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3301	519-421-4710	pbeaton@oxfordcounty.ca
Ms.	Amy	Smith	Director of Human Resources	County of Oxford	Human Resources	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3155	519-421-4714	asmith@oxfordcounty.ca
Sir/Madam			Manager of Ambulance Services	County of Oxford	Public Health & Emergency Services	410 Buller Street		Woodstock	ON	N4S 4N2	519-539-9800 x	519-539-6202	
Ms.	Lynn	Beath	Director of Public Health and Emergency Services	County of Oxford	Public Health & Emergency Services	410 Buller Street		Woodstock	ON	N4S 4N2	519-539-9800 x 3400	519-539-6206	lbeath@oxfordcounty.ca
Mr.	Ken	Brant	District Manager	Department of Fisheries & Oceans	Sarnia District Office	201 Front Street North, Suite 703		Sarnia	ON	N7T 8B1	519-383-0121	519-383-0699	
Mr.	John	Blakely	Senior Right-of-Way Agent	Enbridge Pipelines Inc.		801 Upper Canada Drive	P.O. BOX 128	Sarnia	ON	N7W 1A3			
Mr.	Jeff	Soetemans	Operations Supervisor	Execulink Telecom		615 Main Street North		Burgessville	ON	N0J 1C0			
Mr.	Paul	Emerson	Chief Administrative Officer	Grand River Conservation Authority		400 Clyde Road	P.O. Box 729	Cambridge	ON	N1R 5W6	(519) 621-2761 ext 202	519-621-4844	pemerson@grandriver.ca
Sir/Madam				Huron-Perth Student Transportation Services		62 Chalk Street		North Seaforth	ON	N0K 1W0	519-527-0670	519-527-0289	
Mr.	William	Barneveld	Principal	John Knox Christian School		800 Juliana Drive	P.O. Box 243	Woodstock	ON	N4S 7W8	519-539-1492		johnknox@jks.on.ca
Mr.	Joseph	Rapai	Director of Education	London District Catholic School Board		165 Elmwood Avenue	P.O. Box 5474	London	ON	N6A 4X5	519-663-2088	519-663-9250	
Mr.	Jim	Oliver	General Manager/Secretary-Treasurer	Long Point Region Conservation Authority		R.R. #3		Simcoe	ON	N3Y 4K2	519-428-4623	519-428-1520	joliver@lprca.on.ca
Mr.	Bill	Rayburn	Chief Administrative Officer	Middlesex County		399 Ridout Street North		London	ON	N6A 2P1	519-434-7321 Ext. 250	519-434-0638	brayburn@county.middlesex.on.ca
Mr.	Drew	Crinklaw	Rural Planner - Southwestern Ontario	Ministry of Agriculture and Food		667 Exeter Road		London	ON	N6E 1L5	519-873-4085	519-873-4062	
Mr.	Neal	Ferris	Heritage Planner/Archaeologist,	Ministry of Culture		900 Highbury Ave		London	ON	N5Y 1A4	519-675-6898		neal.ferris@mcl.gov.on.ca
Sir/Madam				Ministry of Economic Development, Trade & Tourism		900 Bay Street - Hearst Block - 8th Floor		Toronto	ON	M7A 2E1	1-866-668-4249	416-325-6688	info@edt.gov.on.ca
Mr.	Rob	Wrigley	London District Manager	Ministry of Environment and Climate Change		733 Exeter Road		London	ON	N6E 1L3	519-873-5031	519-873-5020	rob.wrigley@ontario.ca
Mr.	Craig	Newton	Environmental Planner	Ministry of Environment and Climate Change	Operations Division	733 Exeter Road		London	ON	N6E 1L3	519-873-5014		craig.newton@ontario.ca
Ms.	Jasmin	Sasso	Senior Divisional Information Coordinator	Ministry of Environment and Climate Change	Operations Division	135 St. Clair Ave W	8th Floor	Toronto	ON	M4V 1P5	416-314-6378	416-314-6396	jasmin.sasso@ontario.ca
Mr.	David	Stubbs	Manager	Ministry of Municipal Affairs and Housing		700 Lawrence Avenue West	Suite 362	North York	ON	M6A 3B4			david.stubbs@ontario.ca
Mr.			Aylmer District Manager	Ministry of Natural Resources and Forestry		615 John St N		Aylmer	ON	N5H 2S8	519-773-9241	519-773-9014	mnr.ayl.planners@ontario.ca
Mr.	John	Morrissey	Corridor Management Planner	Ministry of Transportation		659 Exeter Road		London	ON	N6E 1L3	519-873-4597	519-873-4228	john.morrissey@ontario.ca
Mr.	Paul	Shipway	Chief Administrative Officer	Municipality of Bayham		9344 Plank Road	Box 160	Stratfordville	ON	N0J 1Y0	519-866-5521	519-866-3884	pshipway@bayham.on.ca
Mr.	Stewart	Findlater	Chief Administrative Officer	Municipality of Thames Centre		4305 Hamilton Rd		Dorchester	ON	N0L 1G3	519-268-7334 x226	519-268-3928	sfindlater@thamescentre.on.ca
Mr.	Keith	Robicheau	County Manager	Norfolk County		50 Colborne Street South	P.O. Box 545	Simcoe	ON	N3Y 4N5	519-426-5870 ext. 225	519-426-7633	kallcock@norfolkcounty.on.ca
Inspector	Tim	Clark	Detachment Commander	Ontario Provincial Police (Oxford County)	Administration	90 Concession Street		Tillsonburg	ON	N4G 4Z8	519-688-6540		Tim.Clark@Ontario.ca
Ms.	Dianne	Marshall	CEMC	Oxford County		410 Buller Street		Woodstock	ON	N4S 4N2			
Mr.	W.	VanBrugge	Principal	Oxford Reformed Christian School		333182 Plank Line	P.O. BOX 87	Mount Elgin	ON	N0J 1N0			
Mr.	Mike	Murray	Chief Administrative Officer	Regional Municipality of Waterloo	CAO's Office	150 Frederick Street, 1st Floor		Kitchener	ON	N2G 4J3	519-575-4561		mmike@region.waterloo.on.ca
Mr.	Bill	Bryce	Director of Education ad Secretary	Thames Valley District School Board	Office of the Director	1250 Dundas Street East	P.O. Box 5888	London	ON	N6A 5L1	519-452-2001	519-452-2396	b.bryce@tvdsb.on.ca
Mr.	Mark	Holly	Vice-President of Development	The TDL Group Ltd.		874 Sinclair Road		Oakville	ON	L6K 2Y1			
Ms.	Crystal	Houze	Integrated President and CEO	Tillsonburg District Memorial Hospital		167 Rolph Street		Tillsonburg	ON	N4G 3Y9			
Mrs.	Annette	Murray	Airport Manager	Tillsonburg Municipal Airport		244411 Airport Road	R.R. #7	Tillsonburg	ON	N4G 4H1	519-842-2929	519-842-3445	amurray@town.tillsonburg.on.ca
Mr.	William	Tigert	Clerk Administrative Officer	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	ON	N5C 2V5	519-485-0120	519-485-2520	wtiert@ingersoll.ca
Mr.	David	Calder	Chief Administrative Officer	Town of Tillsonburg		200 Broadway, 2nd Floor		Tillsonburg	ON	N4G 5A7	519-842-6428 x 3227	519-842-9431	
Mr.	Rodger	Mordue	Chief Administrative Officer/Clerk	Township of Blandford-Blenheim		47 Wilmot Street South	P.O. Box 100	Drumbo	ON	N0J 1G0	519-463-5347 x 227	519-463-5881	rmordue@blanfordblenheim.ca
Ms.	Michelle	Casavecchia-Somers	Chief Administrative Officer/Clerk	Township of Malahide		87 John Street South		Aylmer	ON	N5H 2C3	519-773-5344 x225	519-773-5334	mcasavecchia@malahide.ca
Mr.	Andrew	McNeely	Chief Administrative Officer	Township of North Dumfries		PO Box 1060		Ayr	ON	N0B 1E0	519-632-8800 x121	519-632-8700	
Mr.	Kyle	Kruger	Chief Administrative Officer/Clerk	Township of Norwich		285767 Airport Road		Norwich	ON	N0J 1P0	519-468-2410 x 227	519-879-6385	kkruger@norwich.ca
Mr.	Glenn	Schwendinger	Chief Administrative Officer	Township of Perth East		PO Box 455	25 Mill Street East	Milverton	ON	N0K 1M0	519-595-2800 x232	519-595-2801	
Sir/Madam			Chief Administrative Officer	Township of Perth South		3191 Road 122		St. Pauls	ON	N0K 1V0	519-271-0619	519-271-0647	
	Mary Ellen	Greb	Chief Administrative Officer	Township of South-West Oxford		312915 Dereham Line	R.R. #1	Mount Elgin	ON	N0J 1N0	519-485-0477 x225	519-485-2932	cao@swox.org
Mr.	Grant	Whittington	Chief Administrative Officer	Township of Wilmot		60 Snyder's Road West		Baden	ON	N3A 1A1	519-634-8519 x237		
Mr.	Don	MacLeod	Chief Administrative Officer	Township of Zorra		274620 27th Line	R.R. #3	Ingersoll	ON	N5C 3J6	519-485-2490 Ext. 226	519-485-2520	dmacleod@zorra.on.ca
Mr.	Brian	Dotzert	Assistant Manager, Manufacturing Engineering	Toyot Motor Manufacturing Canada Inc.		1055 Fountain Street North	PO Box 5002	Cambridge	ON	N3H 5K2	519-653-1111 x 8235		bdotzert@tmcc.ca
Sir/Madam				Toyota Boshoku Canada Inc.		230 Universal Road		Woodstock	ON	N4S 7W3			
Mr.	Adam	Sheldon	Regional Land Representative (Eastern Region)	Trans Canada Pipelines		11200 Weston Road		Maple	ON	L6A 1S7			

Oxford County Transportation Master Plan Agency List

Salutation	FirstName	LastName	Title	Company	Dept	Address_1	Address_2	City	Prov.	PostalCode	Phone	Fax	Email
Mr.	Justin	Dautner	Operations Manager - WLC	Transfreight		715032 Oxford Road 4		Woodstock	ON	N4S 7V9	519-537-5488 x 2110		justin_dautner@transfreight.com
Mr.	Rob	Elliott	Construction Project Manager	Union Gas Limited		109 Commissioner's Road West	P.O.Box 2001 Stn Main	London	ON	N6A 4P1			
Mr.	Ian	Wilcox	General Manager/Secretary-Treasurer	Upper Thames River Conservation Authority		1424 Clarke Road		London	ON	N5V 5B9	519-451-2800 x 259	519-451-1188	wilcoxi@thamesriver.on.ca
Ms.	Karen	Winfield	Land Use Regulations Officer	Upper Thames River Conservation Authority		1424 Clarke Road		London	ON	N5V 5B9	519-451-2800 x 237	519-451-1188	winfieldk@thamesriver.on.ca
Ms.	Ann	Mullen		Woodstock Environmental Advisory Committee		500 Dundas Street	P.O. BOX 1359	Woodstock	ON	N4S 0A7			
	Chris	Kennedy		Woodstock Environmental Advisory Committee		16 Young Street		Woodstock	ON	N4S 3L4	519-266-4680		ckennedy@aaenvironmental.ca
Ms.	Natasa	Veljovic	President and CEO	Woodstock General Hospital		310 Julianna Drive		Woodstock	ON	N4V 0A4			
Mr	Donald	MacKenzie	Administrative Sergeant	Woodstock Police		615 Dundas Street		Woodstock	ON		519-421-2800 x 2225	519-421-2818	dmackenzie@woodstockpolice.ca

Oxford County Transportation Master Plan Transportation Focus Group List

Salutation	FirstName	LastName	Title	Company	Dept	Address_1	Address_2	City	Prov.	PostalCode	Phone	Fax	Email
Mr.	Ken	Westcar	Rail representative								519-539-2417		kenwestcar@sympatico.ca
Ms.	Marianne	Park	Chair	Accessibility Advisory Committee		999 Sloane Street		Woodstock	ON	N4S 5E3	519-537-7040		mmpark@execulink.com
Ms.	Janet Roland	Janet Roland		Accessibility Advisory Committee		925 Alice Street		Woodstock	ON	N4S 2J8			
Ms.	Karen Scheele	Karen Scheele		Accessibility Advisory Committee		R.R. #4		Ingersoll	ON	N5C 3J7			
Mr.	Larry Hohner	Larry Hohner		Accessibility Advisory Committee		28 Dietrich Road		Tavistock	ON	N0B 2R0	519-655-3651		
Ms.	Susan Seymour	Susan Seymour		Accessibility Advisory Committee		22 Main Street South		Mount Elgin	ON	N0J 1N0			
Ms.	Zoe Kunschner	Zoe Kunschner		Accessibility Advisory Committee		R.R. #4		Ingersoll	ON	N5C 3J7			
Mr.	Steve	Veldman	Chairman	Oxford County Federation of Agriculture		416350 41st Line	R.R. 2	Embro	ON	N0J 1L0	519-475-5905		sveldman@xplornet.com
Mr.	George	VanDorp	Lay Appointee (non-farm)	Agricultural Advisory Committee		524750 Curry Road	RR 1	Woodstock	ON	N4S 7V6	519-536-3287		No email
Mr.	Larry	Martin	County Council	Agricultural Advisory Committee		452296 Substation Road	RR 2	Burgessville	ON	N0J 1C0	519-424-2188		lmartin@twp.norwich.on.ca
Ms.	Margaret	Lupton	County Council	Agricultural Advisory Committee		417129 41st Line	RR 2	Embro	ON	N0J 1L0	519-475-4443		mlupton@zorra.on.ca
Mr.	Leroy	VanRyswyck		Oxford County Pork Producers Association, Zone 2		476092 Zorra East-Zorra Tavistock Line	R.R. #5	Embro	ON	N0J 1J0	519-475-4291		squeals4meals@yahoo.ca
Mr.	Jasper	Vanderbas		Christian Farmers Federation		515760 11th Line	R.R. #3	Woodstock	ON	N4S 7V7	519-462-2866		lvanderbas@xplornet.com
Mr.	Scott	MacDonald		Agricultural Industry		432 Parrott Place		Woodstock	ON	N4T 1V4	519-539-6815	stmpc@rogers.com	scott.macdonald@adm.com
Sir/Madam				Autrans Corp.		17 Underwood Road	P.O. Box 1003	Ingersoll	ON	N5C 3V6	519-425-0999	519-425-1004	zbanman@autotranscanada.com
Mr.	Scott	Cole	General Manager	Autuneum Canada Ltd.		1451 Bell Mill Road		Tillsonburg	ON	N4G 4H8	519-842-6411	519-842-4644	
Mr.	Karl	Slym	President	Cami Automotive		300 Ingersoll Street		Ingersoll	ON	N5C 4A6	519-485-6400	519-425-3100	Karl.Slym@cami.ca
Mr.	Chris	Martin		Carmeuse Lime Ltd.		Oxford County Rd. 6	P.O. Box 190	Ingersoll	ON	N5C 3K3	519-423-6283	519-423-6545	
Mr.	Gord	Howe		Chicken Farmers of Ontario, District 3		415226 41st Line		Embro	ON	N0J 1L0	519-536-3428		g1271941@gmail.com
Mr.	Jasper	Vanderbas		Christian Farmers Federation		515760 11th Line	R.R. #3	Woodstock	ON	N4S 7V7	519-462-2866		
Mr.	Peter Bakker	Peter Bakker	Secretary	Christian Farmers Federation		846797 Township Road 9		Drumbo	ON	N0J 1G0	519-463-5235		
Mr.	Len	Magyar	Development Commissioner	City of Woodstock		500 Dundas Street	P.O. Box 40	Woodstock	ON	N4S 7W5	519-539-2382 x2112	519-532-3275	lmagyar@cityofwoodstock.on.ca
Mr.	Dave	Schram	Plant Manager	Collins & Aikman Canada Inc.		160 Ingersoll Street	P.O. Box 367	Ingersoll	ON	N5C 3V3	519-485-5441	519-485-4680	
Mr.	Rob	McKinlay		Dairy Famers of Ontario		524528 Curry Rd	RR 1	Beachville	ON	N0J 1A0	519-320-8968		rob@harcolm.com
Mr.	Marvin	Bebekker	President	DDM Plastics Inc.		50 Clearview Drive	P.O. Box 574	Tillsonburg	ON	N4G 4J1	519-688-1060	519-688-3085	No Email
Mr.	Mike	West	Manager	Denco Power Ltd.		56568 Talbot Line	P.O. Box 454	Tillsonburg	ON	N4G 4H8	519-688-0934 Ext. 22	519-688-0887	mike@dencopower.com
Sir/Madam				EMO Incorporated		P.O. Box 126		Woodstock	ON	N4S 7V8	519-424-3710	519-424-3707	emo@execulink.com
Ms.	Sherri	Knott	Campus Chair	Fanshawe College		369 Finkle Street		Woodstock	ON	N4G 3A1	519-421-0144	519-539-3870	sknott@fanshawec.ca
Mr.	Tony	Lopes		Federal White Cement Ltd.		355151 35th Line		Embro	ON	N0J 1J0	519-785-5410	519-485-5892	tlopes@federalwhite.com
Mr.	Glenn	Clark	General Manager	Freudenberg-NOK Inc.		65 Spruce Street	P.O. Box 100	Tillsonburg	ON	N4G 4H3	519-842-6451	519-842-8770	dlw@fngp.com
Sir/Madam				Gerber Distributers Ltd.		965783 Maplewood Side Road	R.R. #1	Tavistock	ON	N0B 2R0	519-462-2563	519-462-1304	bonrow@execulink.com
Mr.	Kevin	Armstrong	Director	Grain Farmers of Ontario, District 7 (Corn, Soybean & Wheat producers)		465559 Curries Road	RR 4	Woodstock	ON	N4S 7V8	519-532-9660		kevin@armstrongacres.com
Mrs.	Muriel	Jensen		Harrington Creek Eco-Group		R.R. #3		Embro	ON	N0J 1J0			harringtoncreekgroup@rogers.com
Ms.	Ann	Campbell		Ingersoll District Chamber of Commerce		118 Oxford Street		Ingersoll	ON	N5C 2V5	519-485-7333		anncampbell@ingersollchamber.com
Sir/Madam				John Dinner Trucking		135475 13th Line	R.R. #4	Thamesford	ON	N0M 2M0	519-283-6363		
Mr.	Warren	Marten	Plant Manager	Johnson Controls Ltd. - Automotive Systems Group		100 Townline Road		Tillsonburg	ON	N4G 2R7	519-842-5971	519-842-3443	No Email
Sir/Madam				Keypoint Carriers Ltd.		675 Mill Street		Woodstock	ON	N4S 7V6	519-537-8907	519-537-3534	info@keypointcarriers.com
Mr.	Sherry	Lowes	President	Kinsdale Carriers Ltd.		714976 Oxford Road 4	PO Box 1699	Woodstock	ON	N4S 0B1	519-421-0600 Ext. 229	519-421-7135	sherry@kinsdale.com
Mr.	David	Hanratty		Lafarge Canada		PO Box 608		Woodstock	ON	N4S 7Z5	519-423-6241	519-423-6414	David.Hanratty@lafarge-na.com
Sir/Madam				Norwich Brick and Tile		345517 Quaker Street	R.R. #3	Norwich	ON	N0J 1P0	519-424-9404	519-424-9245	nobrick@execulink.com
Ms.	Vicky	Van Vliet		Norwich Township Chamber of Commerce		6 Stover Street	P.O. Box 1028	Norwich	ON	N0J 1P0	519-863-2469	519-863-2469	vicky@norwichchamberofcommerce.ca
Sir/Madam				Odorico J Trucking		584331 Beachville Road	P.O. Box 92	Beachville	ON	N0J 1A0	519-423-6692	519-421-8232	No Email
Mr.	Dan	Veldman		Ontario Egg Producers Marketing Board, Zone 3 c/o Egg Farmers of Ontario		317119 31st Line	RR 3	Embro	ON	N0J 1L0	519-349-2514	519-349-2803	dveldd@gmail.com
Mr.	David	Bradley	President	Ontario Trucking Association		555 Dixon Road		Toronto	ON	M9W 1H8	416-249-7401 Ext. 228	416-245-6152	david.bradley@ontruck.org
Mr.	Jack	Danen		Ontario Veal Association	Danensview Farms Inc.	677140 16th Line	RR 1	Tavistock	ON	N0B 2R0	519-655-2865		jdanen24@gmail.com
Ms.	Laura	Fraser	Communications/Administrative Coordinator	Oxford County Federation of Agriculture		c/o 376022 37th Line	RR 1	Embro	ON	N0J 1J0			laura.oxfordagriculture@gmail.com
Mr.	Scott	Innes		Oxford Soil & Crop Association		376311 37th Line	RR 1	Embro	ON	N0J 1J0	519-475-6906		scott@blythedale.ca
Mr.	Reed Elliott	Reed Elliott		Oxford Green Watch		R.R. #4		Embro	ON	N0J 1J0			
Ms.	Kristen	Howard	Chairperson	Oxford Green Watch		395151 Slant Road	R.R. #2	Embro	ON	N0J 1J0	519-475-6752		
Mr.	R.J.	Jansen		Oxford Sand & Gravel		594728 Highway 59 RR 4	P.O. Box 456	Woodstock	ON	N4S 7Y5	519-456-2034	519-456-5238	osqtd@execulink.com
Sir/Madam				Sandham Transport Ltd.		1121 Belmell Road	R.R. #6	Tillsonburg	ON	N4G 4G9	519-842-9182	519-842-8160	iksandham@quic.com
Mr.	Lawrence	Pye	Plant Manager	Sivaco Ontario Processing		330 Thomas Street		Ingersoll	ON	N5C 3K5	519-485-4150	519-485-3039	
Mr.	Dan	Graham	President	T.D.S. Group Ltd.		301 Tillson Avenue		Tillsonburg	ON	N4G 5E5	519-842-4211	519-842-8623	dan.graham@tdsautomotive.com
Mr.	Andrew	Raymer		Tavistock Chamber of Commerce		P.O. Box 670		Tavistock	ON	N0B 2R0	519-655-2700		andrew.raymer@holliswealth.com
Ms.	Suzanne	Renken	CEO	Tillsonburg Chamber of Commerce		P.O.Box 113		Tillsonburg	ON	N4G 4H3	519-688-3737		suzanne@tillsonburgchamber.ca
Sir/Madam			Economic Development Director	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	ON	N5C 2V5	519-485-0120	519-485-3542	kbrown@ingersoll.ca

Oxford County Transportation Master Plan Transportation Focus Group List

Salutation	FirstName	LastName	Title	Company	Dept	Address_1	Address_2	City	Prov.	PostalCode	Phone	Fax	Email
Mr.	Cephas	Panschow	Development Commissioner	Town of Tillsonburg		200 Broadway, 2nd Floor		Tillsonburg	ON	N4G 5A7	519-842-6428 x3250	519-842-9431	cpanshow@tillsonburg.ca
Ms.	Lisa	Gilvesy	Development Committee Chair	Town of Tillsonburg		107 Broadway	PO Box 280	Tillsonburg	ON	N4G 3P5	519-842-9017		lisa@jenkins-gilvesy.com
Ms.	Hilda	Triska		TRW Automotive Chassis Systems		P.O. Box 370		Tillsonburg	ON	N4G 4J1	519-688-4200	519-842-7281	hilda.triska@trw.com
Sir/Madam				Whitelaw Trucking Inc.		1156 Welford Place		Woodstock	ON	N4S 7W3	519-539-1288	519-421-7113	Deltom@whitelaw.on.ca
Sir/Madam				Woodstock Cycling Club		c/o Pedal Power Bikes and Boards	590 Dundas Street	Woodstock	ON	N4S 1C8	519-539-3681	519-539-0734	woodstockcyclingclub@yahoo.com
Sir/Madam			General Manager	Woodstock District Chamber of Commerce		476 Peel St	3rd Floor	Woodstock	ON	N4S 1K1	519-539-9411	519-539-5433	
Mr.	William A. McLeish	William A. McLeish		Woodstock Environmental Advisory Committee		330 Spencer Street		Woodstock	ON	N4S 2H3	519-536-9759		wmcl@execilink.com
Mrs.	Louise Gartshore	Louise Gartshore		Woodstock Environmental Advisory Committee		500 Dundas Street	P.O. Box 40	Woodstock	ON	N4S 7W5	519-539-1291 x 821	519-539-3275	lgarthshore@city.woodstock.on.ca
Mr.	Christopher	Kennedy	Chairperson	Woodstock Environmental Advisory Committee		944 James Street	PO Box 1539	Woodstock	ON	N4S 0A7	519-539-2382 x3140	519-421-3250	



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

«Date»

«TITLE» «FIRST_NAME» «LAST_NAME»
«JOB_TITLE»
«COMPANY»
«ADDRESS_1»
«ADDRESS_2»
«CITY» «PROVINCE» «POSTAL_CODE»

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The County has retained Paradigm Transportation Solutions Limited to conduct the study.

The expected outcomes of the TMP are noted in the attached Notice of Study Commencement.

This study is being conducted in accordance with the *Municipal Class Environmental Assessment* document dated October 2000, as amended in 2007, 2011 & 2015, which is approved under the *Ontario Environmental Assessment Act*.

Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: _____

Title: _____

Agency: _____

Address: _____

Phone: _____

Fax: _____

E-Mail: _____

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

9 Agencies and Focus Group Response and Input



Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Tom Lightfoot
Title: Public Works Manager
Agency: Township of East Zorra - Tavistock
Address: 90 Loveys St East Hickson Ontario
No J 1L0
Phone: 519-462-2697
Fax: 519-462-2961
E-Mail: lightfoot@ezt.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: MARTY LENAERS
Title: Manager of Public Works
Agency: The Township of Norwich
Address: 285767 Airport Road, Norwich Ont.
NOJ 1P0
Phone: 519-468-2410
Fax: 519-468-2414
E-Mail: mlenaers@norwich.ca.

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: RODGER MURDUE
Title: CAO / CLERK
Agency: TOWNSHIP OF BLANDFORD-BLENHEIM
Address: 47 WILMOT ST. ST. P.O. Box 100
DRUMBO ON N0J 1G0
Phone: 519-463-5347
Fax: 519-463-5881
E-Mail: r.murdue@blandfordblenheim.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Kyle Kruger
Title: CAO / Clerk
Agency: Township of Norwich
Address: 285767 Airport Rd
Norwich ON N0J 1P0
Phone: (519) 468-2410
Fax: (519) 468-2414
E-Mail: KKruger@norwich.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Steve Killaire
Title: Transportation Engineer
Agency: County of Brant ✓
Address: 26 Park Ave PO Box 160
Barford Ont NOE 1A0
Phone: 519 449 2451
Fax: 519 449 3382
E-Mail: steve.killaire@brant.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: David Calder
Title: CAO
Agency: Town of Tillsenburg
Address: 200 Broadway Street, Suite 204.
Tillsenburg, Ontario N4G 5A7
Phone: 519-688-3009 ext 3227
Fax: 519-983-0971
E-Mail: dcalder@tillsenburg.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Cyff hys Panschan
Title: Per^{ty} Comm
Agency: Town Tullahoma
Address: 100 Broadway Suite 201
TB ON NUG SA7
Phone: Sid. 686 309 x3250
Fax: _____
E-Mail: Cpanschow@tullamahy.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: CHRIS TRAINI
Title: COUNTY ENGINEER
Agency: MIDDLESEX COUNTY
Address: 399 RIDOUT ST N
LONDON ON N6A 2P1
Phone: 519-434-7321 x2264
Fax: 519-434-0638
E-Mail: ctraini@middsex.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

As a neighbouring County with several shared boundary roads we are interested in participating in this study.

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Deb Masters
Title: General Manager
Agency: Woodstock District Chamber of Commerce
Address: 476 Peel St. 3rd Floor.
Woodstock, Ontario N4S 1K1
Phone: 519 539 9411
Fax: 519 456-1611
E-Mail: gm@woodstockchamber.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Kevin De Leebeeck
Title: Director of Operations
Agency: Town of Tillsonburg.
Address: 200 Broadway, Suite 204
Tillsonburg, ON N4G 5A7
Phone: 519-688-3009 ext. 2232
Fax: 519-983-0971
E-Mail: kdeleebeeck@tillsonburg.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Gary Houghton, P.Eng.
Title: Manager of Engineering
Agency: Norfolk County
Address: 183 Main Street of Delhi, Delhi, ON N4B 2M3
Phone: 519-582-2100 Ext. 1600
Fax: 519-582-4571
E-Mail: gary.houghton@norfolkcounty.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: ADEN CORCORAN
Title: DIRECTOR OF PUBLIC WORKS
Agency: TOWNSHIP OF ZORRA
Address: _____

Phone: _____
Fax: _____
E-Mail: _____

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: ANN CAMPBELL
Title: GENERAL MANAGER
Agency: _____
Address:  118 Oxford St
Ingersoll, ON
N5C 2V5
Phone: 519-485-7333
Fax: 519-485-6606
E-Mail: anncampbell@ingersollchamber.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: LEN MAGYAR
Title: DEVELOPMENT COMMISSIONER
Agency: CITY OF WOODSTOCK
Address: 500 DUNDAS STREET, P.O. BOX 1539
WOODSTOCK, ONTARIO N4S 0A7
Phone: (519) 539-2382 x 2112
Fax: (519) 539-3275
E-Mail: lmagyar@cityofwoodstock.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Michael LeBlanc
Title: Director of Operations
Agency: Municipality of Thames Centre
Address: 4305 Hamilton Rd
Dorchester, Ont.
Phone: 519-268-7334 Ext. 235
Fax: 519-268-3928
E-Mail: m.leblanc@thamescentre.on.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Peter Brockett
Chief Administrative Officer
County of Oxford
21 Reeve Street
P.O. Box 1614
Woodstock, ON
N4S 7Y3

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The County has retained Paradigm Transportation Solutions Limited to conduct the study.

The expected outcomes of the TMP are noted in the attached Notice of Study Commencement.

This study is being conducted in accordance with the *Municipal Class Environmental Assessment* document dated October 2000, as amended in 2007, 2011 & 2015, which is approved under the *Ontario Environmental Assessment Act*.

Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

Dadean.
I would appreciate a conversation with the consultant on the broader issues I believe the updated TMP must address.
2016/10/27

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Ken Bettles
Title: Director of Public Works
Agency: Township of Perth South
Address: 3191 Road 122
St. Pauls, ON
Phone: 519 271 0619 x 230
Fax: 519 271 0647
E-Mail: kbettles@perthsouth.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Ann Wright
Title: Deputy Clerk
Agency: Town of Ingersoll
Address: 130 Oxford St., 2nd Floor
Ingersoll, ON N5C 2V5
Phone: 519-485-0120
Fax: 519-485-3543
E-Mail: awright@ingersoll.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Lisa Gilvesy

Title: Chair

Agency: Development Committee, Town of Tillsonburg

Address: 107 Broadway
P.O. Box 280 Tillsonburg NY4 4H5

Phone: 519-842-9017

Fax: 514-842-3399

E-Mail: lisa@jenkins-gilvesy.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: ROBERT JOHNSON
Title: DIRECTOR OF PHYSICAL SERVICES
Agency: TOWNSHIP OF MALAHIDE
Address: 87 JOHN ST. S.
RYLME, ON N4H 2C3
Phone: 519 773-5344 x231
Fax: 519.773.5605
E-Mail: RJOHNSON@MALAHIDE.CA

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: BILL WILSON

Title: OPERATIONS COORDINATOR, PUBLIC WORKS

Agency: TOWNSHIP OF PERTH EAST

Address: 25 MILL ST. E, MIDWATERON
NOK 1MO

Phone: 519-595-2800 x 249

Fax: 519-595-2801

E-Mail: bwilson@pertheast.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Sandra Lawson
Title: Town Engineer
Agency: Town of Ingersoll
Address: 130 Oxford St. 2nd floor
Ingersoll, ON N5C 2V5
Phone: 519-485-0120
Fax: 519-485-6572
E-Mail: slawson@ingersoll.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Part of the Steering Committee.

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Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Jeff Soetemans
Title: Operations Manager
Agency: Execulink Telecom
Address: 1127 Ridgeway Rd.
Woodstock, ON. N4V 1E3
Phone: 519-~~519~~456-1094
Fax: _____
E-Mail: jeff.soetemans@execulink.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

- Would like to know the plans since we
have communication cables on alot of roads
within Or Bvd.
thanks. Jeff.

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Christopher Martin
Title: Senior Environmental Manager
Agency: Cornucopia (Canada) Limited
Address: 374681 Oxford County Rd #6
Zugersoll, Ontario, N5C 3J5
Phone: 519 423 6283
Fax: 519 423 6656
E-Mail: christopher.martin@cornucopia.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

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Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: JENNY KENDRICK
Title: MGR - NETWORK PROVISIONING
Agency: BELL CANADA
Address: F4 100 DUNDAS ST W
LONDON ON N6A5B6
Phone: 519-663-6105
Fax: 519-663-1188
E-Mail: JENNY.KENDRICK@BELL.CA

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list. DEREK KOMADOWSKI

Comments:

Please remove Derek from all future
correspondence and send to Jenny instead.
Thanks

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

COUNTY OF OXFORD
RECEIVED

NOV 08 2016

REFER TO _____

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN
File/EDMS: _____

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: TONY DIFAZIO
Title: RESOURCE PLANNING COORDINATOR
Agency: CATFISH CREEK CONSERVATION AUTHORITY
Address: 8079 SPRINGWATER RD., R.R.#5
AYLMER ONTARIO N5H 2R4
Phone: (519) 773-9037
Fax: (519) 765-1489
E-Mail: planning@cattfishcreek.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Suzanne Renken
Title: CEO
Agency: Tillsonburg District Chamber of Commerce
Address: 20 Oxford Street
Tillsonburg, Ontario N4G 2G1
Phone: 519 688-3737
Fax:
E-Mail: Suzanne@tillsonburgchamber.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

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Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: DARREN DAYMAN

Title: PRESIDENT

Agency: TOWNSHIP OF NORWICH CHAMBER OF COMMERCE

Address: PO BOX 1028
NORWICH, ON N0J 1P0

Phone: 519 879 6565

Fax: _____

E-Mail: darren@specialtyforging.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: LYNDA DAVIS
Title: OPERATIONS MANAGER
Agency: FREUDENBERG - NDIC
Address: 65 Spruce St.
Tillsonburg, Ont N4G 5C4
Phone: (519) 983-1222
Fax: _____
E-Mail: Lynda.Davis@fnst.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Kane Erickson
Title: Project Engineer
Agency: Ministry of Transportation
Address: 659 Exeter Rd. London On
NGE 1L3
Phone: 519 873 4565
Fax: 519 873 4600
E-Mail: kane.erickson@ontario.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

The ministry is interested in this study as it pertains to provincial facilities within Oxford County. The ministry previously participated in an advisory role during the 2009 study. Please invite us to participate as appropriate.

Thanks,

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Scott Cole
Title: General Manager
Agency: Autoneum Canada Ltd.
Address: 1451 Bell Mill Sideroad
P.O. Box 400 Tillsonburg ON N4G 4H8
Phone: 519-842-6411
Fax: 519-842-4644
E-Mail: scott.cole@autoneum.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

From: [C. Kennedy](#)
To: [Dadean Assam](#)
Subject: OXFORD COUNTY TRANSPORTATION MASTER PLAN
Date: January 12, 2017 2:20:34 PM
Attachments: [Chris Kennedy Signature \(Only\).jpg](#)

Good Afternoon Mr. Assam;

Sorry for the delay in response to the Commencement of Study on the Oxford Transportation Master Plan. I am the chair of the Woodstock Environmental Advisory Committee , if it is not too late, we would like to be kept informed on the developments of the project.

Thanks for your time.

Best Regards;



Chris Kennedy
Project Manager
A&A Environmental Consultants Inc.
16 Young Street, Woodstock, ON N4S 3L4
Tel: 519-266-4680
Fax: 519-266-3666
ckennedy@aaenvironmental.ca



Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Ben Addley
Title: Chief, Paramedic Services
Agency: Oxford County
Address: 377 Mill St,
Woodstock, ON N4S 7V6
Phone: 519-539-9800 x 3551
Fax: 519-537-1099
E-Mail: baddley@oxfordcounty.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcountv.ca)

Name: Jan Heikoop
Title: SALES MANAGER
Agency: OXFORD SAND AND GRAVEL LTD.
Address: 5947 28 HWY 59 S. P.O. Box 1617
WOODSTOCK ON N4S 2A8
Phone: 519 456 2034 ext 22
Fax: 519 456 6238
E-Mail: ian @ osg ltd. ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Jasper Vanderbas
Title: MR.
Agency: CFFO. CCA Certified Nutrient Management Consultant
Address: 51576 11th Line
RD #3 Woodstock ON N4S 7V7
Phone: 519 462 2866 519 533 3202
Fax: -
E-Mail: Jvanderbas@xplornet.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
 Please remove me/us from the project mailing list.

Comments:

Farmers own the land.

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Crystal Houze

Title: Integrated President + CEO

Agency: Tillsonburg District Memorial Hospital

Address: 167 Ralph Street
Tillsonburg, ON N4G 3Y9

Phone: 519-842-3611 ext. 5303

Fax: 519-842-6733

E-Mail: crystal.houze@tdmh.on.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Whitelaw Trucking Inc - Paul Eltom

Title: Director

Agency:

Address: 1156 Welford Place
Woodstock, Ont. N4S 7W3 GRP Box 5

Phone: 519 539 1288

Fax: 519 421 7113

E-Mail: peltom@whitelaw-ont.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Thank you,
Paul Eltom

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Heather Goodman

Subject: RE: Contact Info active: OXFORD COUNTY TRANSPORTATION MASTER PLAN

From: Dadean Assam <dassam@oxfordcounty.ca>
Sent: Monday, January 16, 2017 3:11 PM
To: C Kennedy <ckennedy@aaenvironmental.ca>
Cc: Stew Elkins <selkins@ptsl.com>; Jill Juhlke <jjuhlke@ptsl.com>
Subject: Contact Info active: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Hi Chris,
We will keep your contact information active on our contact list for the Oxford Transportation Master Plan.
Thanks

From: C Kennedy [<mailto:ckennedy@aaenvironmental.ca>]
Sent: January-12-17 2:13 PM
To: Dadean Assam
Subject: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Good Afternoon Mr. Assam;

Sorry for the delay in response to the Commencement of Study on the Oxford Transportation Master Plan. I am the chair of the Woodstock Environmental Advisory Committee , if it is not too late, we would like to be kept informed on the developments of the project.

Thanks for your time.

Best Regards;



Chris Kennedy
Project Manager
A&A Environmental Consultants Inc.
16 Young Street, Woodstock, ON N4S 3L4
Tel: 519-266-4680
Fax: 519-266-3666
ckennedy@aaenvironmental.ca





OFFICE OF THE
CHIEF OF POLICE
Police Headquarters
615 Dundas Street
Woodstock, ON, N4S 1E1
Telephone: (519) 537-2323
Telephone: (519) 421-2800
Facsimile: (519) 421-2818
Telephone: 1-877-537-6277

FAX TRANSMITTAL

To: *Orford County*
Attention: *Dadean Assan*
From: *Sgt D. Mackenzie*
Date: *2016-12-15*
Fax# *519-421-4711*

Pages (incl. cover sheet)

Re:

2
Traffic Masturbation

Note: This message is intended only for the use of the individual or entity to which it is addressed. It may contain information that is private, privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is **STRICTLY PROHIBITED**. If you have received this communication in error, please notify us immediately by telephone and return the original to us by postal service at the following address:

Woodstock Police Services
615 Dundas Street, Woodstock ON, N4S 1E1

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Donald Mackenzie

Title: Administrative Sergeant

Agency: Woodstock Police

Address: 615 Dundas St
Woodstock

Phone: 519-421-2800 Ext 2225

Fax: 519-421-2878

E-Mail: dmackenzie@woodstockpolice.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments: Particular Interest in EDA Planning

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Heather Goodman

Subject: RE: Presentation?: Oxford Master Transportation Plan Update

From: Cephas Panschow <CPanschow@tillsonburg.ca>
Sent: Tuesday, October 11, 2016 4:36 PM
To: Dadean Assam <dassam@oxfordcounty.ca>
Cc: Rob Walton <rwalton@oxfordcounty.ca>; Stew Elkins <selkins@ptsl.com>; Jill Juhlke <jjuhlke@ptsl.com>;
lisa@jenkins-gilvesy.com
Subject: RE: Presentation?: Oxford Master Transportation Plan Update

That makes sense. Thanks Dadean.

Can you please add our committee chair (as below) to the circulation list as well?

Lisa Gilvesy
Partner
Jenkins & Gilvesy
(519)842-9017
107 Broadway
P.O. Box 280
Tillsonburg, ON N4G 3P5
Canada
lisa@jenkins-gilvesy.com

From: Dadean Assam [<mailto:dassam@oxfordcounty.ca>]
Sent: October-06-16 2:43 PM
To: Cephas Panschow
Cc: Rob Walton; selkins@ptsl.com; Jill Juhlke (jjuhlke@ptsl.com)
Subject: Presentation?: Oxford Master Transportation Plan Update

Hi Cephas,

The 'Notice of Commencement of the Transportation Master Plan' was recently advertised in various newspapers and on County website. Copies of this Notice will be sent to various organizations. We are still in the early stages of gathering data. I think that it is premature at this moment to present an update to your Development Committee since there is not much to present and our Consultant, Paradigm Transportation Solutions Ltd., is working on the contents of the first Public Consultation Centre (PCC) scheduled for the Spring of 2017. Notice for participations at the PCC will be sent to various organizations including the Development Commissioners in Oxford County. I have copied our Consultant, Paradigm Transportation Solutions Ltd. on this email to give them a 'heads-up' about your Development Committee's request for a presentation.

Thanks

From: Cephas Panschow [<mailto:CPanschow@tillsonburg.ca>]
Sent: October-03-16 2:38 PM
To: Rob Walton
Cc: Dadean Assam
Subject: RE: Oxford Master Transportation Plan Update

Thanks Rob.

Dadean,

Would you be able to present to one of our upcoming Development Committee meetings? They typically meet the second Tuesday of the month from 7:30 to 9:30 AM and we could book you in a bit closer to the end of the meeting if that would work better.

Our next meeting is next Tuesday (Oct 11), but I'm talking with the chair about moving to the 18th as the 11th is the day following the Thanksgiving holiday. Would the 18th work for your calendar?

From: Rob Walton [<mailto:rwalton@oxfordcounty.ca>]
Sent: October-03-16 12:34 PM
To: Cephass Panschow
Cc: Dadean Assam
Subject: Re: Oxford Master Transportation Plan Update

Yes, please contact Dadean. Thanks

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Cephass Panschow
Sent: Monday, October 3, 2016 10:45
To: Rob Walton
Subject: Oxford Master Transportation Plan Update

Hello Rob,

Just wondering who in your department is the lead on the above. I see Dadeem's name is on the notice. If our economic Development Committee wanted a presentation on the plan, should I contact him?

Cephass Panschow

Development Commissioner
Town of Tillsonburg
200 Broadway, Suite 204
Tillsonburg, ON N4G 5A7
Phone: 519-688-3009 Ext. 3250

www.Tillsonburg.ca
www.DiscoverTillsonburg.ca
[www.Facebook.com/TillsonburgON](https://www.facebook.com/TillsonburgON)



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 Please consider the environment before printing this email.

Date	Contact Information	Message	Response	Action
2016-12-21	Anjala Puvananathan Regional Director, CEAA, Ontario Region	Thank you for your correspondence of October 27, 2016 regarding the Oxford County Transportation Master Plan. As part of the Government of Canada's plan for Responsible Resource Development, the Canadian Environmental Assessment Act, 2012 (CEAA 2012) focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction. The CEAA 2012 applies to projects described in the Regulations Designating Physical Activities (the Regulations). Based on the information provided, it is unclear if any projects that would be considered as part of the master plan will be described in the Regulations. Kindly review the Regulations to confirm applicability to the proposed projects including section 1 (h), which relates to federally designated wildlife areas and migratory bird sanctuaries. In addition, please refer to section 25 and all applicable subsections of the Regulations as it pertains to transportation related physical activities. Once you have additional information on your projects, please review them against the Regulations and if they are described in the Regulations, we kindly request that you contact the Canadian Environmental Assessment Agency in accordance with section 6 of CEAA 2012. If you have questions, please get in touch with our office through the switchboard at 416- 952-1576. The attachment that follows provides web links to useful legislation, regulation, and guidance documents.	No response required.	Remove from contact list.
2016-11-29	John Morrissey Corridor Management Planner Ministry of Transportation	The Ministry of Transportation have received the Notice of Study Commencement for the Oxford County Transportation Master Plan (TMP). The ministry would like to be kept informed of the project, and have the ability to review and respond to the technical recommendations as they apply to the provincial highway network throughout the County. As you no doubt are aware, the ministry's Southern Highways Program identifies several projects within the County. At your request, we can elaborate on the specifics of each project. Unrelated to the ministry's program, we understand that the Southwestern Landfill Proposal (haul routes) may impact the interchange of Highway 401 and County Road 6 interchange. Please be advised that the ministry has not been provided with the Traffic Impact Study related to this proposal (HDR), and as indicated to the proponent (Walker Environmental Group), the ministry's review, approval and permits will be required. Lastly, this is to confirm we have received a Notice of an Application for Official Plan Amendment & Zoning By-law Amendment (OP 16-10-8 & ZN 8-16-26). Impacts associated with these development lands may trigger the need for the realignment of Patullo Road where it intersects with County Road 59. Please remove Mr. Kevin Bentley (Manager of Engineering, West Region) from the mailing list and add me as the ministry one-window contact.	No response required.	Updated contact list.
2017-03-07	Tammie Ryall Regional Environmental Planner/Regional EA Coordinator Ministry of Environment and Climate Change	This letter is the Ministry of the Environment and Climate Change's (MOECC) response to the Notice of Commencement for the above noted project. It is understood that Oxford County intends to undertake an environmental assessment to update the 2009 Transportation Master Plan to help guide the County's transportation programs and investments for the next 20 years and beyond. As you know, the Class Environmental Assessment (Class EA) planning process includes consultation with interested stakeholders, evaluation of alternatives, assessment of the effects of the proposed works and identification of measures to mitigate any adverse impacts. In addition to consultation with public agencies and the general public, consultation with Aboriginal communities is required. Aboriginal Consultation The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process. Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982. Where the Crown's duty to consult is triggered in relation to your proposed project, the MOECC is delegating the procedural aspects of rights-based consultation to you through this letter. The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit. Based on information you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project.	No response required.	Add all Indigenous Communities to contact List. Include section in the TMP on Source Water Protection. Update contact list to provide correspondence to Craig Newton.

Date	Contact Information	Message	Response	Action
		<ul style="list-style-type: none"> • <input type="checkbox"/> Aamjiwnaang First Nation • <input type="checkbox"/> Walpole Island First Nation • <input type="checkbox"/> Chippewas of the Thames First Nation • <input type="checkbox"/> Kettle and Stony Point First Nation • <input type="checkbox"/> Caldwell First Nation • <input type="checkbox"/> Mississaugas of New Credit • <input type="checkbox"/> Oneida Nation of the Thames • <input type="checkbox"/> Munsee-Delaware Nation • <input type="checkbox"/> Delaware Nation • <input type="checkbox"/> Six Nations of the Grand River • <input type="checkbox"/> Haudenosaunee Confederacy Chiefs Council <p>Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.</p> <p>You must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:</p> <ul style="list-style-type: none"> - aboriginal or treaty rights impacts are identified to you by the communities; - you have reason to believe that your proposed project may adversely affect an aboriginal or treaty right; - consultation has reached an impasse; - a Part II Order request or elevation request is expected. <p>The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to FAASIRgen@ontario.ca or by mail or fax at the address provided below. The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.</p> <p>Source Water Protection</p> <p>As per the recent amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in a Project File report or ESR. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project. Please include a section in the report on Source Water Protection. Specifically, it should discuss whether or not the project is located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File Report/ESR how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.</p> <p>Conclusion</p> <p>Thank you for the opportunity to comment on this project. Please keep this office fully informed of the status of this project as it proceeds through the Class EA process. Please send future correspondence to the attention of Craig Newton, Regional Environmental Planner / Regional EA Coordinator at the address below; email address: craig.newton@ontario.ca; telephone number: 519-873-5014. Thank you in advance for your cooperation.</p>		

Date	Contact Information	Message	Response	Action
2016-12-14	Karen Winfield Land Use Regulations Officer Upper Thames Conservation Authority	Refer to attached UTRCA Letter.	No response required.	Consider factors as outlined in the attached letter during TMP process. Keep UTRCA informed during the project.



Canadian Environmental
Assessment Agency

Ontario Regional Office
55 St. Clair Avenue East,
Room 907
Toronto, ON M4T 1M2

Agence canadienne
d'évaluation environnementale

Bureau régional de l'Ontario
55, avenue St-Clair est,
bureau 907
Toronto (Ontario) M4T 1M2

December 21, 2016

Sent by email

Dadean Assam
21 Reeve Street, P.O. Box 1614
Woodstock, ON N4S7Y3
dassam@oxfordcounty.ca

Dear Dadean Assam:

Re: Information on the *Canadian Environmental Assessment Act, 2012*

Thank you for your correspondence of October 27, 2016 regarding the Oxford County Transportation Master Plan.

As part of the Government of Canada's plan for Responsible Resource Development, the *Canadian Environmental Assessment Act, 2012* (CEAA 2012) focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction.

The CEAA 2012 applies to projects described in the *Regulations Designating Physical Activities* (the Regulations). Based on the information provided, it is unclear if any projects that would be considered as part of the master plan will be described in the Regulations. **Kindly review the Regulations to confirm applicability to the proposed projects** including section 1 (h), which relates to federally designated wildlife areas and migratory bird sanctuaries.

In addition, please refer to section 25 and all applicable subsections of the Regulations as it pertains to transportation related physical activities.

Once you have additional information on your projects, please review them against the Regulations and if they are described in the Regulations, we kindly request that you contact the Canadian Environmental Assessment Agency in accordance with section 6 of CEAA 2012.

If you have questions, please get in touch with our office through the switchboard at 416-952-1576. The attachment that follows provides web links to useful legislation, regulation, and guidance documents.

Sincerely,

Anjala Puvananathan
Regional Director, CEAA, Ontario Region
Attachment – Useful Legislation, Regulation, and Guidance Documents



Attachment – Useful Legislation, Regulation, and Guidance Documents

For more information on the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), please access the following links on the Canadian Environmental Assessment Agency's (the Agency) website:

Overview of CEAA 2012

<http://www.ceaa.gc.ca/default.asp?lang=En&n=16254939-1>

*Regulations Designating Physical Activities, and
Prescribed Information for a Description of a Designated Project Regulations*

<http://www.ceaa.gc.ca/default.asp?lang=En&n=9EC7CAD2-1>

If your project is in a federally designated wildlife area or migratory bird sanctuary please check section 1 of the Regulations, which details the designated projects specific to those locations.

If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link below to the Agency's guide to preparing a project description.

Guide to Preparing a Description of a Designated Project

<http://www.ceaa.gc.ca/default.asp?lang=En&n=3CA9CEE5-1>

Heather Goodman

Subject: RE: Notice of Study Commencement - Oxford County Transportation Master Plan (TMP)

From: Morrisey, John (MTO) <John.Morrisey@ontario.ca>

Sent: Tuesday, November 29, 2016 2:59 PM

To: dassam@oxfordcounty.ca

Cc: Secord, David (MTO) <David.Secord@ontario.ca>; Pastor, Tracy (MTO) <Tracy.Pastor@ontario.ca>; Stew Elkins <selkins@ptsl.com>

Subject: Notice of Study Commencement - Oxford County Transportation Master Plan (TMP)

Dadean,

The Ministry of Transportation have received the Notice of Study Commencement for the Oxford County Transportation Master Plan (TMP). The ministry would like to be kept informed of the project, and have the ability to review and respond to the technical recommendations as they apply to the provincial highway network throughout the County.

As you no doubt are aware, the ministry's Southern Highways Program identifies several projects within the County. At your request, we can elaborate on the specifics of each project.

Unrelated to the ministry's program, we understand that the Southwestern Landfill Proposal (haul routes) may impact the interchange of Highway 401 and County Road 6 interchange. Please be advised that the ministry has not been provided with the Traffic Impact Study related to this proposal (HDR), and as indicated to the proponent (Walker Environmental Group), the ministry's review, approval and permits will be required.

Lastly, this is to confirm we have received a Notice of an Application for Official Plan Amendment & Zoning By-law Amendment (OP 16-10-8 & ZN 8-16-26). Impacts associated with these development lands may trigger the need for the realignment of Patullo Road where it intersects with County Road 59.

Please remove Mr. Kevin Bentley (Manager of Engineering, West Region) from the mailing list and add me as the ministry one-window contact.

Regards,

John Morrisey
Corridor Management Planner
Corridor Management Section
Engineering Office
Ministry of Transportation
659 Exeter Road, London, ON
N6E 1L3
Telephone 519-873-4597
Fax 519-873-4228
John.morrisey@ontario.ca

733 Exeter Road
London ON N6E 1L3
Tel: 519 873-5000
Fax: 519 873-5020

733, rue Exeter
London ON N6E 1L3
Tél.: 519 873-5000
Fax: 519 873-5020

March 17, 2017

Mr. Dadean Assam, P. Eng.
Manager of Construction
Oxford County Public Works
21 Reeve Street, P. O. Box 1614
Woodstock, ON N4S 7Y3

**Re: Notice of Study Commencement
Oxford County Transportation Master Plan
Municipal Engineers Class Environmental Assessment (Class EA)**

Dear Mr. Assam:

This letter is the Ministry of the Environment and Climate Change's (MOECC) response to the Notice of Commencement for the above noted project. It is understood that Oxford County intends to undertake an environmental assessment to update the 2009 Transportation Master Plan to help guide the County's transportation programs and investments for the next 20 years and beyond.

As you know, the Class Environmental Assessment (Class EA) planning process includes consultation with interested stakeholders, evaluation of alternatives, assessment of the effects of the proposed works and identification of measures to mitigate any adverse impacts. In addition to consultation with public agencies and the general public, consultation with Aboriginal communities is required.

Aboriginal Consultation

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to your proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to you through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project.

- Aamjiwnaang First Nation
- Walpole Island First Nation
- Chippewas of the Thames First Nation
- Kettle and Stony Point First Nation
- Caldwell First Nation
- Mississaugas of New Credit
- Oneida Nation of the Thames
- Munsee-Delaware Nation
- Delaware Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.

You must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- aboriginal or treaty rights impacts are identified to you by the communities;
- you have reason to believe that your proposed project may adversely affect an aboriginal or treaty right;
- consultation has reached an impasse;
- a Part II Order request or elevation request is expected.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

Source Water Protection

As per the recent amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in a Project File report or ESR. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation

Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project.

Please include a section in the report on Source Water Protection. Specifically, it should discuss whether or not the project is located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File Report/ESR how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.

Conclusion

Thank you for the opportunity to comment on this project. Please keep this office fully informed of the status of this project as it proceeds through the Class EA process.

Please send future correspondence to the attention of Craig Newton, Regional Environmental Planner / Regional EA Coordinator at the address below; email address: craig.newton@ontario.ca; telephone number: 519-873-5014.

Thank you in advance for your cooperation.

Yours truly,



Tammie Ryall, MCIP, RPP
Regional Environmental Planner / Regional EA Coordinator
Ministry of Environment and Climate Change
733 Exeter Road
London ON, N6E 1L3
519 873-5115 | tammie.ryall@ontario.ca

Copy: Stewart Elkins, Paradigm Transportation Solutions Limited.

(BY EMAIL ONLY)

Re: **OXFORD COUNTY TRANSPORTATION MASTER PLAN**

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Karen Winfield
Title: _____
Agency: Upper Thames River Conservation Authority
Address: _____
Phone: _____
Fax: _____
E-Mail: winfieldk@thamesriver.on.ca

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Please refer to attached UTRA Letter
(dated Dec. 14/2016)
Thank-You,
Karen W.

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

"Inspiring a Healthy Environment"

December 14, 2016

Oxford County
21 Reeve Street, P.O. Box 1614
Woodstock, Ontario
N4S 7Y3

Attention: Dadean Assam – (via e-mail: dassam@oxfordcounty.ca)

Dear Mr. Assam:

**Re: Notice of Study Commencement
Oxford County Transportation Master Plan
County of Oxford**

We are in receipt of the "Notice of Study Commencement" regarding review of the Oxford County Transportation Master Plan intended to help guide the County's transportation programs and investments for the next 20 years and beyond. Aside from being a Regulatory Authority, the Upper Thames River Conservation Authority (UTRCA) is also a property owner within the study area. We offer the following comments under these separate, but related, areas of interest:

A) Regulatory Comments under Ontario Regulation 157/06 and other technical comments and advisement related to natural heritage, water resources and natural hazard management pursuant to relevant legislation and policies set out in the UTRCA Planning Policy Manual (June 28, 2006):

General Comments

- 1) Please note that given the broad study area chosen and broad concept proposal, we are unable to provide detailed technical comments at this time. However, we appreciate being contacted early in the process and are always open to meeting with you to discuss and work through any concerns or complications along the way.
- 2) We would appreciate the opportunity for our technical staff to review and provide comments on any upcoming draft documents and proposed alternatives including any draft Environmental Study Report. Please note that our scope of review is based on the policies set out in the Upper Thames River Conservation Authority Planning Policy Manual (June 28, 2006), as well as our responsibilities related to Flood Control Infrastructure (eg. Pittock Dam and Reservoir, Wildwood Dam and Reservoir and the Ingersoll Channel). Master Plan, EA and subsequent detail design project review for the Oxford County Transportation Master Plan project would generally be guided by, but not limited to, natural heritage, natural hazard and pollution prevention areas of concern for lands regulated within our jurisdiction, as well as our responsibilities related to flood control infrastructure.

- 3) A sizeable portion of the County of Oxford falls outside the boundaries of our watershed and under the jurisdiction of the Grand River Conservation Authority (GRCA), Catfish Creek Conservation Authority (CCCA) or the Long Point Region Conservation Authority (LPRCA). We recommend you contact CCCA, GRCA & LPRCA directly regarding those portions of the project, if you haven't done so already.

UTRCA Regulated Areas

- 4) Existing transportation corridors traverse through natural hazard and natural heritage areas regulated by the Conservation Authority. The UTRCA regulates development within the Regulation Limit in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. This regulation requires proponents to obtain written approval from the UTRCA prior to undertaking any works in the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.
- 5) Our staff can provide digital mapping which outlines the boundaries of the natural heritage and natural hazard features as well as Drinking Water Source Protection Areas present within the study area. Ideally, these natural heritage and natural hazard features should be identified in the Master Plan Study and avoided as inappropriate places for development. Our digital mapping may be obtained by contacting our GIS department (contact: Phil Simm, 519-451-2800 x 247). Generally the fee involved with obtaining digital mapping of our natural heritage and natural hazard features is \$100 but this fee will be waived as the mapping is intended for use by one of our member municipalities for a Municipal Class EA.
- 6) Opportunities to reduce existing natural hazards such as existing flooding and erosion issues should be considered through this Master Plan.
- 7) We recommend consideration be given to upgrading all watercourse crossings (especially those in well utilized transportation corridors) for sizing to accommodate Regulatory (1: 250 Year return period) Flood flows. Please note that applicable hydrology and hydraulic information may be available for various watercourses within the study area. It will be important to consider impacts upstream and downstream of any proposed work as well as the impacts on the transportation infrastructure itself. Please contact our Water Resource Engineering staff (contact: Mark Shifflett, 519-451-2800 x239) to discuss potentially available information.

Flood Control Infrastructure

- 8) County transportation corridors cross over flood control structures owned and operated by the UTRCA. The study should consider that full function of these structures be preserved (eg. no reduction in flood storage) for any alterations proposed to County Roads at these locations.

Water Quality, Woodlands and Other Natural Heritage Features

- 9) A variety of distinct UTRCA subwatersheds fall within the County of Oxford. Please refer to our latest (2012) edition of the Upper Thames River Watershed Report Cards for information related to water quality, woodlands and other natural heritage features, available on our website at:

<http://thamesriver.on.ca/watershed-health/watershed-report-cards/>

- 10) Another source of useful information on Natural Heritage Features within the Oxford County Transportation Master Plan study area can be obtained from the Oxford Natural Heritage Study (2006). A copy of this study is available on our website at:

<http://thamesriver.on.ca/watershed-health/natural-heritage-studies/oxford-natural-heritage-study/>

We also note the Draft Oxford Natural Heritage Systems Study 2016, which has more up-to-date mapping, would be available for you internally at your office.

- 11) Opportunities to improve and expand natural heritage features should be considered.

Areas of Natural or Scientific Interest

- 12) Our data indicates the presence of a variety of Areas of Natural or Scientific Interest (ANSIs) located within the UTRCA portion of the study area. However, the Ontario Ministry of Natural Resources and Forestry (MNRF) would be the agency responsible for ANSI data and the one to contact directly regarding ANSI information.

Species At Risk

- 13) Our data indicates the presence of federally and provincially protected aquatic Species at Risk within the Thames River and a number of other tributaries through the study area.
- 14) Our data indicates the potential presence of provincially protected terrestrial species at risk within the project study area. Provincially, the Ontario Ministry of Natural Resources and Forestry (MNRF) would be the agency responsible for Endangered Species Act (ESA) data and the one to contact directly regarding provincial species at risk information.

Drinking Water Source Protection

- 15) The proponent should be aware that the Municipal Engineers Association (MEA) has updated the Class EA to account for Source Water Protection. The EA is the best time to consider regulatory requirements of the Clean Water Act and Source Protection Plan as well as designated vulnerable areas. The EA planning process (or in this case Master Plan) offers an excellent opportunity to document how these factors have been considered in the planning process.
- 16) When considering a project within a vulnerable area it is recommended that the alternatives considered be subject to a simple risk assessment and that this be included in the relative comparison of the alternatives. The tables of drinking water threats can be used to determine if an alternative involves significant, moderate or low drinking water threats. This risk assessment should also include whether design alternatives can reduce the level of risk or whether risk management measures can be implemented to manage the level of risk.
- 17) Some existing transportation routes appear to go through or near Wellhead Protection Areas (WHPA), Significant Groundwater Recharge Areas (SGRA) and/or Highly Vulnerable Aquifers (HVA). All of these vulnerable areas should be considered in the risk assessment however it is important to note that only some of these areas can have significant threats where policies in the proposed Source Protection Plan may have implications to the project. While it is crucial that significant threats get considered through the EA/Master Plan, the proponents are encouraged to take the opportunity to document how moderate and low threats were considered in the assessment of alternatives.

- 18) While the transportation of fuel or other materials has not been identified as a local drinking water threat in this Source Protection Area, it has been considered in other areas. The proponent may wish to consider how the project alternatives might impact vulnerable areas, and in particular municipal drinking water sources, where proposed routes may increase the risk of spills in these vulnerable areas.
- 19) If the proponents have questions on how source protection and the local plan may affect the proposed alternatives they may contact UTRCA Drinking Water Source Protection (DWSP) staff or their municipal Risk Management Official (RMO). As the County has undertaken the technical work included in the Assessment Report and developed their own Source Protection Plan policies, they are in an excellent position to determine the appropriate amount of attention that the above noted comments and considerations should be afforded and how this should be documented in the EA/Master Plan.

B) Landowner Comments:

General

- 20) Our staff can provide digital mapping which outlines the approximate location of UTRCA owned lands within the study area. Our digital mapping may be obtained by contacting our GIS department (contact: Phil Simm, 519-451-2800 x 247). Generally the fee involved with obtaining digital mapping of our property boundaries is \$100 but this fee will be waived as the mapping is intended for use by one of our member municipalities for a Municipal Class EA.

Existing and Proposed Recreational Trail Systems

- 21) Along a variety of Oxford County roads, the UTRCA currently provides legal access and/or small parking areas to provide public access to UTRCA owned recreational trail systems. We recommend the study provides consideration to maintaining and/or enhancing recreational trail access at these locations.
- 22) We recommend the study include consideration to the creation of bike and pedestrian lanes along County roads as part of any proposed improvements.
- 23) We recommend the study considers traffic speed and noise along County roads based on the increased demand for recreational uses.

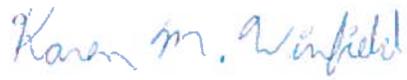
Summary

Our office would like to be included in future circulations regarding this project. We would appreciate receiving information and reports as they become available in order to ensure that we can meet the project deadlines with our comments.

While it is anticipated that some of these comments can be dealt with at the detail design stage, we are providing them in advance of the EA(s) in order to facilitate early consultation.

If you have any questions regarding the above information, please contact the undersigned.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY



Karen M. Winfield
Land Use Regulations Officer
MF/BM/JH/CQ/AS/MSh/CT/BV/KW/kw

c.c. – Rob Walton, County of Oxford – (via e-mail: rwalton@oxfordcounty.ca)
Stewart Elkins, Paradigm Transportation Solutions Limited – (via e-mail: selkins@ptsl.com)

10 Notice and Contact List – Indigenous Communities



Oxford County Transportation Master Plan Indigenous Communities List

TITLE	FirstName	LastName	Indigenous Community	POSITION	ADDRESS 1	ADDRESS 2	P. CODE	TELEPHONE	EMAIL
Chief	Joanne	Rogers	Aamjiwnaang First Nation		978 Tashmoo Avenue	Sarnia, ON	N7T 7H5	519-336-8410	Aamjiwnaang.chief@gmail.com
	Sharilyn	Johnston	Aamjiwnaang First Nation	Environmental Coordinator	978 Tashmoo Avenue	Sarnia, ON	N7T 7H5	519-336-8410 ext 245	sjohnston@aamjiwnaang.ca
Grand Chief	Gord	Peters	Association of Iroquois & Allied Indians		387 Princess Avenue	London, ON	N6B 2A7	519-434-2761	gpeters@aiai.on.ca
	Geoff	Stonefish	Association of Iroquois & Allied Indians	Office Manager / Communications Coordinator	387 Princess Avenue	London, ON	N6B 2A7	519-434-2761 ext 225	gstonefish@aiai.on.ca
Chief	Mary	Duckworth	Caldwell First Nation		PO Box 388	Leamington, ON	N8H 3W3	519-322-1766	chief@caldwellfirstnation.ca
	Nikki	Orosz	Caldwell First Nation	Director of Operations	PO Box 388	Leamington, ON	N8H 3W3	519-322-1766	nikki.orosz@caldwellfirstnation.ca
Chief	Thomas	Bressette	Kettle and Stony Point First Nation		6247 Indian Lane	Kettle & Stony Point FN, ON	N0N 1J0	519-786-2125	Thomas.bressette@kettlepoint.org
	Valerie	George	Kettle and Stony Point First Nation	Consultation Coordinator	6247 Indian Lane	Kettle & Stony Point FN, ON	N0N 1J0	519-786-2125	
Chief	Leslee	White-Eye	Chippewas of the Thames First Nation		320 Chippewa Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-5555	Lwhite-eye@cottfn.com
	Fallen	Burch	Chippewas of the Thames First Nation	Consultation Officer	320 Chippewa Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-2662 ext 213	fburch@cottfn.com
Chief	Denise	Stonefish	Delaware Nation		14760 School House Line, RR # 3	Thamesville, ON	N0P 2K0	519-692-3936	info@delawarenation.on.ca
	Jennifer	Whiteye	London District Chiefs Council (Southern First Nations Secretariat)		22361 Austin Line	Bothwell, ON	N0P 1C0	519-692-5868	
Chief	Stacey	LaForme	Mississaugas of New Credit First Nation		2789 Mississauga Road, RR # 6	Hagersville, ON	N0A 1H0	905-768-1133	Stacey.Laforme@newcreditfirstnation.ca
	Fawn	Sault	Mississaugas of New Credit First Nation	Consultation	2789 Mississauga Road, RR # 6	Hagersville, ON	N0A 1H0	905-768-4260	fawn.sault@mncfn.ca
Chief	Roger	Thomas	Munsee-Delaware Nation		289 Jubilee Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-5396	Chief.thomas@munsee-delaware.org
Chief	Randall	Phillips	Oneida Nation of the Thames		2212 Elm Avenue	Southwold, ON	N0L 2G0	519-652-3244	Randall.phillips@oneida.on.ca
	Brandon		Oneida Nation of the Thames	Environment Department	2212 Elm Avenue	Southwold, ON	N0L 2G0	519-652-3244	environment@oneida.on.ca
Chief	Ava	Hill	Six Nations of the Grand River Territory		1695 Chiefswood Road, PO Box 5000	Ohsweken, ON	N0A 1M0	519-455-2201	avahill@sixnations.ca
	Matthew	Jocko	Six Nations of the Grand River Territory	Land and Resources	1695 Chiefswood Road, PO Box 5000	Ohsweken, ON	N0A 1M0	519-753-0665	mjocko@sixnations.ca
Grand Council Chief	Patrick	Madahbee	Union of Ontario Indians		PO Box 711	North Bay, ON	P1B 8J8	705-497-9127	
Chief	Dan	Miskokomon	Walpole Island First Nation			RR # 3 Wallaceburg, ON	N8A 4K9	519-627-1481	
	Dean	Jacobs	Walpole Island First Nation	Consultation Manager		RR # 3 Wallaceburg, ON	N8A 4K9	519-627-1475 ext 104	dean.jacobs@wifn.org
	Todd	Williams	Haudenosaunee Confederacy Chiefs Council (Haudenosaunee Dev Institute)	Consultation	Sunrise Court	Ohsweken, ON	N0A 1M0	519-445-4222	hdi2@bellnet.ca

11 Indigenous Communities Response and Input





Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Joanne Rogers
Chief, Aamjiwnaang First Nation
978 Tashmoo Avenue
Sarnia, ON
N7T 7H5

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
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October 27, 2016

Sharilyn Johnston
Aamjiwnaang First Nation
978 Tashmoo Avenue
Sarnia, ON
N7T 7H5

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Woodstock, Ontario N4S 7Y3
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October 27, 2016

Gord Peters
Grand Chief, Association of Iroquois & Allied Indians
387 Princess Avenue
London, ON
N6B 2A7

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October 27, 2016

Geoff Stonefish
Association of Iroquois & Allied Indians
387 Princess Avenue
London, ON
N6B 2A7

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October 27, 2016

Louise Hillier
Chief, Caldwell First Nation
PO Box 388
Leamington, ON
N8H 3W3

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Yours truly,

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Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Thomas Bressette
Chief, Chippewas of Kettle and Stony Point First Nation
6247 Indian Lane
Kettle & Stony Point FN, ON
N0N 1J0

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Woodstock, Ontario N4S 7Y3
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October 27, 2016

Leslee White-Eye
Chief, Chippewas of the Thames First Nation
320 Chippewa Road, RR # 1
Muncey, ON
N0L 1Y0

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21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Fallon Burch
Chippewas of the Thames First Nation
320 Chippewa Road, RR # 1
Muncey, ON
N0L 1Y0

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Manager of Construction.



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October 27, 2016

Greg Peters
Chief, Delaware Nation
14760 School House Line, RR # 3
Thamesville, ON
N0P 2K0

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Manager of Construction.



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Woodstock, Ontario N4S 7Y3
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October 27, 2016

Tina Jacobs
Delaware Nation
14760 School House Line, RR # 3
Thamesville, ON
N0P 2K0

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
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October 27, 2016

London District Chiefs Council
(Southern First Nations Secretariat)
22361 Austin Line
Bothwell, ON
N0P 1C0

**Re: NOTICE OF STUDY COMMENCEMENT,
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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Stacey LaForme
Chief, Mississaugas of New Credit First Nation
2789 Mississauga Road, RR # 6
Hagersville, ON
N0A 1H0

**Re: NOTICE OF STUDY COMMENCEMENT,
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Yours truly,

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Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
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October 27, 2016

Margaret Sault
Mississaugas of New Credit First Nation
2789 Mississauga Road, RR # 6
Hagersville, ON
N0A 1H0

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Manager of Construction.



Public Works

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Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
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October 27, 2016

Roger Thomas
Chief, Munsee-Delaware Nation
289 Jubilee Road, RR # 1
Muncey, ON
N0L 1Y0

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Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
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October 27, 2016

Randall Phillips
Chief, Oneida Nation of the Thames
2212 Elm Avenue
Southwold, ON
N0L 2G0

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Yours truly,

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Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
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October 27, 2016

Stacey Phillips
Oneida Nation of the Thames
2212 Elm Avenue
London, Ontario
N0L 2G0

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Yours truly,

Dadean Assam, P. Eng.,
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Public Works

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October 27, 2016

Ava Hill
Chief, Six Nations of the Grand River Territory
1695 Chiefswood Road
PO Box 5000
Ohsweken, ON
N0A 1M0

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October 27, 2016

Patrick Madahbee
Grand Council Chief, Union of Ontario Indians
PO Box 711
North Bay, ON
P1B 8J8

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The County has retained Paradigm Transportation Solutions Limited to conduct the study.

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Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Dan Miskokomon
Chief, Walpole Island First Nation
RR # 3 Wallaceburg, ON
N8A 4K9

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The County has retained Paradigm Transportation Solutions Limited to conduct the study.

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
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October 27, 2016

Dean Jacobs
Walpole Island First Nation
RR # 3 Wallaceburg, ON
N8A 4K9

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



CHIPPEWAS OF THE THAMES FIRST NATION

November 18, 2016

Dadean Assam, P.Eng
Manager of Construction
Oxford County
21 Reece Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3

**Subject: Oxford County Transportation Master Plan (TMP)
Notice of Study Commencement**

Dear Dadean,

We are in receipt of correspondence of the aforementioned project, dated October 27, 2016.

In our screening of your correspondence, we have identified no concerns with your project or the information that you have presented to us at this time.

We ask that there are any changes to your project that are of a substantive nature that you keep us informed.

Thank you for notifying Chippewas of the Thames First Nation.

Sincerely,

Fallon Burch
Chippewa of the Thames
Consultation Coordinator
(519)289-2662 Ext.213

Re: OXFORD COUNTY TRANSPORTATION MASTER PLAN

Please complete this sheet and return by mail (address on previous page) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca)

Name: Fallon Burch
Title: Consultation Coordinator
Agency: Chippewas of the Thames First Nation
Address: 320 Chippewas Road
Muncey, ON N0L 1Y0
Phone: (519) 289-2662 x.213
Fax: (519) 289-3117
E-Mail: fburch@cottfn.com

Please indicate the appropriate response:

- My group/agency/organization would like to be kept informed of the project.
- Please remove me/us from the project mailing list.

Comments:

Thank you for notifying Chippewas of the Thames
First Nation

Information collected will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all other information will become part of the project record.

Indigenous Community	Date	Time	Phone	Contact Name	Notes	Action
Aamjiwhaang First Nation	2019-04-04	8:51 AM	519-336-8410	Lynn Rosales Band Council Clerk	Voicemail message: "Hi, my name is Heather Goodman with Paradigm Transportation Solutions Limited. We are working with the County of Oxford on their Transportation Master Plan. In late 2016, we sent out the Notice of Study Commencement, however we have not received any response or input from you. We would like to let you know the Final Draft TMP should be available for review online within a couple of weeks. We appreciate any comments you may have. A notice will be sent out via email when it is available for review. If you have any questions, you may contact me at 416-479-9684 extension 502. Again we appreciate any input."	Followed up with Environmental Coordinator.
	2019-04-04	8:52 AM	519-336-8410	Sharilyn Johnston Environmental Coordinator	-Sharilyn to follow-up with the Consultation Coordinator and check logs for any response provided -Typically AFN sends out a letter acknowledging receipt of consultation contact -Depending on the municipal office the letter was sent from, the location may be outside of their traditional territory -Left contact information and notified that the Final Draft will be available for review shortly	No action required.
	2019-04-04	12:00 PM	519-336-8410	Sharilyn Johnston Environmental Coordinator	-Indicated they did receive the initial Notice in 2016 -Notice was brought to Council in November 2016 with no issues -Please send the Final Draft when available to sjohnston@aamjiwnaag.ca and will provide a letter indicating any comments or no comment.	Send Final Draft once available.
Association of Iroquois and Allied Indians	2019-04-04	9:02 AM	519-434-2761 ext 225	Geoff Stonefish	Voicemail message: "Hi, my name is Heather Goodman with Paradigm Transportation Solutions Limited. We are working with the County of Oxford on their Transportation Master Plan. In late 2016, we sent out the Notice of Study Commencement, however we have not received any response or input from you. We would like to let you know the Final Draft TMP should be available for review online within a couple of weeks. We appreciate any comments you may have. A notice will be sent out via email when it is available for review. If you have any questions, you may contact me at 416-479-9684 extension 502. Again we appreciate any input."	Follow up if no response received by 2019-04-09.
	2019-04-09	11:53 AM	519-434-2761 ext 225	Geoff Stonefish	Unavailable. No message left.	Sent follow-up email - 2019-04-10
Caldwell First Nation	2019-04-04	9:05 AM	519-322-1766	Melody Watson Senior Financial Officer	-Political changes in the past few years likely resulted in loss of the letter -Please send an electronic file to Nikki Orosz (nikki.orosz@caldwellfirstnation.ca) and she will provide a response	Sent email - 2019-04-04

Indigenous Community	Date	Time	Phone	Contact Name	Notes	Action
Kettle and Stony Point First Nation	2019-04-04	9:14 AM	519-786-2125	Valerie George Consultation Coordinator	Voicemail message: "Hi, my name is Heather Goodman with Paradigm Transportation Solutions Limited. We are working with the County of Oxford on their Transportation Master Plan. In late 2016, we sent out the Notice of Study Commencement, however we have not received any response or input from you. We would like to let you know the Final Draft TMP should be available for review online within a couple of weeks. We appreciate any comments you may have. A notice will be sent out via email when it is available for review. If you have any questions, you may contact me at 416-479-9684 extension 502. Again we appreciate any input."	Follow up if no response received by 2019-04-09.
	2019-04-09	11:54 AM	519-786-2125	Valerie George Consultation Coordinator	Voicemail message: "Hello, this is Heather Goodman from Paradigm Transportation Solutions Limited follow up on my message from last Thursday regarding the Oxford County Transportation Master Plan. I'd appreciated if you could give me a call back at 416-479-9684 x502 to discuss."	No other means of contact available. Will follow up with Final Draft TMP is available for review.
Delaware Nation	2019-04-04	9:22 AM	519-692-3936	Reception	-Persons listed on the contact list are no longer working at Delaware Nation -Delaware Nation does not have a current Consultation Manager -Send a copy of the notice to info@delawarenation.on.ca which will be passed onto the Chief	Sent email- 2019-04-04
London District Chiefs Council (Southern First Nations Secretariat)	2019-04-04	9:27 AM	519-692-5868	Reception	-Executive Director, Jennifer Whiteye is the person to speak to -Please call back on Monday (April 8)	Follow up on Monday (2019-04-08).
	2019-04-09	11:56 AM	519-692-5868	Jennifer Whiteye Executive Director	-They receive a large volume of consultation requests -Would provide a response if anything within the project presented a concern -If no response was received, then likely no concerns with the project -They want to ensure we are directly consulting with the area First Nations. -Jennifer to check and see if any correspondence was sent	No concerns. No need to follow-up.
Mississaugas of the New Credit First Nation	2019-04-04	9:30 AM	905-768-1133	Reception	-Please call the Consultation Office at 905-768-4260	Called Consultation Office - 2019-04-04
	2019-04-04	9:32 AM	905-768-4260	Fawn Sault	-MNCFN only covers portions of Oxford County, so it may have been viewed as out of territory -MNCFN would like to be involved and would comment on any road expansion or new roads and wetland issues -Any archeological studies phases 2 to 4, they would like to have their staff on-site -Any aquatic studies they would also like to have their staff onsite along side the consultant -Mentioned that none of these cases are anticipated for the TMP study -Please send an electronic copy of the Notice and all available information to Fawn Sault (fawn.sault@mncfn.ca) -Please provide a copy of the Final Draft to provide comments on	Sent email - 2019-04-04

Indigenous Community	Date	Time	Phone	Contact Name	Notes	Action
Munsee-Delaware Nation	2019-04-04	9:41 AM	519-289-5396	Reception	Voicemail message: "Hi, my name is Heather Goodman with Paradigm Transportation Solutions Limited. We are working with the County of Oxford on their Transportation Master Plan. In late 2016, we sent out the Notice of Study Commencement, however we have not received any response or input from you. We would like to let you know the Final Draft TMP should be available for review online within a couple of weeks. We appreciate any comments you may have. A notice will be sent out via email when it is available for review. If you have any questions, you may contact me at 416-479-9684 extension 502. Again we appreciate any input."	Follow up if no response received by 2019-04-09.
	2019-04-09	12:00 PM	519-289-5396	Reception	-Send an email to Stacey Phillips in Consultation (consultation@munsee.ca)	Sent follow-up email - 2019-04-10
Oneida Nation of the Thames	2019-04-04	9:45 AM	519-652-3244	Reception	-Contact 519-652-6922	Called Consultation Office - 2019-04-04
	2019-04-04	9:45 AM	519-652-3244	Reception	-Need to speak with Brandon in Environmental Department, will him call you back -Left contact information	Called Environmental Department - 2019-04-04
	2019-04-04	10:09 AM	519-652-3244	Brandon Environmental Department	-New to the department so would not have a original copy of the Notice -Please provide an e-mail copy of the Notice, Letter and next steps to environment@onedia.on.ca	Sent email - 2019-04-04
Six Nations	2019-04-04	9:48 AM	519-455-2201	Reception	-Contact the Land and Resources Department at 519-753-0665	Called Land and Resources Department - 2019-04-04
	2019-04-04	9:49 AM	519-753-0665	Matthew Jocko Land and Resources	-Please provide an e-mail copy of the Notice, Letter and next steps to Matthew Jocko (mjocko@sixnations.ca)	Sent email - 2019-04-04
Union of Ontario Indians	2019-04-04	9:53 AM	705-497-9127	Consultation Department	Voicemail message: "Hi, my name is Heather Goodman with Paradigm Transportation Solutions Limited. We are working with the County of Oxford on their Transportation Master Plan. In late 2016, we sent out the Notice of Study Commencement, however we have not received any response or input from you. We would like to let you know the Final Draft TMP should be available for review online within a couple of weeks. We appreciate any comments you may have. A notice will be sent out via email when it is available for review. If you have any questions, you may contact me at 416-479-9684 extension 502. Again we appreciate any input."	Follow up if no response received by 2019-04-09.
	2019-04-09	12:02 PM	705-497-9127	Reception	No answer. No message left.	No other means of contact available. Will follow up with Final Draft TMP is available for review.
Walpole Island First Nation	2019-04-04	9:55 AM	519-627-1481	Reception	-Contact Dean Jacobs at 519-627-1475	Called - 2019-04-04
	2019-04-04	9:57 AM	519-627-1475	Dean Jacobs	-Please provide an e-mail copy of the Notice, Letter and next steps to Dean Jacobs (dean.jacobs@wifn.org)	Sent email - 2019-04-04
Haudenosaunee Development Institute	2019-04-04	10:00 AM	519-445-4222	Misty in Reception	-Please provide an e-mail copy of the Notice and next steps to hdi2@bellnet.ca	Sent email - 2019-04-04

From: [Heather Goodman](#)
To: nikki.orosz@caldwellfirstnation.ca
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [image001.png](#)
[Notice of Study Commencement - Oxford TMP FINAL.pdf](#)
[Caldwell First Nation - TMP Notice.pdf](#)

Hello Nikki,

I spoke with Melody this morning regarding the Oxford County Transportation Master Plan (TMP) and she asked me to follow up with you. As detailed in the call, the County sent out a letter with the Notice of Study Commencement in late 2016. A copy of the letter and Notice is attached for your reference.

To date, the project team has not received a response or input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

Within the next few weeks, the Final Draft version of the TMP will be posted on the County's website for the 30-day review period. We would appreciate your review and comments on the final draft TMP. After the review period, feedback will be reviewed and addressed, as appropriate. The TMP will then go to County Council for consideration and adoption.

If you have any further questions, please feel free to reach out to me by phone or e-mail.

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8

p: 416.479.9684 x502

m: 905.506.0454

e: hgoodman@ptsl.com

w: www.ptsl.com



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Louise Hillier
Chief, Caldwell First Nation
PO Box 388
Leamington, ON
N8H 3W3

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

From: [Heather Goodman](#)
To: info@delawarenation.on.ca
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [image001.png](#)
[Notice of Study Commencement - Oxford TMP FINAL.pdf](#)
[Delaware Nation - TMP Notice.pdf](#)

Hello,

I spoke with reception this morning regarding the Oxford County Transportation Master Plan (TMP) and she asked me to follow up via this email address. As detailed in the call, the County sent out a letter with the Notice of Study Commencement in late 2016. A copy of the letter and Notice is attached for your reference.

To date, the project team has not received a response or input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

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If you have any further questions, please feel free to reach out to me by phone or e-mail.

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8

p: 416.479.9684 x502

m: 905.506.0454

e: hgoodman@ptsl.com

w: www.ptsl.com



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Greg Peters
Chief, Delaware Nation
14760 School House Line, RR # 3
Thamesville, ON
N0P 2K0

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OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

From: [Heather Goodman](#)
To: "hdi2@bellnet.ca"
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [Notice of Study Commencement Oxford TMP FINAL.pdf](#)
[image001.png](#)

Hello,

I spoke with Misty this morning regarding the Oxford County Transportation Master Plan (TMP) and she asked me to follow up via this email address. As detailed in the call, the County sent out the Notice of Study Commencement in late 2016. A copy of the Notice is attached for your reference.

To date, the project team has not received input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

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Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8
p: 416.479.9684 x502
m: 905.506.0454
e: hgoodman@ptsl.com
w: www.ptsl.com

From: [Heather Goodman](#)
To: ["fawn.sault@mncfn.ca"](mailto:fawn.sault@mncfn.ca)
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [image001.png](#)
[Notice of Study Commencement - Oxford TMP FINAL.pdf](#)
[MNCFT - TMP Notice.pdf](#)

Hello Fawn,

Thank you for taking the time to discuss the Oxford County Transportation Master Plan (TMP) over the phone this morning. As detailed in our call, the County sent out a letter with the Notice of Study Commencement in late 2016. A copy of the letter and Notice is attached for your reference.

To date, the project team has not received a response or input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

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Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8

p: 416.479.9684 x502

m: 905.506.0454

e: hgoodman@ptsl.com

w: www.ptsl.com



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Stacey LaForme
Chief, Mississaugas of New Credit First Nation
2789 Mississauga Road, RR # 6
Hagersville, ON
N0A 1H0

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

From: [Heather Goodman](#)
To: environment@oneida.on.ca
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [image001.png](#)
[Notice of Study Commencement - Oxford TMP_FINAL.pdf](#)
[Oneida Nation of the Thames - TMP Notice.pdf](#)

Hello Brandon,

Thank you for taking the time to discuss the Oxford County Transportation Master Plan (TMP) over the phone this morning. As detailed in our call, the County sent out a letter with the Notice of Study Commencement in late 2016. A copy of the letter and Notice is attached for your reference.

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Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8

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Public Works

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October 27, 2016

Randall Phillips
Chief, Oneida Nation of the Thames
2212 Elm Avenue
Southwold, ON
N0L 2G0

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Yours truly,

A handwritten signature in black ink, appearing to read 'D. Assam', is written over a light blue horizontal line.

Dadean Assam, P. Eng.,
Manager of Construction.

From: [Heather Goodman](#)
To: ["mjocko@sixnations.ca"](mailto:mjocko@sixnations.ca)
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [image001.png](#)
[Notice of Study Commencement - Oxford TMP FINAL.pdf](#)
[Six Nations - TMP Notice.pdf](#)

Hello Matthew,

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Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8

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Public Works

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October 27, 2016

Ava Hill
Chief, Six Nations of the Grand River Territory
1695 Chiefswood Road
PO Box 5000
Ohsweken, ON
N0A 1M0

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.



Public Works

21 Reeve Street, P.O. Box 1614
Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Dean Jacobs
Walpole Island First Nation
RR # 3 Wallaceburg, ON
N8A 4K9

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The County has retained Paradigm Transportation Solutions Limited to conduct the study.

The expected outcomes of the TMP are noted in the attached Notice of Study Commencement.

This study is being conducted in accordance with the *Municipal Class Environmental Assessment* document dated October 2000, as amended in 2007, 2011 & 2015, which is approved under the *Ontario Environmental Assessment Act*.

Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

From: [Heather Goodman](#)
To: dean.jacobs@wfn.org
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 4, 2019 11:12:00 AM
Attachments: [image001.png](#)
[Notice of Study Commencement - Oxford TMP FINAL.pdf](#)
[Walpole Island First Nation - TMP Notice.pdf](#)

Hello Dean,

Thank you for taking the time to discuss the Oxford County Transportation Master Plan (TMP) over the phone this morning. As detailed in our call, the County sent out a letter with the Notice of Study Commencement in late 2016. A copy of the letter and Notice is attached for your reference.

To date, the project team has not received a response or input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

Within the next few weeks, the Final Draft version of the TMP will be posted on the County's website for the 30-day review period. We would appreciate your review and comments on the final draft TMP. After the review period, feedback will be reviewed and addressed, as appropriate. The TMP will then go to County Council for consideration and adoption.

If you have any further questions, please feel free to reach out to me by phone or e-mail.

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8

p: 416.479.9684 x502

m: 905.506.0454

e: hgoodman@ptsl.com

w: www.ptsl.com

From: [Heather Goodman](#)
To: gstonefish@aiai.on.ca
Cc: [Jill Juhlke](#)
Subject: 161190 (Oxford County TMP) - Consultation
Date: April 10, 2019 9:17:00 AM
Attachments: [Notice of Study Commencement Oxford TMP FINAL.pdf](#)
[image001.png](#)
[AIAI - 2019-04-09.pdf](#)

Hello Geoff,

I left a voicemail message with you last week regarding the Oxford County Transportation Master Plan (TMP). The County sent out a letter with the Notice of Study Commencement for the Oxford TMP in late 2016. A copy of the letter and Notice is attached for your reference.

To date, the project team has not received a response or input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

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If you have any further questions, please feel free to reach out to me by phone or e-mail.

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



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Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Geoff Stonefish
Association of Iroquois & Allied Indians
387 Princess Avenue
London, ON
N6B 2A7

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

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Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

From: [Heather Goodman](#)
To: [Stacey Phillips](#)
Cc: [Jill Juhlke](#)
Subject: RE: 161190 (Oxford County TMP) - Consultation
Date: April 10, 2019 11:32:00 AM
Attachments: [image001.png](#)

Thank you Stacey, I appreciate the response.

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

p: 416.479.9684 x502
m: 905.506.0454

From: Stacey Phillips <consultation@munsee.ca>
Sent: April 10, 2019 9:54 AM
To: Heather Goodman <hgoodman@ptsl.com>
Cc: Jill Juhlke <jjuhlke@ptsl.com>
Subject: RE: 161190 (Oxford County TMP) - Consultation

Heather,

I have reviewed your correspondence and do not have any concerns at this time in regards to the Transportation Master Plan for Oxford County.

Stacey Phillips,
Consultation Coordinator
Munsee-Delaware Nation
279 Jubilee Road,
RR #1 Muncey, ON
NOL 1Y0

From: Heather Goodman <hgoodman@ptsl.com>
Sent: April 10, 2019 9:17 AM
To: Stacey Phillips <consultation@munsee.ca>
Cc: Jill Juhlke <jjuhlke@ptsl.com>
Subject: 161190 (Oxford County TMP) - Consultation

Hello Stacey,

I spoke with reception yesterday afternoon regarding the Oxford County Transportation Master Plan (TMP) and they asked me to follow up with you. The County sent out a letter with the Notice of Study Commencement for the Oxford TMP in late 2016. A copy of the letter and Notice is attached for your reference.

To date, the project team has not received a response or input and we would like to ensure your comments and concerns are addressed. We kindly ask that you reply to this email indicating you do not have any concerns and/or you would like to be removed from the contact list. As well, if you do have concerns please send them to us at your earliest convenience.

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If you have any further questions, please feel free to reach out to me by phone or e-mail.

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge, ON N1R 8J8
p: 416.479.9684 x502
m: 905.506.0454
e: hgoodman@ptsl.com
w: www.ptsl.com

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Public Works

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Woodstock, Ontario N4S 7Y3
519-539-9800 | Fax: 519-421-4711
www.oxfordcounty.ca

October 27, 2016

Roger Thomas
Chief, Munsee-Delaware Nation
289 Jubilee Road, RR # 1
Muncey, ON
N0L 1Y0

**Re: NOTICE OF STUDY COMMENCEMENT,
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has initiated an update to the 2009 Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years and beyond. The County has retained Paradigm Transportation Solutions Limited to conduct the study.

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Please complete the attached sheet and return by mail (address as noted above) or by fax (519-421-4711) or by email (dassam@oxfordcounty.ca).

Yours truly,

Dadean Assam, P. Eng.,
Manager of Construction.

12 Notice and Contact List – TMPAC



Oxford TMP Advisory Committee List

Salutation	Name	Title	Company	Dept	Address_1	Address_2	City	Prov.	PostalCode	Phone	Fax	Email
	Jay Heaman	Manager of Strategic Initiatives	Oxford County	CAO/Clerk	21 Reeve Street	P.O. Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x3230	519-427-4712	jheaman@oxfordcounty.ca
	Meredith Maywood	Tourism Specilist	Oxford County	Tourism	21 Reeve Street	P.O. Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x3354	519-537-2718	mmaywood@oxfordcounty.ca
	Miranda Fuller		Future Oxford									mfuller@futureoxford.ca
	Brad Hertner	Chair	Oxford County Trails Council									hertnerb@thamesriver.on.ca
	Scott McReynolds	Chair	Oxford County Cycling Ad Committee									smcreynolds@rogers.com
	Gary Crandall	Director of Public Works	Township of Blandford-Blenheim		47 Wilmot Street South	P.O. Box 100	Dumbo	Ontario	N0J 1G0	519-463-5347 x 226	519-643-5881	gcrandall@blandfordblenheim.ca
	Harold deHaan	City Engineer	City of Woodstock		944 James Street	P.O. Box 40	Woodstock	Ontario	N4S 7W5	519-539-2382 x	519-421-3250	hdehaan@cityofwoodstock.ca
	Kevin Deleebeeck	Director of Operations	Town of Tillsonburg		10 Lisgar Ave		Tillsonburg	Ontario	N4G 5A5	519-688-3009 x2232	519-688-0759	KDeLeebeeck@tillsonburg.ca
	Dennis O'Neil	Director of Public Works	Township of East Zorra-Tavistock		90 Loveys Street East	P.O. Box 100	Hickson	Ontario	N0J 1L0	519-462-2697 x 230	519-462-2961	doneil@ezt.ca
	Bill Freeman	Works Superintendent	Township of South-West Oxford		312915 Dereham Line	R.R. #1	Mount Elgin	Ontario	N0J 1N0	519-485-0477 x 260	519-877-0495	bfreeman@swox.org
	Aden Corcoran	Director of Public Works	Township of Zorra		274620 27th Line	R.R. #3	Ingersoll	Ontario	N5C 3J6	519-485-2490 x 227	519-485-2520	acorcoran@zorra.on.ca
	Sandra Lawson	Town Engineer	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	Ontario	N5C 2V5	519-485-0120	519-485-3543	slawson@ingersoll.ca
	Marty Lenaers	Road Supervisor	Township of Norwich		285767 Airport Road		Norwich	Ontario	N0J 1P0	519-468-2410 x	519-468-2414	mlenaers@norwich.ca



Public Works

21 Reeve Street
P.O. Box 1614
Woodstock ON N4S 7Y3
Tel 519-539-9800 | Fax 519-421-4711
www.oxfordcounty.ca

September 8th, 2016

Township of South-West Oxford,
312915 Dereham Line, R.R. #1
Mount Elgin, Ontario
N0J 1N0

Dear: Bill Freeman, Works Superintendent

**RE: County of Oxford Invitation
Transportation Master Plan Advisory Committee**

The County of Oxford has retained Paradigm Transportation Solutions Limited (PTSL) to update the 2009 Oxford Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next twenty years; to identify the new and improved facilities needed to serve future growth in the area; and make the most effective use of our transportation services and budgets.

A Project Team, made up of representatives of the County's Public Works and Planning Departments and PTSL, will be responsible for the completion of the Study.

The Project Team is inviting you to participate in a Transportation Master Plan Advisory Committee (TMPAC). Four TMPAC meetings will be held between project commencement (August/September 2016) and project conclusion (December 2017) at the following intervals:

- Project overview and input meeting: Week of October 31, 2016;
- Progress meeting #1: Week of February 6, 2017;
- Progress meeting #2: Week of June 5, 2017; and
- Review of preliminary preferred plan: Week of September 11, 2017

TMPAC team members will be notified by e-mail of the date, time and location of the meetings no later than one week in advance.

Please complete the attached form and return by email or fax in order to indicate your interest in participating in the study.

Any questions may be directed to any of the Project Team members listed on the next page.

Dadean Assam, P.Eng.
Manager of Construction
Oxford County Public Works
21 Reeve Street, P.O. Box 1614
Woodstock, ON N4S 7Y3
Toll Free: 1-866-537-7778
Tel: (519) 539-9800 Ext. 3117
Fax: (519) 421-4711
Email: dassam@oxfordcounty.ca

Stewart Elkins, B.E.S.
Project Director
Paradigm Transportation Solutions Limited
22 King Street South, Suite 300
Waterloo, ON N2J 1N8
Tel: (519) 896-3163 Ext. 103
Fax: 1-855-764-7349
Email: selkins@ptsl.com

Jill Juhlke, C.E.T.
Project Manager
Paradigm Transportation Solutions Limited
22 King Street South, Suite 300
Waterloo, ON N2J 1N8
Tel: (519) 896-3163 Ext. 301
Fax: 1-855-764-7349
Email: jjuhlke@ptsl.com

Yours truly,



Robert Walton, P.Eng.
Director of Public Works

13 TMPAC Meeting 1





Oxford County Transportation Master Plan Advisory Committee Meeting 1

07 November 2016

Agenda

- ▶ Team Introductions
- ▶ TMP Overview
- ▶ TMP Status
- ▶ Role of TMPAC
- ▶ Discussion



TMP – Key Issues

- ▶ Stakeholder involvement
- ▶ Connectivity
- ▶ Transportation model
- ▶ Urban versus rural
- ▶ Road rationalization
- ▶ Modes other than auto
- ▶ Sustainable solutions



TMP Approach

- ▶ Build TMP as we go with on-going completion of “Chapters”
- ▶ Follow Municipal Class EA master plan process
- ▶ Focused on County key issues and objectives
- ▶ User-friendly tool for future decision makers
- ▶ Involve public in process

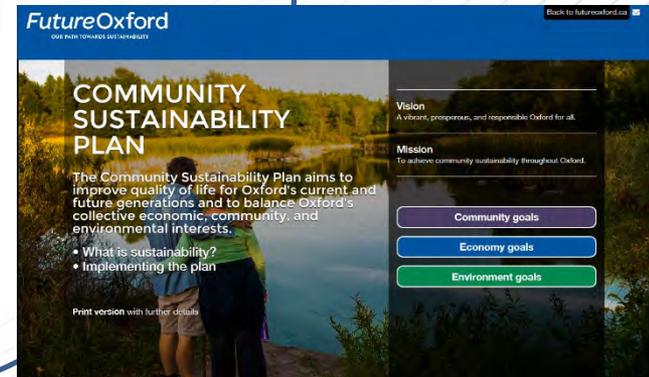
Taking the TMP in “New Directions”



Strategic Plan –
*A County that is
well Connected*



Oxford
County TMP



Public Consultation Elements

- ▶ PCCs – 2 rounds at 2 locations each
- ▶ Advisory Committee (4)
- ▶ Public Forums (2)
- ▶ Newsletters (2)
- ▶ Public Notices (2)
- ▶ Council Presentation



Heightened Engagement

- ▶ Communications and Social Media
 - Speak Up Oxford, Twitter, Facebook
- ▶ “Places and Spaces Pop-Up Consultations”
- ▶ Online Questionnaire



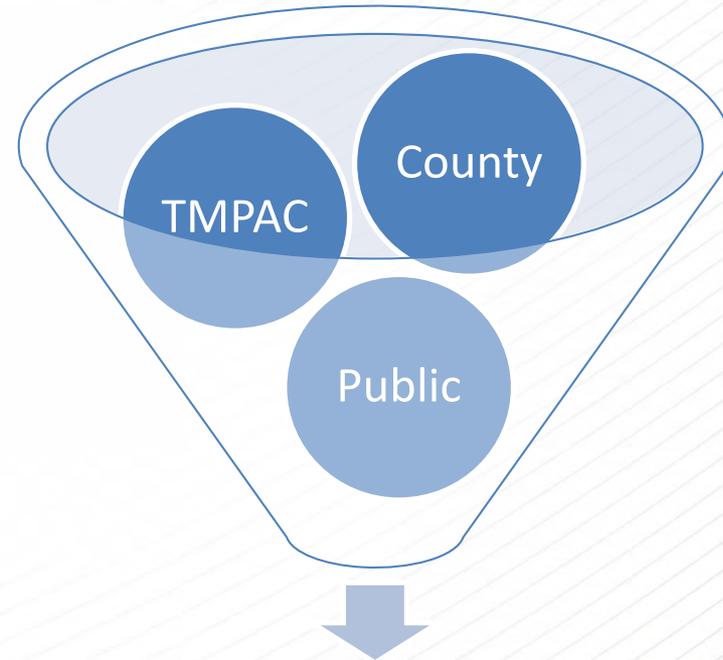
TMP Status

- ▶ Public Notice
- ▶ Data Collection
- ▶ TMPAC
- ▶ Next Steps



Role of TMPAC

- ▶ Discuss
- ▶ Propose
- ▶ Comment
- ▶ Recommend
- ▶ Disseminate



County of Oxford TMP

Discussion Items

Do you have any comments or questions stemming from the presentation?

Discussion Items

How can we better help the County's population reach their destinations inside/outside the County?

- County road network
- Transit
- Active transportation
- Carpool lots, etc.

Discussion Items

What recent trends have you seen locally or elsewhere that could be of importance for this project?

Discussion Items

Do you have any ideas for the public consultation components?

- How do you/does your municipality typically engage residents?
- What has/hasn't worked?
- Does your municipality have a newsletter, social media, mailing list, etc.?

Discussion Items

Is there anything else you would like to discuss?



The End

Oxford County Transportation Master Plan Transportation Master Plan Advisory Committee - Meeting 1

Monday, November 7, 2016 | 9:00 – 10:00 am
Oxford County Administration Building

Meeting Summary

1. Opening Remarks and Process Overview

Mr. Jim Faught, Director of Community Engagement at Lura Consulting, welcomed Transportation Master Plan Advisory Committee (TMPAC) members and thanked them for attending the session. Mr. Faught introduced the consulting team from Paradigm Transportation Solutions and Lura Consulting, and led a round of introductions. He reviewed the meeting agenda and explained that the purpose of the meeting was to provide an overview of the Transportation Master Plan (TMP) process including the role of the TMPAC, and to engage in a facilitated discussion about transportation issue in Oxford County.

Mr. Stew Elkins, Vice President of Paradigm Transportation Solutions, provided an overview of the TMP process, including key issues to be addressed, the process and approach, public consultation elements, project status, and the role of the TMPAC.

A list of attending TMPAC members can be found in Appendix A.

2. Facilitated Discussion

The following provides a summary of the facilitated discussion that took place at the TMPAC meeting. Comments are not necessarily presented in chronological order, and have instead been sorted into 'theme areas' where appropriate.

Do you have any comments or questions stemming from the presentation?

- Suggested that the responses to the original TMP PIC discussion questions would be a good place to start for any public consultation questions, though it was noted they could not find the appendix in question from the original TMP.

How can we better help population reach their destinations?

Transit

- A proposal was made to the City of Woodstock to consider electric buses, but it did not go forward. Starting to see small-scale transportation instead.
- A delegation at Norwich Council discussed the concern of a lack of transportation from rural to urban centres. Suggest that this be looked at as part of the TMP.
- Suggested to look at some type of transit system to move people from rural areas to urban centres, as well as between urban centres. The system could even be integrated with Via service.

- Suggested that the TMP should connect to the Tillsonburg community transportation pilot project.

Active Transportation

- Suggested to look at the connectivity of the cycling network.
- Noted that Ingersoll has a cycling master plan, and that they have tried to integrate it with the Oxford master plan to better connect surrounding urban and rural areas.
- Noted that the Ontario Good Roads Association task force proposed amendments to maintenance standards with respect to active transportation.

Truck Routes, Farm Equipment, and Horse and Buggy

- The Township of Zorra has specific problems as it relates to the movement of aggregates, including volumes and weights.
- The Township of Zorra noted that larger agricultural equipment now in use is affecting roads in the municipality.
- Concerns about truck routes and farm equipment were echoed, and furthered by also highlighting the importance of detour routes and making sure roads are able to handle such routes.
- Noted that the Ontario Federation of Agriculture is trying to lobby province through the Coordinated Land Use Planning Review to have the definition of 'complete streets' include agricultural equipment.
- Noted that horse and buggy is a form of transportation also used in the County.

Carpool Lots

- Noted there is an informal carpool lot at the Quality Inn, but that there may be issues with theft.
- Noted there is an informal carpool lot at County Road 29 (where there is gravel widening with enough room to park).
- Noted there is talk about a potential carpool lot at County Roads 55, 14 and 15.

Infrastructure

- Suggested to explore alternatives for designing major intersections.
- Suggested that roundabouts are a good concept, but that there is a need to educate people as to their proper use.
- Noted that when we make it easy for traffic to move, they travel at speeds that are of concern to local residents. Suggested that to move traffic at appropriate rate of speed for the community.
- Noted that traffic calming measures and farm equipment clash, and that there is a need to balance these.

Other

- Question was asked as to how the goal of decreasing carbon emissions informs transportation solutions.

What recent trends have you seen?

Commuting

- Noted that people are moving to Oxford County and commuting by personal vehicle to larger urban centres.
- Noted that there are few Via trains that would accommodate commuters.
- Noted that commuting only works to downtown Toronto (by taking Via), and that GTA suburbs present challenges because of traffic.
- Suggested that people need to think about their personal travel and commuting/carpooling.
- Noted that the Workforce Development Partnership has a ride share program (launched earlier this year).

Detours and Road Closures

- Noted that when the 401 is closed people generally do not follow the emergency detour route.
- Blandford-Blenheim has looked into detour issues in Drumbo, and suggested doing similar in other parts of the County.
- Suggested the need for more wayfinding signage to divert people away from areas where they do not need to go (specific reference to less traffic on Mill Road and more on County Road 6).
- Suggested to promote the use of radio traffic reports so people are aware of issues.
- Suggested a need to increase highway signage to indicate issues.

Other

- Noted that work is underway on a feasibility study for electric vehicle charging stations, and that these need to be integrated with potential carpool lots.
- Noted that auto sharing is not occurring in Oxford County.

Do you have any ideas for the public consultation components for the TMP?

- Noted for the waste management strategy that the first round of online surveys was successful, but the second less so.
- Noted that the PIC for the waste management strategy was streamed, but that there was not much uptake.
- Tillsonburg used Facebook to promote their loose leaf collection and received 5,500 views.
- Tillsonburg did a transportation survey online, and the older demographic also participated.
- Suggested that Facebook would be better to use than Twitter.
- Noted that a dedicated PIC may not garner much participation, and that pop-ups and going to where people are (such as an arena or the Future Oxford Expo Spring 2017) may be better.

Is there anything else you would like to discuss?

Visitors

- A concern was raised from a tourism standpoint about how people are able to move within the County once they have arrived.
 - It was noted that without a full-service Via station, people are unable to bring their bikes on the train.
 - Suggested a need for inner-County transit to help move visitors within the County.

Road Rationalization

- Noted that road rationalization was discussed in the last TMP, and that there had not been much at the time since 1975.
- Suggested that each area municipality think about their ideas and their wants/needs with respect to this.
- Noted that Paradigm will provide the criteria for road rationalization to TMPAC members.
- A question was asked with respect to any potential change in road jurisdiction, wondering if there will be any engineering or design studies done.

Traffic Count Data

- Noted that traffic count data will be shared, and that TMPAC members are requested to share any relevant information they may have.

3. Next Meeting

- It was noted by the TMPAC that there is a preference for face-to-face meetings.
- The next meeting will occur in the spring prior to the PIC.
 - Will review draft PIC materials with the TMPAC.
 - Will review data and results that are available from ongoing work.

4. Actions

Paradigm/Lura

- Provide the criteria for road rationalization to TMPAC members.
- Share traffic count data with TMPAC members.
- Prepare the community engagement strategy.

TMPAC Members

- Share any relevant information/data they may have with Paradigm.
- Think about ideas and wants/needs with respect road rationalization.

14 TMPAC Meeting 2



Appendix A – List of Attendees

Name	Affiliation
Harold de Haan	City of Woodstock
Frank Gross	Oxford County
Jay Heaman	Oxford County
Gabrielle Bossy	Oxford County
Amelia Sloan	Oxford County
Kevin De Leebeeck	Town of Tillsonburg
Marty Lenaers	Township of Norwich
Aden Corcoran	Township of Zorra
Tom Lightfoot	Township of East Zorra-Tavistock
Melissa Abercrombie	Oxford County
Sandra Lawson	Town of Ingersoll
Rob Walton	Oxford County
Dadean Assam	Oxford County
Gary Crandall	Township of Blandford-Blenheim
Stew Elkins	Paradigm Transportation Solutions
Jill Juhlke	Paradigm Transportation Solutions
Jim Faught	Lura Consulting
James Knott	Lura Consulting



Oxford County Transportation Master Plan Advisory Committee Meeting 2

06 April 2017



Agenda

- ▶ TMP Status
- ▶ Existing Conditions Summary
- ▶ Public Consultation
- ▶ Discussion Items



TMP Status

- ▶ Existing conditions analyzed and summarized
- ▶ First round of public consultation this month
- ▶ Focus group meeting in June
- ▶ Future conditions assessment by September



Existing Traffic Operations Summary



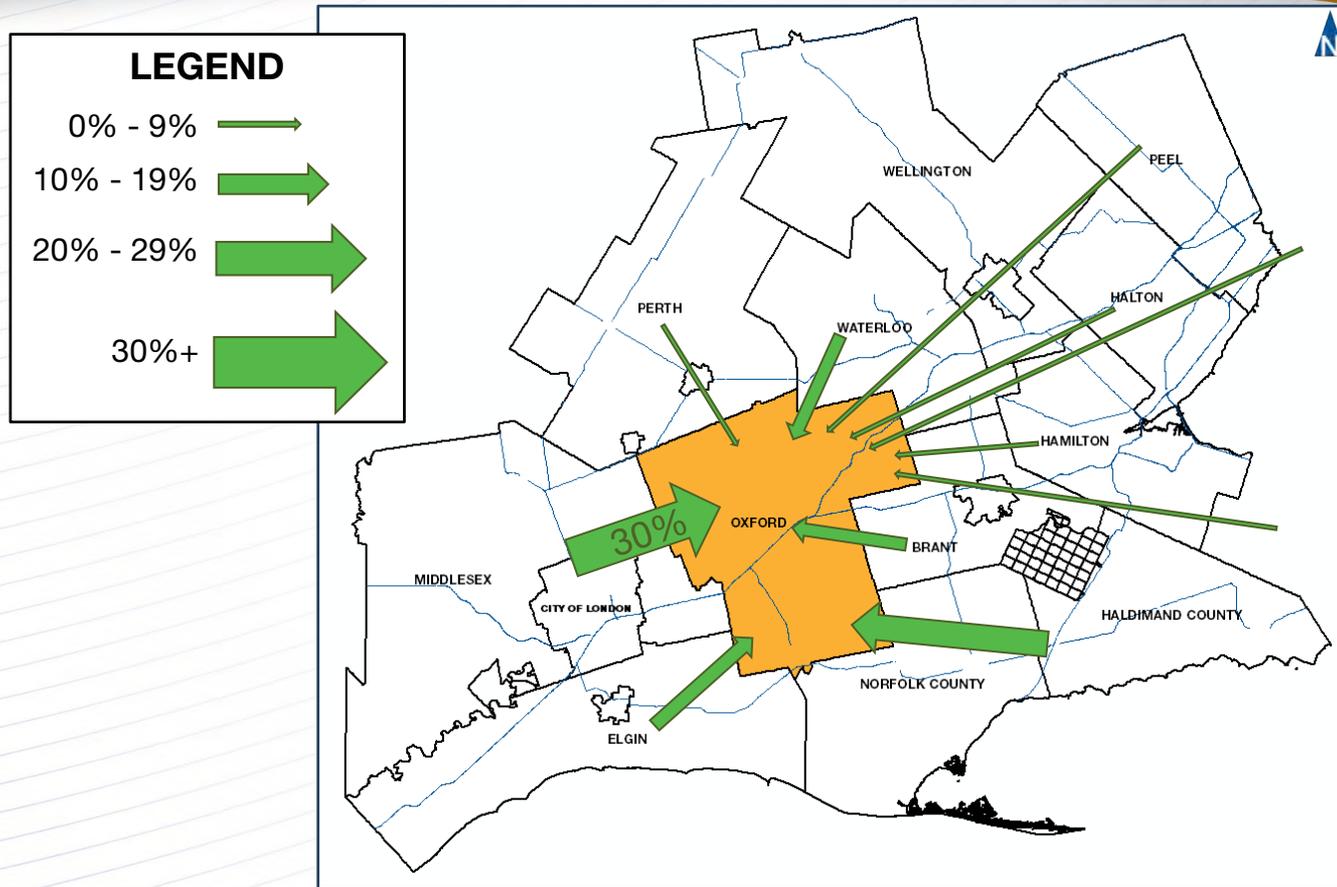
- ▶ All intersections reviewed are operating at overall acceptable levels of service during AM and PM peak hours
- ▶ County road intersections have spare capacity to accommodate modest growth in traffic

Roads Challenges

- ▶ **Journey to work**
 - 57% of work trips remain within Oxford County
 - 22% of work trips enter Oxford County from surrounding municipalities/regions
 - 21% of Oxford County residents travel to surrounding municipalities/regions for work
- ▶ **Mode split**
 - 85% of trips are auto driver
- ▶ **Congestion/routing during detour**

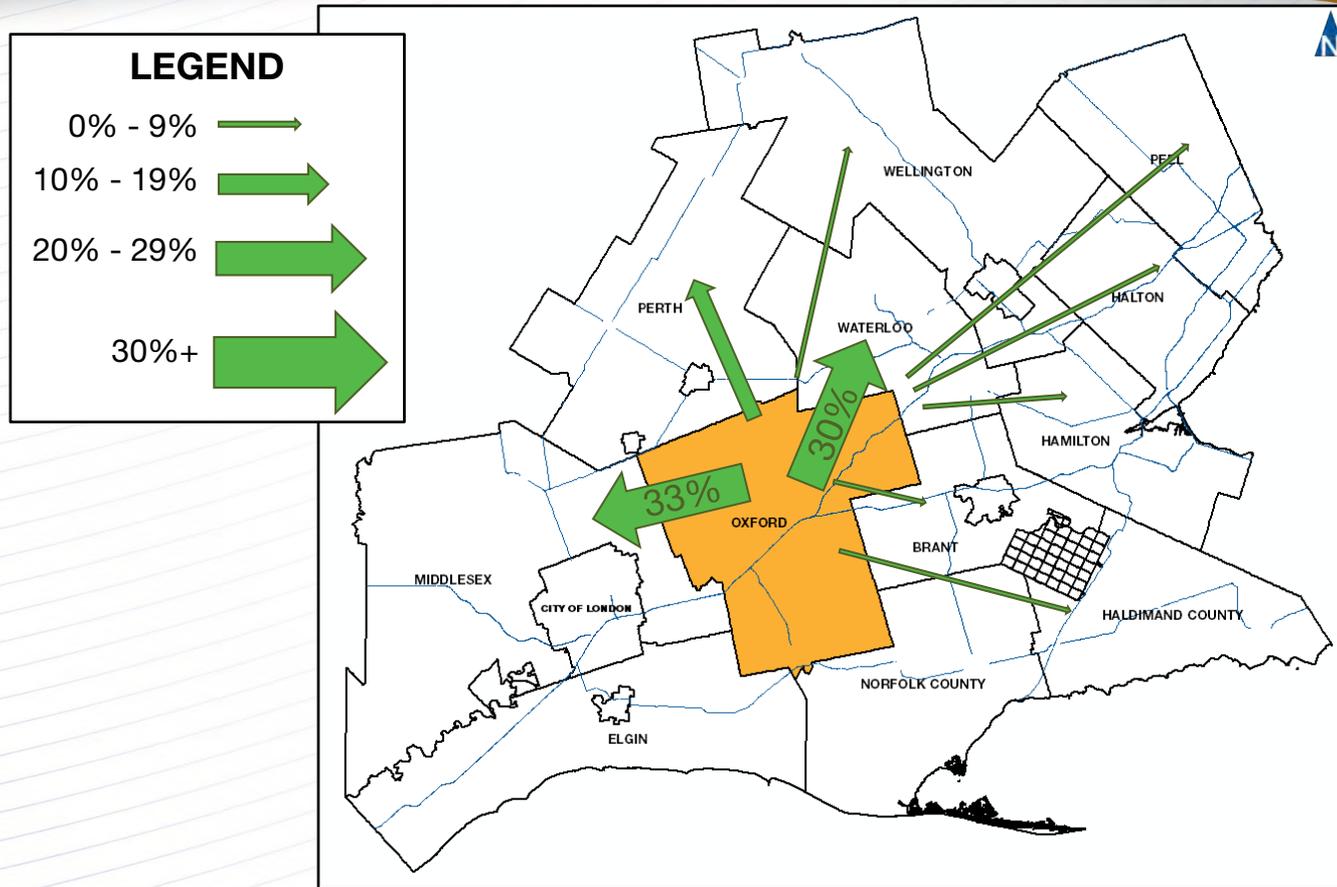
Roads Challenges

Work Trips Into Oxford County



Roads Challenges

Work Trips from Oxford County



Roads Opportunities

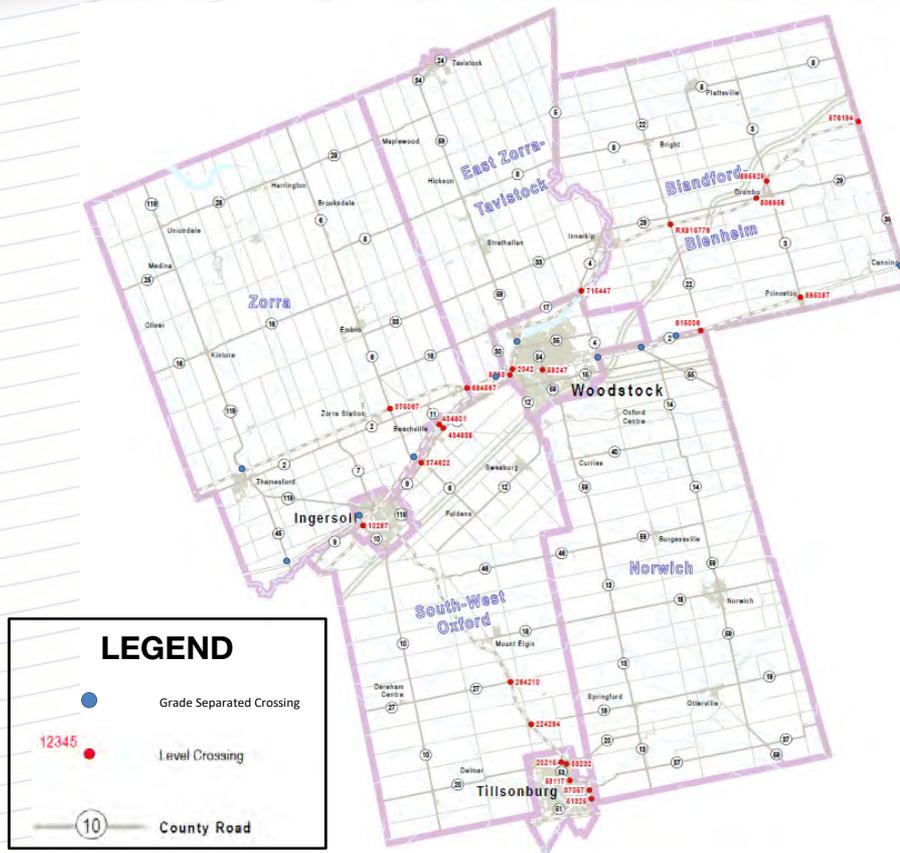
- ▶ Increase mode split
 - Car driver trips down to 65% (from current 85%)
- ▶ Provide improved linkages to Highways 401 and 403
- ▶ Enhanced signage of detour routes
- ▶ Improve signal timing and phasing for optimal levels of service
- ▶ Future road improvement to enhance alternative modes

Road Rationalization

- ▶ Will look at roads recommended in previous TMP
- ▶ Update recommendations based on assessment of existing and future traffic analyses

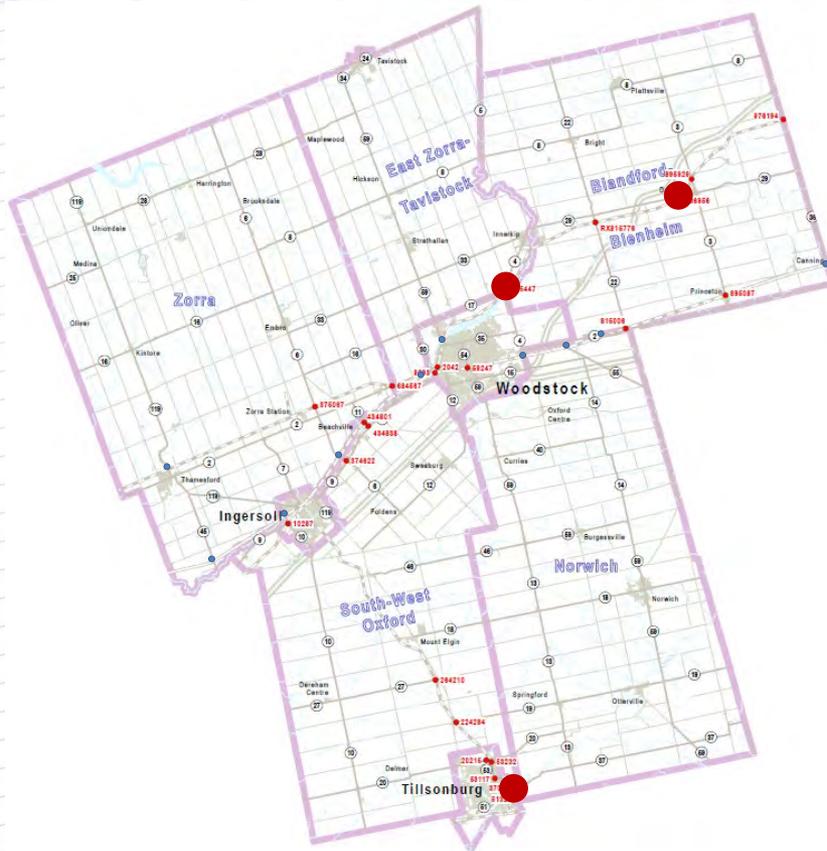


Rail Crossings Assessment from 2016 Road Needs Study



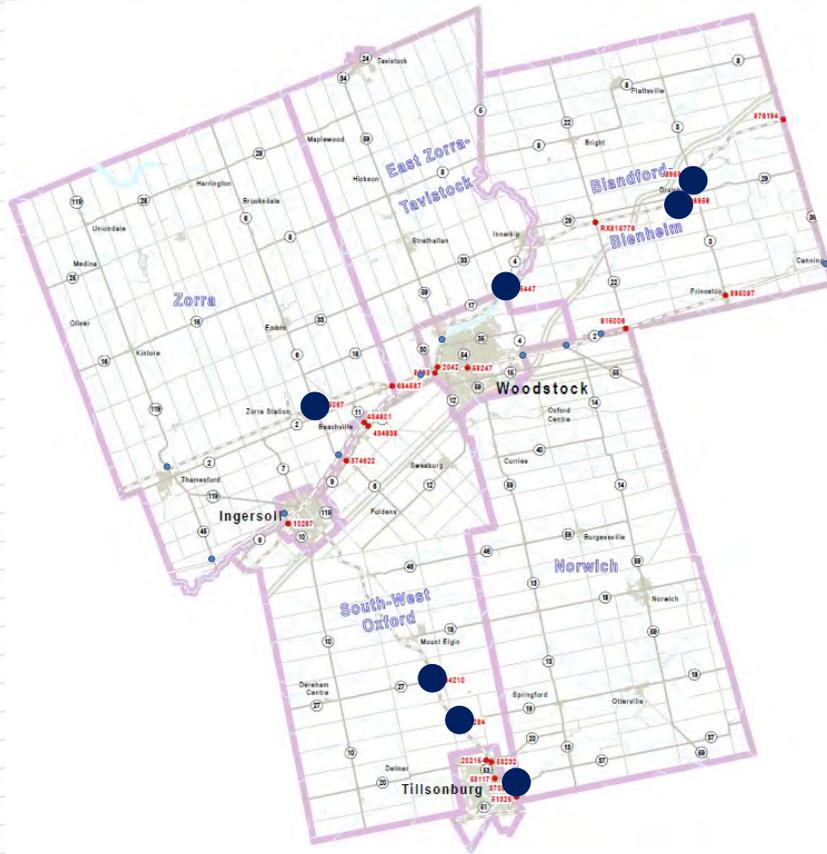
- ▶ 23 level crossings
- ▶ 10 grade-separated crossings
- ▶ Average daily train crossing volume is 13
- ▶ Highest daily train crossing volume is 59
 - CR 11 north of CR 9
- ▶ Lowest daily train crossing volume is 1
 - CR 53 north of Hwy 19

Rail Crossings Assessment from 2016 Road Needs Study



- ▶ Three crossings identified as in poor physical condition:
 - CR 29 (Oxford St) 0.97 km west of CR 3 (Wilmot St)
 - CR 37 (Potters Rd) 0.5 km north of CR 51 (Simcoe St)
 - CR 53 (Tillson Ave) 2.2 km north of Highway 19

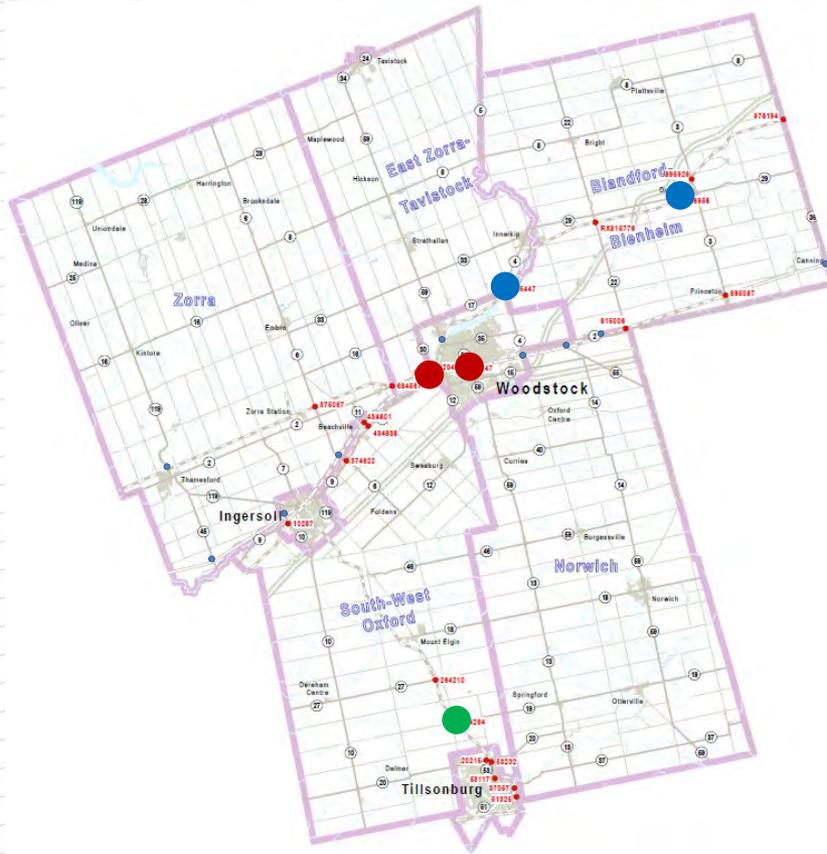
Rail Crossing Assessment from 2016 Road Needs Study



▶ Seven crossings identified as having a substandard crossing surface:

- CR 3 north of CR 29
- CR 29 west of CR 3
- CR 4 south of CR 17
- CR 6 north of CR 2
- CR 37 north of CR 51
- CR 19 east of Hwy 19
- CR 27 west of Hwy 19

Rail Crossing Assessment from 2016 Road Needs Study



- ▶ Five crossings require warning system upgrades in the “NOW” timeframe:
 - CR 19 east of Hwy 19 (lights and bells)
 - CR 29 west of CR 3 (addition of gates)
 - CR 4 south of CR 17 (addition of gates)
 - CR 59 south of Dundas St (grade separation)
 - CR 9 south of Dundas St (grade separation)

Rail Crossing Challenges

- ▶ Safety at level crossings, especially on roads with higher traffic volumes
- ▶ Maintenance / upgrades of level crossings



Rail Opportunities

- ▶ Mobility hub(s)
- ▶ Maximize short line railway
 - Goods movement and transit



Existing Goods Movement Summary

- ▶ High truck volume on provincial highways running through the County
- ▶ Good linkages to provincial highway system
- ▶ Good connections to other forms of goods movement both within the County and within neighbouring municipalities

Goods Movement Challenges

- ▶ Accommodation of larger farm equipment on County roads
- ▶ Condition of roadways
- ▶ Detour routes – designed to support truck traffic

Goods Movement Opportunities

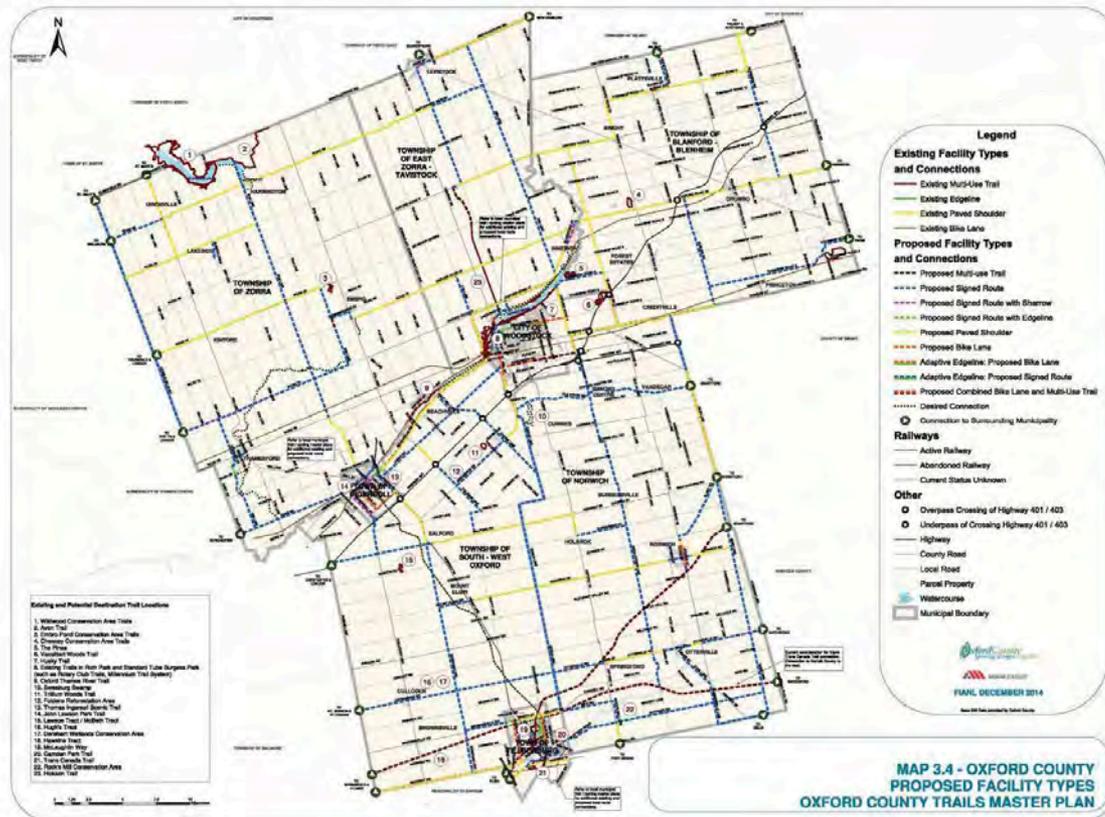
- ▶ Improved connectivity to provincial highway system (Highways 401 and 403)
- ▶ Downtown Woodstock by-pass
- ▶ Intermodal terminal



Alternative / Active Transportation Summary

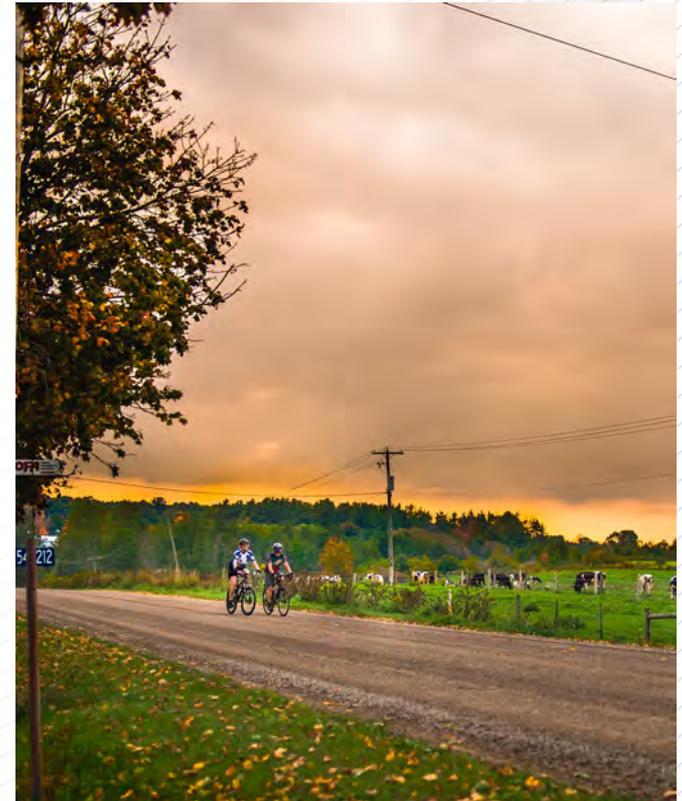
- ▶ Traditional Fixed-route transit service only available in Woodstock
- ▶ Flex-route service provided in Tillsonburg
- ▶ Via Rail operates one route with stations/stops in:
 - Woodstock
 - Ingersoll
- ▶ Inter-city connectivity and mobility is relatively non-existent except by auto
- ▶ County Cycling Master Plan completed in 2014
- ▶ County Trails Master Plan completed in 2014

Alternative / Active Transportation Summary



Alternative / Active Transportation Challenges

- ▶ Limited inter-municipal connectivity
- ▶ Limited higher-order/inter-regional transit service
- ▶ Rural nature and dispersion in population limit extent to which transit and rail service can be provided

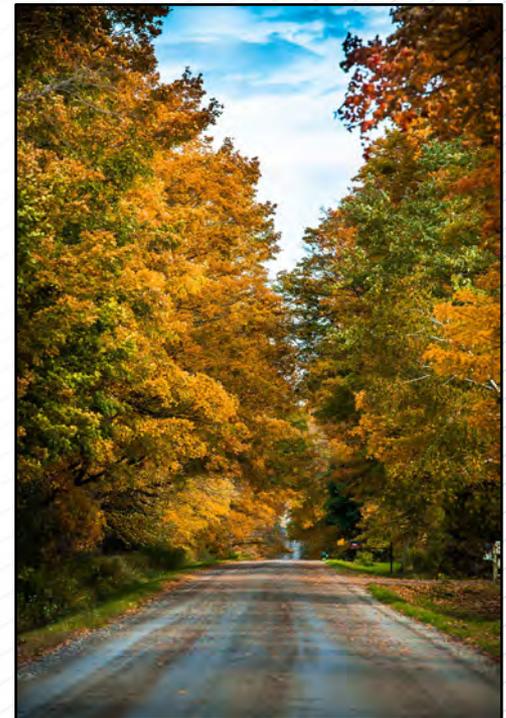


Alternative / Active Transportation Opportunities

- ▶ Provide EV charging in carpool and municipal lots
- ▶ Increase trail network
- ▶ Provide inter-municipal transit services
- ▶ Visible components of network/complete streets
- ▶ Network should be direct and connected
- ▶ Integration with other modes
- ▶ Network accessibility
- ▶ Sustainable design
- ▶ Mobility hub(s)

Public Consultation

- ▶ **Future Oxford**
 - Oxford Auditorium
 - April 20
 - 9:00 am to 6:00 pm
- ▶ **Pop-Up Consultation**
 - Tillsonburg Community Centre
 - Wednesday, April 26
 - 5:00 pm to 8:00 pm
- ▶ **Online survey**
 - Opens Monday, April 10
 - Closes in May



Discussion Items

Do you have any comments or questions stemming from the presentation?

Discussion Items

Is there anything else you would like to discuss?



**Thanks for your
input!**



Oxford County Transportation Master Plan Transportation Master Plan Advisory Committee - Meeting 2

Thursday, April 6, 2017 | 2:00 – 4:00 pm
Oxford County Administration Building

Meeting Summary

1. Opening Remarks and Presentation

Mr. Stew Elkins of Paradigm Transportation Solutions welcomed Transportation Master Plan Advisory Committee (TMPAC) members and thanked them for attending the session. Mr. Elkins introduced the consulting team from Paradigm Transportation Solutions and Lura Consulting, and led a round of introductions..

Ms. Jill Juhlke of Paradigm Transportation Solutions reviewed the meeting agenda and explained that the purpose of the meeting was to provide an update on the Transportation Master Plan (TMP) status including the existing conditions summary and upcoming public consultation.

A list of attending TMPAC members can be found in Appendix A.

2. Existing Conditions

The following provides a summary of the questions and comments received during the existing conditions presentation. Responses to questions are noted with italics.

- By detour do you mean the EDR Routes? (referring to slide 5 of the presentation)
 - Yes.
- The dots on the map representing the three rail crossings identified as being in poor condition are not correct. (referring to slide 11 of the presentation)
 - *We will review the data, revise the map, and recirculate the presentation.*
- The flex route in Tillsonburg has been continued for another year, and will be a budget discussion item for next year. Ministry funding has been received to continue to the pilot. Ridership has been increasing. (referring to slide 19 of the presentation)
- The Cycling Master Plan is part of the existing TMP. That chapter was revised in 2012. (referring to slide 19 of the presentation)

3. Open Discussion

Following the presentation, attendees were asked if they had any further questions or comments. The following provides a summary of the questions and comments received at this point. Comments are not necessarily presented in chronological order, and have instead been sorted into 'theme areas' where appropriate.

Highway Interchanges

- Brant County is doing an Environmental Assessment for an interchange at Highway 403 and Bishopsgate Road
 - This could result on more traffic on Trussler Road and more traffic on County Road 8.
- There were previous discussions with the Region of Waterloo, Brant County, and Oxford County about an interchange at Highway 401 and Trussler Road.
 - Region of Waterloo talked to Economic Development Committee and felt nothing was warranted this at the time.

Truck Routes

- The Town of Ingersoll has been asked to explore the possibility removing truck traffic from residential streets.
 - Part of that is looking at a truck route around Ingersoll. The EDR is not well marked and traffic ends up downtown.
 - The Town is looking instead to pull traffic around the town if it is not going downtown.
 - The Roads in questions are County Roads (Harris Road, Ingersoll Road, King Street, Beachville Road, Thames Street, and Bell Street).

Road Rationalization

- What is the timing for road rationalization, and will it come to this group first?
 - *We are hoping to have it finished by the Fall, and yes it will come to this group first.*

Autonomous Vehicles

- There seems to be a movement towards automated vehicles. How does that impact the TMP? Is there anything that has to be done road-wise that we have to start thinking about now?
 - *We have identified this under other considerations that will be explored.*

Survey Results

- Will the survey results be summarized by our next meeting?
 - *Yes, we will have results of the survey.*

4. Next Meeting

- The next meeting will occur in September prior to the next round of public consultation.

Appendix A – List of Attendees

Name	Affiliation
Harold de Haan	City of Woodstock
Frank Gross	Oxford County
Amelia Sloan	Oxford County
Adam Nyp	Oxford County
Meredith Maywood	Oxford County Tourism
Kevin De Leebeeck	Town of Tillsonburg
Aden Corcoran	Township of Zorra
Tom Lightfoot	Township of East Zorra-Tavistock
Melissa Abercrombie	Oxford County
Sandra Lawson	Town of Ingersoll
Sam Horton	Oxford Cycling Advisory Committee
Gary Crandall	Township of Blandford-Blenheim
Jim Borton	Township of Blandford-Blenheim
Bill Freeman	Township of South-West Oxford
Stew Elkins	Paradigm Transportation Solutions
Jill Juhlke	Paradigm Transportation Solutions
James Knott	Lura Consulting

15 TMPAC Meeting 3





Oxford County Transportation Master Plan Advisory Committee Meeting 3

October 25, 2018



Agenda

- **Review of TMP Summary Report**
 - Including road rationalization
- **General Discussion**
- **Final TMP Report Timeline**



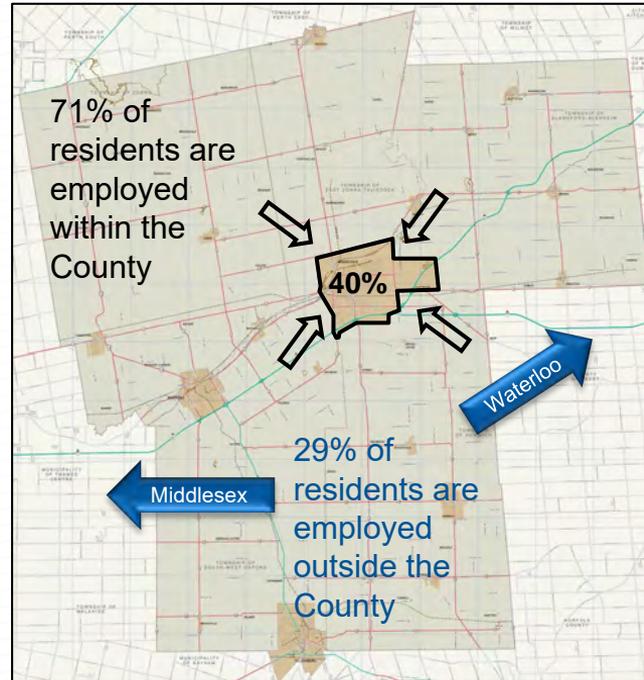
TMP Vision and Goals

- **Provide and support multi-modal choices for commuters:**
 - Public transit
 - Passenger rail
 - Active transportation
- **Promote the foundation of an integrated passenger rail and intercommunity bus transportation system (SouthwestLynx) to:**
 - Enhance connection of residents in small urban/rural SWO to each other, larger urban centres, work, social services and shopping, recreation and entertainment
- **Integrate County transportation facilities with services provided by Area Municipalities, adjacent municipalities and senior government**

TMP Vision and Goals

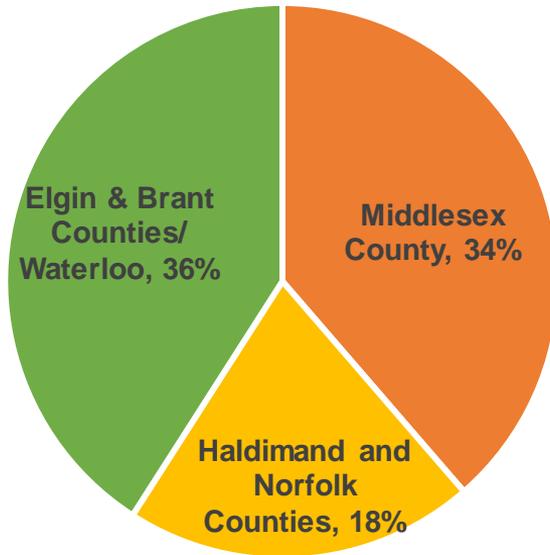
- **Minimize conflict between through-traffic and local traffic by:**
 - Refining the designation of local, county and provincial roads
- **Maintain and improve the functionality of the County transportation network by:**
 - Maximizing the existing network and underutilized links
 - Identifying and making provision for necessary improvements over time
- **Support an integrated and effective goods movement strategy that:**
 - Considers all forms of goods movement (surface, rail and agricultural)
 - Explores the potential for an intermodal terminal

Existing Conditions – Commuter Travel Patterns – Oxford County Residents (2016 Journey to Work Data)

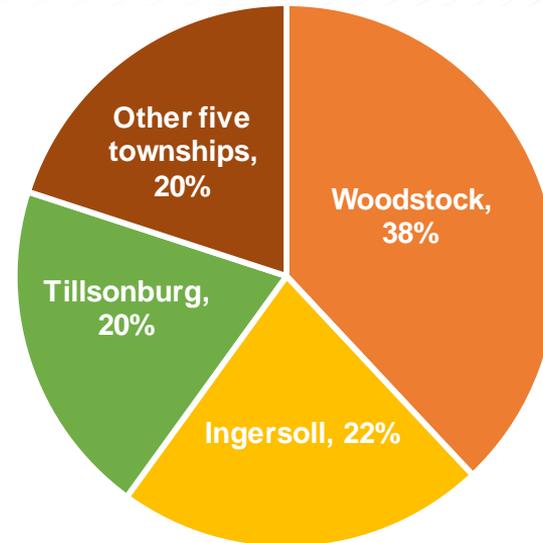


Existing Conditions – Inbound Commuter Travel Patterns (2016 Journey to Work data)

Inbound Trip Origins

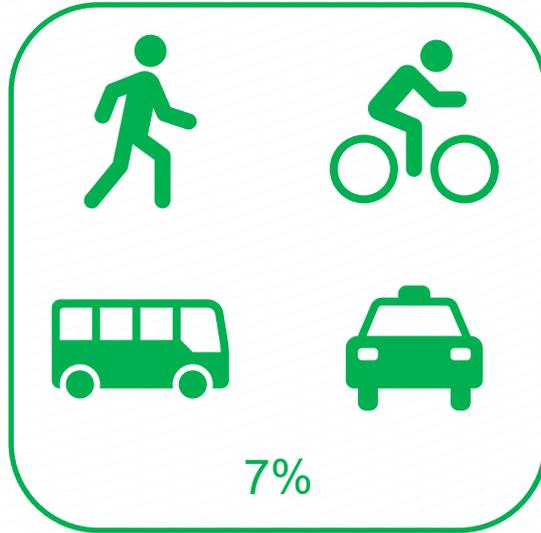
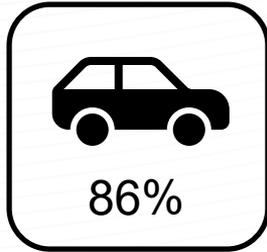


Inbound Trip Destinations



Existing Conditions – Commuter Travel Patterns

Mode Share



Strategic Objectives

- **Maximize the use of existing transportation infrastructure**
- **Promote transportation demand management measures (carpooling, work-from-home)**
- **Expand active transportation facilities (walking, cycling)**
- **Enhance public transit, including the foundational development of an enhanced inter-regional transportation service (i.e. high-performance passenger commuter rail (within the existing railway corridors and intercommunity bus network)**
- **County is targeting a 5% mode share reduction in peak hour single occupant vehicles over next 20 years to achieve these objectives**

Opportunities and Recommended Actions: Active Transportation

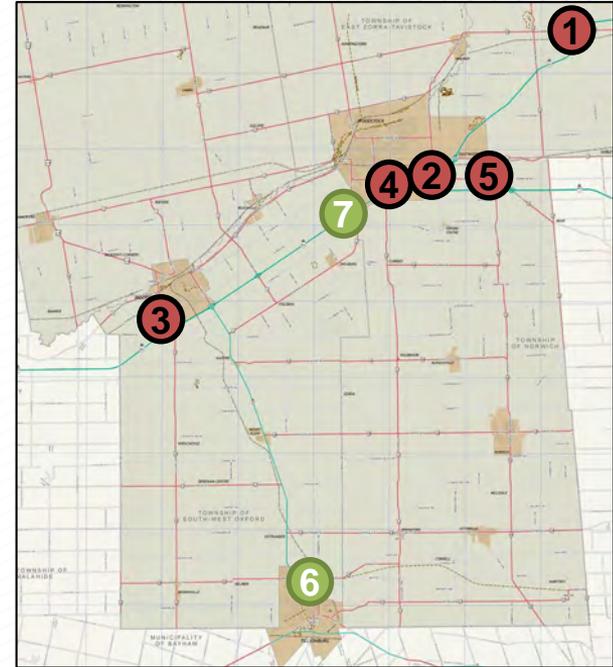


- **Prepare a County-Wide Cycling Master Plan**
- **Update Pedestrian Crossing Policy to align with OTM Book 15**
- **Update active transportation policies in the OP to include:**
 - Provision of wider asphalt platform with edge line on rural roads as part of regular resurfacing and incorporate cycling facilities as part of any urban road reconstruction
 - Facilitate trail development and implementation in accordance with Trails MP
 - Ensure that property for AT routes are included with land required for roads
 - Ensure all AT routes are designed based on principles of accessibility, connectivity, continuity, directness of route, safety, convenience and comfort
 - Support the development of a Complete Streets Policy

Opportunities and Recommended Actions: Transportation Demand Management



- **Develop and maintain a series of carpool lots along Hwy 401 & 403 corridors with MTO and private land owners. Unofficial lots that should be converted to official lots include:**
 1. Hwy 401 & Oxford Rd 29 (IC 250)
 2. Hwy 401 at Towerline Rd (IC 236)
 3. Hwy 401 at Culloden Rd (IC 216)
 4. Quality Inn (580 Bruin Blvd)
 5. Oxford Rd 15 at Oxford Rd 55
- **Other suggested locations include:**
 6. Sobey's plaza (Tillsonburg)
 7. TA Truck Stop (Woodstock)



Opportunities and Recommended Actions: Transportation Demand Management



- **Encourage local businesses to offer telecommuting (working from home) option or off-peak shift times for employees**
- **Encourage businesses to shift truck trips to off-peak times to reduce peak hour heavy vehicle trips**

Opportunities and Recommended Actions: People Movement – Public Transit



- **Support the development of an integrated public transportation system implementation plan for an Intercommunity Bus Network and an enhanced commuter rail service as identified within “Southwest Lynx”**
 - Prioritize the re-establishment of Intercommunity Bus Network
 - Advocate federal agencies to examine potential for high-performance rail
 - Advocate for enhanced passenger rail service on north and south rail corridors
 - Integrate local transit and ensure adequate first mile/last mile options

Opportunities and Recommended Actions: Corridor Management



- **Implement the Access Management Guidelines as included in the TMP**
- **Develop a Traffic Calming Policy**
- **Consider the potential implementation of automated speed enforcement**
- **Maintain the Emergency Detour Routing/Truck Routes**
- **Collaborate with municipal partners and stakeholders to develop a road safety vision/strategy**
- **Continue to maintain a detailed database of all collisions in County**
- **Create and maintain a database of infrastructure deficiencies and reviews**

Opportunities and Recommended Actions: Level of Service



- **Monitor the County road network to ensure adequate traffic control and levels of service are provided**
- **Monitor the intersection of County Road 4 and County Road 17**
- **Monitor the County Road 4 corridor from CR 5 to CR 17**
- **Monitor the County Road 17 corridor from Oxford Road 59 to Oxford Road 4**
- **Implement and optimize traffic control signals on all designated truck routes as per OTM Book 12**

Opportunities and Recommended Actions: Road Improvements



- **Routinely assess the need for additional capacity and changes in traffic control**
- **Implement ongoing capital improvements**
- **Complete Phase 3 and Phase 4 of the Class EA Study for Oxford Road 4 Corridor Master Plan**
- **Review opportunities for illumination improvements at intersections**
- **Participate in and support development of Secondary Plan and Servicing Strategy for Southeast Woodstock Study Area**
- **Include road segments with substandard ROW widths in capital plan**

Opportunities and Recommended Actions: New Technologies



- **Support the implementation of a network of EV charging stations**
- **Explore funding for the new EV stations through public, private or P3 funds**
- **Support implementation of EV charging stations within carpool lots**
- **Implement the autonomous vehicle network**
- **Coordinate with lower-tier municipalities to integrate the County AV network to the local routes**
- **Continue to work with Ontario Good Roads Association on the development of a larger AV road network serving SWO**

Opportunities and Recommended Actions: Road Rationalization

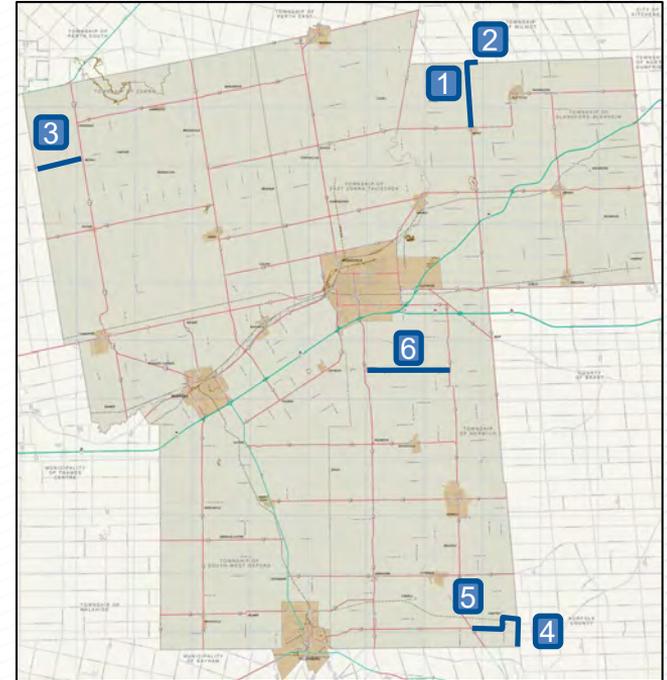


- **Monitor the County road network to ensure adequate jurisdiction**
- **Consider the transfer of certain roads to the County**

Opportunities and Recommended Actions: Road Rationalization



- **Consider the following segments for transfer to the respective Area Municipalities**
 1. Oxford Road 22 north of Oxford Road 8 to Oxford Road 23
 2. Oxford Road 23 east of Oxford Road 22
 3. Oxford Road 25 west of Oxford Road 119
 4. Oxford Road 32 south of Oxford Road 37
 5. Oxford Road 37 east of Oxford Road 59
 6. Oxford Road 40 from Oxford Road 59 to Oxford Road 14





paradigm
TRANSPORTATION SOLUTIONS LIMITED



25 October 2018
12:30 PM to 2:30 PM

161190

County of Oxford
Transportation Master Plan

Meeting #3

TMPAC

Location

County of Oxford
Room 129

Attendees

David Simpson
Frank Gross
Amelia Sloan
Teresa Fediw
Jay Heaman
Tom Lightfoot
Bill Freeman
Sam Horton
Jim Borton
Dan Locke
Meagan Lichti
Aden Corcoran
Sandra Lawson
Melissa Abercrombie
Kevin DeLeebeeck
Jill Juhlke
Heather Goodman

Distribution

All Attendees

**Paradigm Transportation
Solutions Limited**

5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 905.381.2229
www.ptsl.com

County of Oxford Transportation Master Plan

Transportation Advisory Committee Meeting #3

The following documents items discussed, summarizes decisions made and highlights actions arising from the meeting:

1. Review of TMP Summary Report

- ▶ J. Juhlke (JJ) presented the PowerPoint presentation outlining the County of Oxford Transportation Master Plan – Draft Summary and Recommendations report.
- ▶ Transportation Demand Management (TDM) Measures - Carpool Lots & Active Transportation:
 - At carpool lot locations that coincide with cycling routes, bike repair stations and bike lockers should be provided.
 - It is important to look toward the future and install bike lockers at key carpool locations. County Road 19 at the 401 near Elmhurst, Sobeys at County Road 6. Drumbo Road is a key cycling route in the area.
 - Feedback was provided to MTO regarding the need for carpool lot connections to cycling routes. MTO asked about possible future connections to cycling facilities.
 - Electric Vehicle (EV) chargers should be provided on key transit network links.
- ▶ TDM Measures – Telework and Work from Home:
 - Q: How do you promote businesses to provide a telework option or change in times? [First start with County promoting via email and online sources. Detail incentives and benefits for the employees of the company.](#)
- ▶ Public Transit:
 - D. Simpson (DS) clarified the County's position on commuter rail in Oxford. The goal is high performance rail, where the existing north and south corridors are optimized, as high-speed rail would pass through the County without stops.

- DS indicated the County is advocating for increased commuter trail frequency and reliability at a reasonable cost. Optimizing the existing corridor will allow the County to see potential benefits much sooner.
- DS noted the Environmental Assessment (EA) for high speed rail in Southwestern Ontario is still in the Terms of Reference (TOR) stage. The County wants the TOR expanded to look at possible improvements to the existing corridors.
- ▶ New Technology:
 - Q: Shouldn't each carpool lot have EV charging stations? This is not included in the County's plan, but the County has requested MTO include EV charging stations at all MTO carpool lots.
- ▶ Road Improvements:
 - County should look to upgrade roads where improvements are required to take pressure off key corridors, especially where trucks are concerned.
- ▶ Road Rationalization:
 - Possible section of Oxford 26 near Pilgrim Line should be studied for rationalization. Respective Area Municipality to discuss with the County.

Action: County to recirculate roadway rationalization criteria to the Area Municipalities for review. Criteria is from the 2011 Oxford TMP. County will approach each Area Municipality separately to discuss road rationalization segments applicable to them.

2. General Discussion

- ▶ Q: Was aggregate studied as part of the TMP? Not specifically; however, it would fall under the Goods Movement section of the TMP.
- ▶ Q: To increase cycling safety, there are some County Roads that lend themselves to a reduced speed limit, for example Durham Line. This will be addressed as part of the Cycling Master Plan.
- ▶ Q: What are the costs to taxpayers to run an inter-community bus? Were options such as subsidizing taxis explored? DS: Implementation of an inter-community bus is currently at a high-level concept. It is not clear what the

business model will be going forward; however, the County will look at cost sharing with a private company or taxis to reduce costs. It is possible the County will consult with school boards as well.

- ▶ OGRA has contacted municipalities to identify possible test roads for autonomous vehicles.
- ▶ Q: Why is County Road 4 between County Road 2 and County Road 33 not included in the County's AV network?
F. Gross (FG): The County tried to avoid school areas, while including a mix of roadways in all Area Municipalities.
- ▶ Where there are speed concerns, the County should look at a more proactive approach and implement mitigation measures such as speed message signs and automated speed enforcement. The County needs to set criteria for what is considered a "problem" that needs to be mitigated.

3. Final TMP Report Timeline

- ▶ County is targeting Q1 for Council review of the TMP.
- ▶ TMPAC will have four (4) weeks to review the summary report and road rationalization sections and provide comments. All comments should be directed to FG. During this time, the County will have one-on-one conversations with the Area Municipalities regarding road rationalization.
- ▶ TMPAC will reconvene after final draft is circulated. This will be either an in-person meeting or online forum to gather comments.

Action: Paradigm to prepare meeting minutes. Area Municipalities to provide summary report comments to FG.

16 2019 Budget Survey Results to Inform TMP



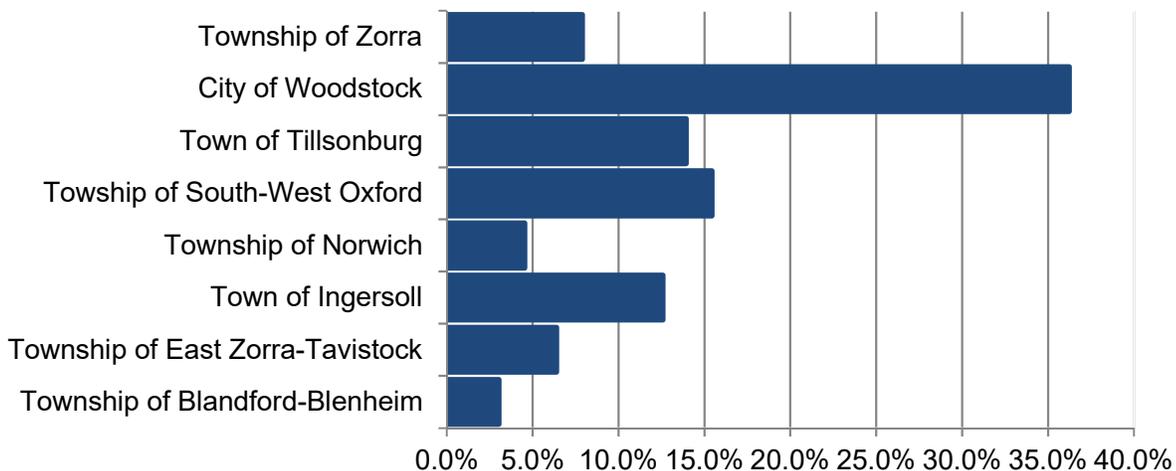
2019 Budget Survey Responses

Context

The following are the responses received from the 2019 Budget Survey from June 18 to August 31, 2018. The survey was intended to see how residents wanted to see their tax dollars spent as well as identify which services are the most important. County-specific questions 1 to 7, respondents were asked to indicate how the County should set its service levels for the 2019 budget.

Question 1: Where do you live?

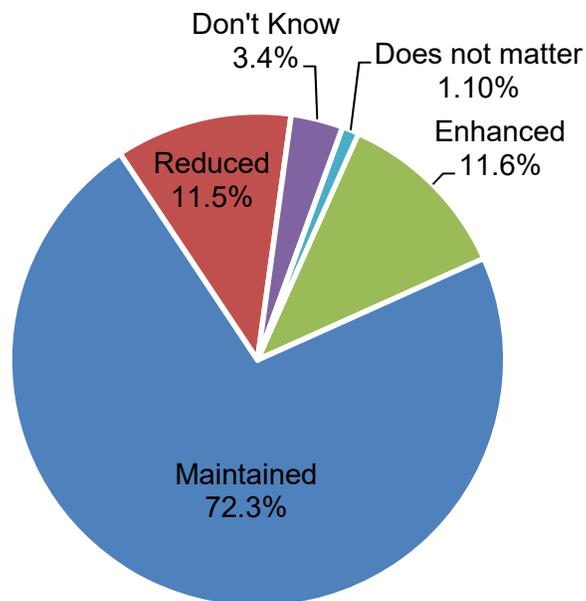
Answer Options	Response Percent	Response Count
Township of Blandford-Blenheim	3.0%	85
Township of East Zorra-Tavistock	6.4%	57
Town of Ingersoll	12.6%	91
Township of Norwich	4.5%	27
Towship of South-West Oxford	15.4%	74
Town of Tillsonburg	13.9%	100
City of Woodstock	36.2%	175
Township of Zorra	7.9%	46
<i>answered question</i>		655
<i>skipped question</i>		0



County Question 1: County Roads & Bridges

Your County share of municipal taxes is used to maintain roads and bridges on Oxford's major roads and highways. This funding covers construction and maintenance work, signage, traffic signals, snowplowing and road safety programs. This year, the average homeowner will pay **\$310** in County taxes to support roads and bridges. Should this investment be:

Answer Options	Response Percent	Response Count
Enhanced	11.6%	61
Maintained	72.3%	379
Reduced	11.5%	60
Don't Know	3.4%	18
Does not matter	1.10%	6
<i>answered question</i>		524
<i>skipped question</i>		131



County Question 1: County Roads & Bridges

Enhanced

County roads in municipalities should be 5 lanes

Enhance - road repaving

especially rd 92 and line 25 south

Get new paving company. It makes the roads worse when they pave only parts of them. Pretty ridiculous city has let this slide with budget outline above. Drive down Devonshire or Wellington - a sure way to break a bearing!

Half the roads were poorly plowed between Tillsonburg and Woodstock this past winter, especially #19 I had difficulty driving my elderly mother to Ingersoll and Woodstock hospital's for various procedures.

Hoffester Rd. Needs to be redone.

I don't think enough money is used to build & maintain sidewalks. People and pets don't get enough exercise. Having only some roads paved means most traffic is routed onto a few roads and not evenly spread across the township. Whenever there is a road closure, even more traffic is routed onto the existing paved roads instead of being shared across the gravel surfaced roads, which most people avoid. A roadwork contractor told me more maintenance is required for gravel grading than paved roads need.

I feel I live on a have not street when it comes to snow plowing. The snow does not stop falling on weekends. I could not get out of our subdivision for Christmas this year. A year or two ago I had Christmas with my family in mid January because we could not get out of our area. This year I kept track of plowing. To plow a street on Thursday when a storm is predicted and expect that job to do the job until Monday night does not work.

I live in Oxford county, my property is 1 km from the Brant county line. Brant roads are plowed hours before Oxford. Why is that?

If only 55% of bridges are good then more monies needs to be spend to bring this up to 80 or 85%. Also if Oxford is so concerned with Net Zero and the enviroment then salt has to cut back and a more enviromentally and structure frendly ice melter must be introduced. Yes it will cost more but the infrustruce and enviroment will be saved.

Increased snow plowing on Highway 19 specifically - both between Tillsonburg/Ingersoll and Ingersoll/Thamesford. Both are hazardous in the winter.

Is there a cost effective, environmentally friendly product to use instead of road salt?

Make roads more bike friendly with wide shoulders.

My only request is to better plan out road closures with the City of Woodstock so that we don't have so many access points to the 401 & 403 under construction at the same time. Its made traffic detours and traffic in general a nightmare in the city this year.

Really?!? Then fix the bridges...currently 3 are closed in my area...hard to get around.

Roads are awful

Several of our township roads and bridges have been closed for some time. Our higher levels of government, including the County, need to help the township address this critical part of our infrastructure as THE number one priority. Shame on you that you have not done so already.

The roads in the county constantly have dangerous pot holes during the winter that the county fails to maintain properly.

Maintained

More salt, rather than sand, needs to be used when temperatures are closer to zero.

County Question 1: County Roads & Bridges

15900 tonnes of salt?! Just for safety so people won't sue the county. That's what this is about. Where is all that salt ending up. This can not be good for the farms or fish (and I'm no tree hugger!) Nothing grows in the Dead Sea because of the salt. People will have to learn how to drive according to the conditions. Save money on salt for everyone's good

Considering the private sector jobs being offered and reduction in wages for those jobs that can be controlled.

County roads are maintained very well, especially for snow clearing.

Definitely need to keep our bridges and culverts in good repair.

Gravel Pits should be paying more for the destroyed roads their too frequent dump trucks are responsible for.

How about sending snowplows down Culloden Road before 8 am?

I have often seen plows out with their blades down with little or no snow on the roads. Why is this? Are they just trying to blow their department budget to get more next year, or do they just want extra shifts? Let's stop the waste please.

I think residents should be re

I understand needing to support road and bridge repairs, I would encourage the County to look at possibility of less disruption by doing road work in evenings. A lot of main roads this year were closed at the same time making travel from one side of the other of Woodstock impossible.

I use the roads.

If in shortfall we need to continue to close the gap

Is there an alternative to sand that is less harmful to the environment? Would the application of more sand to salt or only sand be feasible and safe? Are we postponing bridge and culvert repairs at our future peril?

Maintaining infrastructure is important...just make sure it's done efficiently and competitively.

Perry St in Woodstock has sorely needed re-paving from Main St to Simcie St for the 6 years that we've lived in Woodstock.

roads and bridges kept in good shape!

Roads are very good, thanks

Superior to Blandford Blenheim Township.

That would depend, I'm in favour of road and infrastructure improvement. However, we had a street sweeper come down Lakeview drive on August 28. In the middle of summer with little to know dirt this is a slap in the face of a tax payer. This wasteful spending needs to stop.

the planning of the summer roadwork does not seem to be very good. you can't go anywhere without running into roads blocked off with no one working on them.

This seems high.....

Were Oxford county residents consulted about the number of roundabouts that have been built?

I don't see the advantage to these, other than creating a stress by not being able to see down the road to oncoming traffic!

With all the new homes and streets we definitely need to at least maintain the budget

Within the County there does seem to be an inclination to "repair" roads that are in good condition. There may be a "sequenced" process, but surely if the road is not broken, don't fix it! Seems a "spend it or lose it" mentality -- not attractive to taxpayers.

Reduced

Bunch of lazy workers.

Concern: union wages!

consider contracting out

Do not want any increase in taxes. We are already paying way too much

County Question 1: County Roads & Bridges

If all road are in good condition... reduce fund for other projects.

it should be reduced since if every home owner pays \$310 and there is roughly 40,000 people in the town that's equal to \$12400000! I only make \$16,000 a year myself and there needs to be a way to make the amount of taxes reflect the incomes and areas appropriately....plus where I live barely ever gets plowed in the winter and none of the sidewalks get cleared, we have no berm for the kids to safely walk on either...so for all the taxes we pay, we should have cleared and safe walkways, not to mention the roads don't have stop signs on them or school cross walks, etc.....our area is not well taken care of yet we pay the same in taxes as new subdivisions and huge model homes....

Plowing and salting are safety matters. Often roads are re-done that maybe could wait a few more years, so in order to save tax payer dollars, we would like to see this budget reduced.

seems high for every household in Oxford County to be paying. Time to look at salaries?

Stop the division between Oxford and norfolk county. Oxford county is a greedy money pit

Taxation is theft. Private companies could do a better job of maintaining roads at a cheaper price. Muh Roads!!!

The county uses too much salt on the roads.

why can't the lower tiers look after the roads?? Am I paying to maintain roads out side the city of Woodstock

Don't Know

Aggregate pits and the affect these heavy trucks have on our roads needs to be addressed. Perhaps tolls on trucks or something .

Don't know much about this but I heard in some of the western provinces they put down sand instead of salt. Not sure how safe that is but maybe it's better for the environment?

Having trouble believing it costs SO much to maintain bridges. What is the issue here? Does the county have the most expensive engineering firm doing the work?

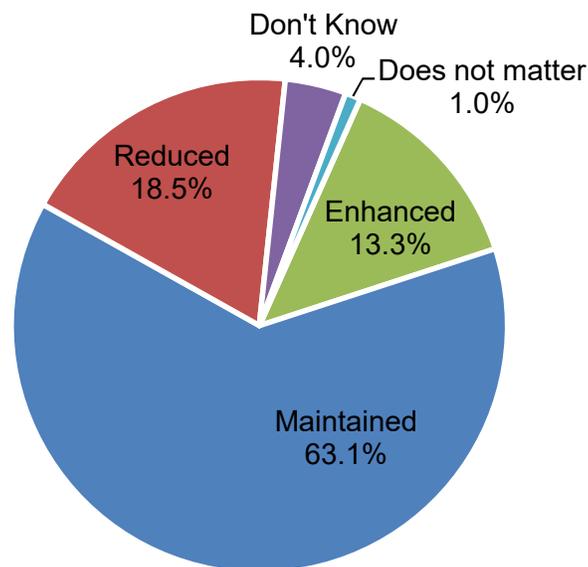
I am not sure if this is reasonable- I would like to know what a town of similar size compares at I need to know how these taxes compare to other municipalities of the same size.

They should be more cost effective. Just like they put up 10 no dumping sign along pitcock road and then took down 8 of them in less than 3 month waste of money poor management I understand why they took the 8 number down very distracting for drivers. This is just one example where they would think properly before they commit this is misuse of fun and I expect that they will excuse themself that it is a learning curve. To me it is waste of tax payer money. They should be a professional enough not to make this mistake

County Question 6: Planning

Community Planning oversees how we use land in Oxford County, including neighbourhood design, planning for commercial industrial growth, and protecting and enhancing the natural environment. This year, the average homeowner will pay **\$25** in County taxes to support Community Planning. Should this investment be:

Answer Options	Response Percent	Response Count
Enhanced	13.3%	66
Maintained	63.1%	313
Reduced	18.5%	92
Don't Know	4.0%	20
Does not matter	1.0%	5
<i>answered question</i>		496
<i>skipped question</i>		159



County Question 6: Planning

Enhanced

420 planning applications in roughly 200 working days = just over 2 per day. Seems pretty inefficient.

A community is really enhanced by its natural spaces. Very thankful to live in Woodstock where there is an abundance of well designed and well maintained parks and green spaces.

Bike trails that connect the townships/cities

Can urban forests be improved under the woodlands conservation guidelines? Can permeable surfaces instead of hard surfaces for low traffic lanes, parking lots, driveways be an encouraged, even incentivized alternative? Can more be done to plan for intensification rather than "urban" sprawl by the existing communities?

Environmental cleanups,

Great staff, knowledgeable and helpful. Fees help to offset the cost of this service; however it may need to increase as we continue to plan the future of Oxford County development.

I think they can be more receptive to community needs and to be proactive in supporting alternative housing methods and principles

I would like to see increased cycling infrastructure.

If you fail to plan, you plan to fail. This should be one of the most important departments in the county.

More trees in new building areas

Much more attention should be made to making the communities welcoming and green. More Parks, trails incorporated through the communities would be nice. Woodstock has a not so nice appearance to it. This should be addressed.

Need more retail. People leave the county every weekend as there is not sufficient shopping choices. Disgraceful. No dump

NEED to protect the Bush lots from Housing developers, that bush lot near Havelock that city protected, and County overruled, should have stayed !!!!!!!!!!!!!!!!!!!!!!!! ,,,, need to plant more road side trees to replace the ones cut down ... if this Go Green crap is going to work then TREES are the best CO2 eaters out there ...use them, protect them, plant them

NO DUMP!

NO high speed rail!

Only if it turns into environmental and water friendly planning. Too often have I seen our green spaces and parks "developed"

Planning needs to include how to accommodate long term care needs in the rapidly approaching future.

See comments above re derelict machinery, metal etc.

the downtown core of Tillsonburg desperately needs a makeover

There needs to be more respect for the environment and for the "Places to Grow" act to blunt more loss of valuable farmland.

There will be a need to annex more land into the city to meet the demand for residential to meet future growth

We need as much industrial, commercial and housing growth as possible to build our population base.

We should be focusing on saving the green spaces and mature trees available in the area.

Contractors should have to sign an agreement that they will not cut mature trees and just build around them. We should also stop building in flood plains and plant more drought hardy native species in the county green spaces to cut on water usage.

County Question 6: Planning

Maintained

Biking and walking safety should be a priority!

government is too top heavy. Do what you need to by law

Hoping all potential costs associated with a rapid increase in development (water/sewer, roads, etc...) is accounted for in development fees.

How about protecting the farmlands

Increase requirements by developers to include community gathering and recreation spaces such as parks with robust playground equipment and bike paths.

More common sense. Less paid advisers.

Planning is an essential. without it, our future runs wild, usually to our detriment.

Please stop paving our farmlands. If you must build, build upwards.

SAVE more woodlots , matures trees ...developers can build around them ... just a shame to see them cut down ,, eg Havelock Corners , Innerkip these trees are NOT being replaced !!!!! even road side trees are not being replaced

This county is beautiful and appears well planned so let's keep it going.

This probably does not fit under the umbrella of planning, but people who have open pit fires within the city should NOT be permitted to do so. It affects the entire neighbourhood and others are forced to close their windows to keep the smell out. As someone with an intense sensitivity to smoke, this is a huge problem. When people act without consideration for their neighbors by having these fires (or setting off fireworks whenever they choose) it is an unacceptable situation. They do not pay higher taxes and shouldn't either for the privilege of their self indulgence.

Reduced

The only visble 'planning' is the rampant destruction of old growth trees, with no provision for replacement. Blan/Blen cuts down a minimum 200 old trees annually . There is NO reforestation program. To add insult to injury to the taxpayer, Blan/Blen does NOT tender this work ; it has loyally gone to an OUTSIDE business, year after year. Tax paying Tree companies within the township are not included as a service source. An added expense to the taxpayer is, that the current (outside) tree service leaves the large trunks from old growth trees in the ditches, for the township, or, residents to clean up - this extra cost of not doing a complete job, is not truly reflected or added in to the actual cost the townships' elimination-of-trees program.

Abolish this county program and allow private property owners to use their land however the wish to do.

All the money spent on this in the past was clearly a waste

did not help when new owners next door stole my land and did illegal projects

Given the amount of property taxes the county receives from allowing new buildings to be put up, one would think there should be almost no user fee for applications.

It seems to me that we do not do a vey good job with attracting new business. Why should we even have the \$25. It looks to me as if we are only interested in large businesses. More emphasis should be placed on small business.

Keep Ingersoll a small town. I don't see/understand the need to grow ..

let the lower tiers do their own planning. too many cooks in the kitchen

More should be paid by the developers. Fees are set way too low

No statistics are provided on how much all this costs, but here is one area where potential savings could be made and those savings diverted to other more pressing issues.

Not seeing much development so it seems like a waste of money.

County Question 6: Planning

Planning could be accountable at a fee based level, similar to building departments.

Planning should not cost this much.

Pretty much the worst planning department I've ever dealt with. Needs to keep the wants of the community in mind. Very authoritarian.

Stop building in good farm land, build more apartment /condo type housing

Terrible job of it done anyway so might as well let me keep my money.

The fees collected with applications should cover expenses

The hell they should let the developers pay for it

there is more to this county then woodstock

This service should be self funded through application fees.,

very wasteful and would not be missed if heavily reduced

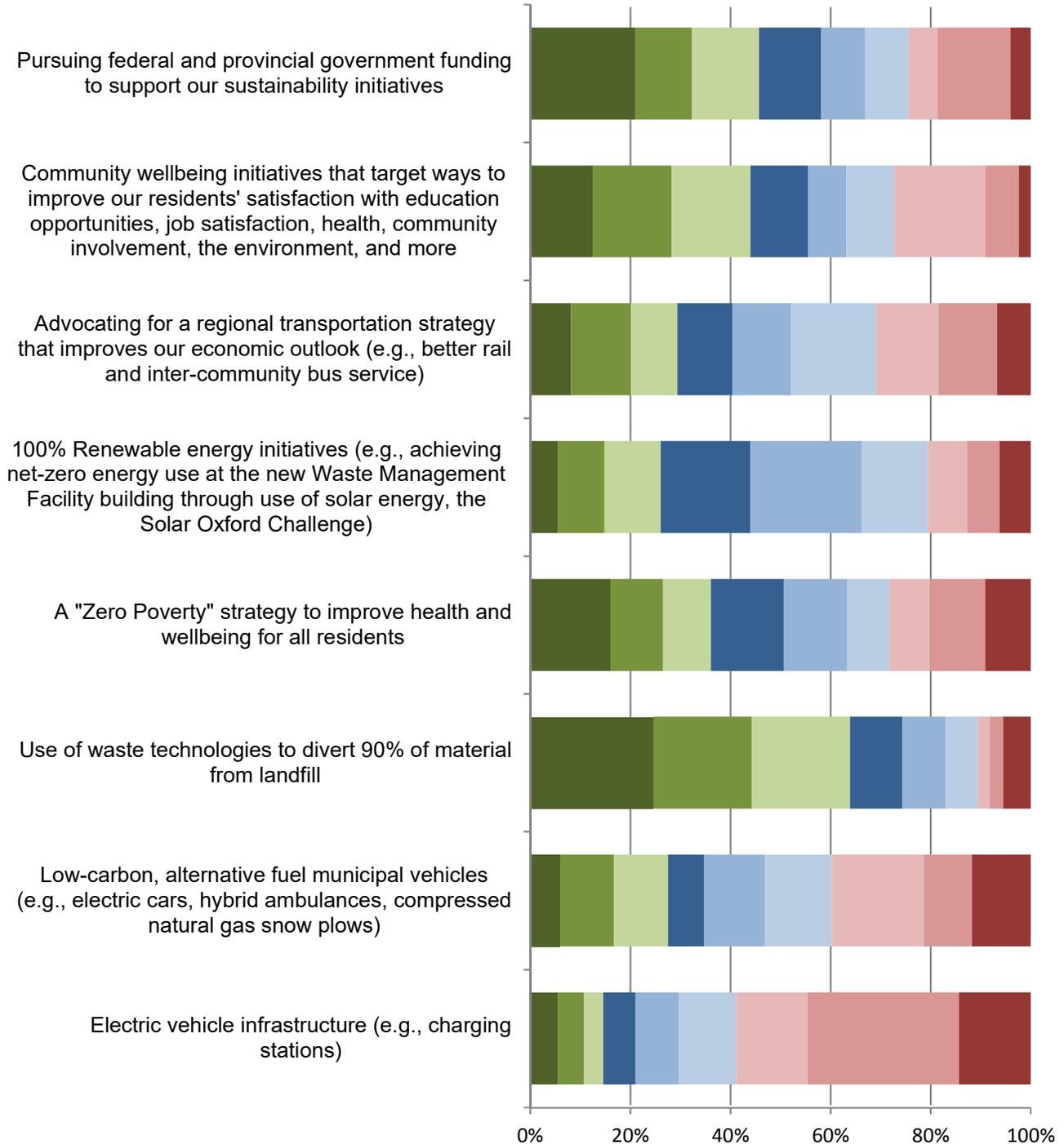
Waste of time and money. Community input doesnt cut it. Minds already made up

You should focus on population control and halt urban sprawl. Infinite growth is not sustainable, It's just down right retarded.

Don't Know

I feel this is very important but have no idea if enough resources are allocated

County Question 8: Sustainability



County Question 8: Sustainability

Other Comments

I find it strange that this is the budget funding some of the social aspects of the Sustainability Strategy... Zero Poverty and Community Well being. I understand this component to be more about advocacy and knowledge sharing but hope there are other ways to support the very important social aspects of what Oxford is trying to do.

A challenge to put any of these low on the priority scale. Many of them are interwoven, and of significant priority in my opinion.

A complete waste of \$8 per property. This should be scrapped and sent to the recycling facility in order to reduce government waste.

a zero poverty focused on children would rate much higher for me

A zero poverty strategy is a priority but I feel unrealistic in any municipality. Before, you start throwing money at that, all people involved should have a clear vision of what will be accomplished before forging ahead.

Adding a Zero Poverty Strategy on top of the Zero Waste strategy is stretching goals/dollars/priorities too far, concentrate on energy first then move on to poverty.

All of these are important - I would be happy to pay higher taxes to see these things in action.

all of these are really non-starters for my family - you should always be pursuing govt money

All students graduating from high school should have the opportunity to further education by affordable public transportation to a nearby college and or university. Although students now have dental coverage, but many "older" students have slipped through the cracks. I have never seen so many young people with damaged teeth! You expect that in a third world country but not Canada. Coverage needs to be extended to 30 yr old if they have not yet attended college or university. Yard waste needs to be collected bi-monthly at a minimum. It is not sanitary to have this waste in cars and none of us can afford an extra vehicle for transporting this waste. Some neighbours are finding unacceptable means of disposal because of the lack of service.

better explanation needed for initiatives, prefer not to spend anything at all; i guess end goal is to save in the future by spending now?

cannot complete the above due to a program problem

Cannot provide input as questions will not accept chosen answers/numbers

Congrats!

Congratulations to Oxford and keep it moving!

Current provincial gov't directives are discouraging re "Green Initiatives" but keep trying.

Home/property owners are "on the ground" willing to consider sensible ideas/concepts.

don't confuse this ranking as support for any of these. I would rank all these initiatives as lower than all other county priorities. Just because some staff want to get awards from peer organizations is not justification for using our taxes to do things that regular homeowners can't afford or justify.

Don't know if above app worked as kept putting in a number and then it became deleted.

Educate the public on what we can do to contribute to a more sustainable earth

Efficiency in planning is required. With modern technology available taxes should be reduced not increased.

County Question 8: Sustainability

Electric vehicles and charging stations make no sense in cold climate regions such as Oxford. The taxpayer should not be forced act as early adopters to subsidize new technologies that remain unproven from an economic and environmental standpoint. It is all too easy to jump on the EV bandwagon if one listens only to the advocates who are often too caught up in their own agenda to offer an objective point of view. () Let the market decide if this technology is viable and if so, then the private sector will build the infrastructure to support it. Thanks for this opportunity to speak on an issue that I believe many taxpayers find annoying due to the fact it supports such small but yet privileged minority of the population.

Enhancing residents' capabilities to move about can ease and enhance commerce, so some social problems can be reduced. Sustainability should be our key cornerstone. In the sustainability realm priorities should be followed that will move us forward into the future more quickly. Improving transportation as a key priority benefits the entire community, and a fairer way to share advantages.

Forward thinking and preparing to offset future costs.

Give up on Ford he isn't going to help with anything that will move sustainability forward.

I am proud of the direction that this county has taken through the Future Oxford plan. I would support investing more in moving any of the items forward, because this is an investment in our collective future, something my children, grandchildren and great grandchildren will benefit from. Long term investments are needed, and politicians need to be fearless in investing in the future of the community.

I am still unable to understand how our economic outlook would be improved by passenger rail and inter-community bus service. Communication is primarily electronic and moving people is a concept that was dying 10 years ago. Improve movement of goods, increase entrepreneurial opportunities, develop education initiatives, sponsor agricultural innovation and encourage industry.

I do agree that cars and trucks need to be at least fuel efficient, not sure that they need to be electric.

I don't think that this initiative should even be on the budget table right now. Hold the line on this and fix the roads and infrastructure first.

I have not bought into the whole green thing. Too many concerns about this. Seems like a progressive tax grab strategy.

I think that these goals are very important. This question is in a different format than the ones before, but if I had been asked I would have said that this service should be enhanced. The federal and provincial governments are not doing enough to address sustainability, so doing as much as possible locally is crucial.

I think too much money is being spent on hard service solutions to climate change. Look at green alternatives such as use of bioswales, permeable parking surfaces, anything to hold back excessive storm water without having the huge expense of larger and larger pipes to control the regular 100 year storms. There is a poor forestry program; maintenance by tree breakdown and why doesn't Tillsonburg require tree planting as a part of the developer responsibilities? There are many benefits to homeowners, but I suppose the Town doesn't want tree pruning responsibilities as an added cost. Shame on you all.

I think too much time, energy and money is being spent on the renewable energy/ zero waste. While it is a nice idea and important I think we have much more pressing issues like poverty, lack of affordable housing, an open community that makes everyone feel welcome and included, keeping our most vulnerable citizens healthy.

County Question 8: Sustainability

I would like to see more household/ individual level programs to help residents move to sustainable energy. I want solar panels on my roof but cannot afford it, and would love an electric vehicle but it's currently out of my price range.

I would likely wait until the new Ontario Government is no longer in power. I am sure there were hundreds of grants that are no longer available. Might be a project to hold for the next 4 years. However I agree with green energy.

I wouldn't expect to see any Provincial funding.

If I could, I'd answer 8 to most of the above questions, but the program won't allow that. We are committing to 100% renewable energy, zero waste and zero poverty...at what cost to taxpayers!!!!!!!!!!!!!! Why not let another municipality lead in this initiative and let them make the costly mistakes instead of us.

If you want zero waste. Then support garbagesters. Help home owners with the purchase or install cost

Ingersoll needs a new arena. Get it done

It was very hard to rank these. I think they are all good ideas. Diverting waste from landfill is really important.

Knowledge is power, informing community is the best way to reach zero waste in the County. Information for older generations set in their ways and for students in schools as well. A reach out to local business would be ideal, holding them accountable for the waste they produce and pass onto us as the consumers. This is where it all starts. Making package free alternative buying in Oxford easier to obtain and information to us residents would be helpful. Better farmer's markets, and produce, bulk stores. Cloth diapering services and curb side compost pickup. More info on water waste/pollution/recycling for public as well. Additional information on how to reduce waste in our own homes and become a more conscious consumer. Feel free to contact me at [REDACTED]@hotmail.com for additional comments.

Maybe this is not high priority in the township yet. Maybe reduce the speed limits in the subdivision and safe walking for kids

My question to the Zero Poverty question is whether or not this speaks to those people on Welfare, it is commonly known that people who seek not to go to work can easily get on Welfare in Woodstock so they move from other cities and end up living there.

Need to ignore the 2018 provincial government as they have no worth while sustainable ideas. Pursue the like minded interest of the current federal government. Public ownership of environmental initiatives

No high speed rail! Compost program!

No charging stations around in country, tax incentives cancelled, electric cars don't help many here. No busing, when my mother can't drive anymore she will be totally dependant on us.

No more bag tags!

NO to high speed rail

None of these are important. Do none

None of these holds any importance to us, whatsoever. I would rate them all as "8" if I could. Pursuing money from the federal and provincial governments is still pursuing money from the taxpayers - us.

none of this should be pursued. Mayberry is pushing his own beliefs and agenda and it is costing the county money! Stick to governing. Each citizen should be responsible for their own commitment to the environment. Not pushed by municipality

ok survey is fixed ,, I clicked the top 2 questions a 10 .. they disappear bottoms ones don't work !!!!

County Question 8: Sustainability

ok the numbers are NOT staying as I have clicked so all are a 7 NO high speed rail , cutting through VALUABLE Farmland !!!!!!!!!!!!! there are not enough electric vehicles on the road in Woodstock , there to costly , range is nOT long enough ... as for Zero Poverty ??? our taxes pay for that , many can and should be working ... work for welfare !!!!!!! Farmers need workers , Factories , but people are Lazy ... revamp the system , to get them working !!!!!

Ok. This one is hard. There are so many things that we need to do. Fighting poverty and helping people with their job searches, health is important. But so is getting all the funding available to us to run these programs. Zero Waste is right up there too. Improving our transportation would be awesome. I would love to see a bus run between Ingersoll and Woodstock throughout the day. I would use it to get to work and home if it ran at a time I could make use of it.

Our annual \$8 contribution for ██████████ to drive his electric car!

Panel on charging stations in Ingersoll across from City Hall say not in service.

Please stop pushing for zero waste / 100% renewable energy alternatives that are not proven and continue to cost taxpayers more than necessary. There are already solutions that can divert 80% waste by processing organics without taxpayers bearing the cost burden. Please work with private enterprise to utilize existing, proven, cost efficient solutions waste and energy issues!

Question is a pain to answer on a phone.

Requiring outside funding in itself is not sustainable. Focus should be on revenue neutral initiatives that charge what they cost... i.e., charging stations should be metered at a reasonable rate... That being said, all funding opportunities should be looked into, but depending on them is not good for long-term viability. Great for initial capital investment, but projects should be able to be maintained, life-cycled and replaced/shut down on self-funded or revenue generating models.

Say No to high speed rail

Since I do not believe in "green" for "green's sake" or spending substantially more for so-called "green" initiatives, none of these "environmental" sounding projects are really a priority for me. When it comes to health and well-being programs, I would like to see more offered in Thamesford. It seems that most county programs are aimed primarily at Woodstock!

Solar is the only viable strategy

Tax dollars should not be used to promote one technology over another. If there is an economic case to be made for electric vehicles and charging stations, private industry will provide those products and services. While I am in favour of improving the health and wellbeing of all residents, the term "Zero Poverty" is a political catch phrase. Poverty is a relative term. A person who lives on a poverty level income in Oxford would be considered rich in many countries of the world. There will always be people who live in "poverty".

Thank you for allowing input. We hope it is reviewed and taken into account. Overall, it is expensive to live in rural Oxford County. Please make all possible budget cuts to see REDUCTION in 2019 taxes, as opposed to the several years of increase we have seen.

The county is already pretty bike friendly, but if there could be separated bike lanes, it would be safer for all

the county should improve the quality of the roads that are in need of repair

The dump is such an abomination of our planet. Putting solar panels there thinking that makes it okay is like putting a Bandaid on the RMS Titanic

County Question 8: Sustainability

The only initiative I feel is of value is the development of Community wellbeing and increasing educational opportunities in the community. Just having a satellite Fanshawe Campus with limited programming is not adequate for the size of the community, and to encourage our young people to pursue a viable career in Oxford.

the sustainability plan is just about waste on a very high level, all of it on a very high level, i dont see the impact in my community

The town mall only recycles cardboard. All recyclables are placed in garbage. I believe better sorting should take place. Additionally, I would like to make recycling more accessible to consumers. Some people put recycling into bags which is currently unacceptable. Additionally, they sometimes don't bundle cardboard correctly. Additionally, I would like to host and manage an electronics waste handling service. I would repair and resell or donate repaired electronics to non profits and agencies who require them. Additionally, this would reduce the amount of reusable electronics from being scrapped. Additionally, I would send scrap resources from electronics to a secondary place for treatment if they cannot be repaired. Scrap metal, plastic and other resources would be recovered. Revenue will be directed to charity and into the government

There are only two worth while efforts. The rest is a waste of long term money.

there should be initiatives or grants to homeowners for installing voltaic cells to help lower costs of hydro and help during power outages.

These initiatives are incredibly important, but there has been a lack of community engagement at the grass roots level. To ensure continued support of these initiatives, everyone must be educated about sustainability at home first.

This is a wasteful political move by the Fat Cats at the County who want to get the names into the news. Serve the people, not your unjustified egos.

This is the biggest waste of tax payer dollars. Absolutely disgusting!!! It is one thing to start small with this initiative, however it seems to have gone off in such a bad direction, that the County has lost sight on what it actually does. The focus is entirely on this! Council all needs to be fired this year, and get back to the mandate of municipalities. I want to save our environment too, however this is too much, too quick.

Transportation is so important, especially for the towns below the 401

Very limited, narrow-minded options

Well being/satisfaction should be the onus of the individual and not the government.

when you add electric stations, please only add one at each facility.....for now until electric cars before more affordable and popular. Ridiculous to have several when they are rarely in use.

While it seems unlikely that the provincial government will support any sustainability initiative, they must be held to account. So all communications to do so need to be shared with our local MPP with a request for his advocacy for his constituents. This is low on the priority list only because it is not a goal in itself but a way to achieve goals. Whatever federal granting can assist us should be accessed.

Will help with future management of infrastructure

Wow I did not realize that we are moving towards ZERO POVERTY!!!!!!!!!!!!!! 100% renewable energy, or that we have a compressed natural gas snow plow and a hybrid electric ambulance!!!!!!

Zero Poverty is a fantasy notion

ZERO poverty really? Use methane produced ..heat cooling of buildings fuel for equipment

Federal provincial funding = our tax dollars

County Question 8: Sustainability

Zero sounds nice on paper but is unrealistic. Unless you can stop the manufacturers at source from making WASTE you should not be punishing your own citizens with a fee or tax for an unrealistic outcome. There is no such thing as ZERO when it comes to garbage unless you can get your recycling people to take ALL the materials left over from packaging. Otherwise you are penalizing your good trying citizens with more [REDACTED] TAX and my efforts to go get tags and I am disabled. Zero poverty - at who's expense? We are struggling now to keep our home and pay outrageous bills and more taxes on everything.

17 County Council Report



To: Warden and Members of County Council

From: Director of Public Works

2019 Transportation Master Plan

RECOMMENDATIONS

1. That County Council adopt the 2019 Draft Oxford County Transportation Master Plan (TMP) as attached to Report No. PW 2019-16;
2. And further, that Council direct Staff to file a Notice of Completion and commence the 30-day public review period as required under the Municipal Class Environmental Assessment (MCEA) process.

REPORT HIGHLIGHTS

- This reports seeks Oxford County Council approval to file a Notice of Completion and 30 day review period for the 2019 Draft TMP in accordance with the MCEA process.
- The 2019 Draft TMP is centered around four key strategies (Road Network, Active Transportation, People and Goods Movement, and Transportation System Sustainability and New Technology) and provides a 20 year implementation plan (2019 to 2038) that supports a safe, efficient and sustainable multi-modal transportation network for the movement of people and goods into and throughout the County.
- A comprehensive public consultation and engagement campaign involved Community Members, Area and Neighbouring Municipalities, Review Agencies, Indigenous Communities, public interest groups and businesses and other stakeholders.

Implementation Points

Upon Council approval, Staff will proceed to issue and file a Notice of Completion for the 2019 Draft TMP. Copies of the final draft of the TMP study report will be available at the Area Municipal Offices and the Oxford County Administration Building, as well as on the *Speak Up, Oxford!* TMP webpage.

Following the 30 day public review period and subject to comments received, the TMP Class Environmental Assessment Study Report can be finalized and filed.

Financial Impact

The approved budget for the TMP was included in the 2016 Business Plan and Budget.

The Treasurer has reviewed this report and agrees with the financial impact information.

Risks/Implications

There are no risks associated with adoption of the recommendations contained in this report.

Strategic Plan (2015-2018)

County Council adopted the County of Oxford Strategic Plan (2015-2018) at its regular meeting held May 27, 2015. The initiative contained within this report supports the Values and Strategic Directions as set out in the Strategic Plan as it pertains to the following Strategic Directions:

2. i. A County that is Well Connected – Improve travel options beyond the personal vehicle by:

- *Exploring the feasibility of innovative inter-municipal transportation strategies (E.g., car/ride share)*
- *Creating, enhancing and promoting the use of an integrated trail and bike path system*
- *Promoting active transportation*

2. ii. A County that is Well Connected – Advocate for appropriate federal and provincial support, programming and financial initiatives to strengthen the movement of people and goods to, from and through the County

DISCUSSION

Background

Paradigm Transportation Solutions Limited was retained by the County to assist with the development of the 2019 Transportation Master Plan (TMP), representing an update to the 2009 TMP that was adopted by County Council on September 23, 2009 ([Report No: D-3 2009-81](#)). The TMP project commenced in August 2016 with a County project team comprised of staff from Public Works and Community Planning.

Policy and Plan Inputs to 2019 TMP

The 2019 TMP is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond. The plan builds on the foundation set by several key County Policy and Plan documents including, but not limited to, the following:

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- Oxford County Official Plan (1995, as amended);
- Future Oxford Community Sustainability Plan (2015);
- Oxford County Phase One Comprehensive Review (2019);
- Oxford County Asset Management Plan (2017);
- Oxford County Road Needs Study (2015);
- Oxford County Bridge Needs Study (2018);
- 100% Renewable Energy Plan (2016);
- Oxford County Trails Master Plan (2014);
- New Directions (Advancing Southwestern Ontario's Public Transportation Opportunities) (2016);
- Empowering Ontario's Short Line Railways (2017);
- SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario (2018); and
- Steel Corridors of Opportunity: Maximizing the Benefit of Southwestern Ontario's Freight Railways (2018).

2019 TMP Vision and Goals

The 2019 TMP defines the transportation vision for the County, to focus on addressing the County's mobility needs in an effective, responsible and sustainable manner:

Through 2019 to 2038, Oxford County will be supported by a safe, efficient and sustainable multi-modal transportation network which moves people and goods into and through the County while improving the quality of life for Oxford's current and future generations.

The 2019 TMP vision is supported by the following goals:

- Provide and support multimodal choices for commuters including sustainable modes of travel such as public transit, passenger rail, walking and cycling;
- Advocate and promote the foundational development of an integrated passenger rail and intercommunity bus transportation system ("SouthwestLynx");
- Maintain and improve the functionality of the County Transportation network by maximizing the existing network and underutilized links, as well as identifying and making provision for necessary improvements over time;
- Promote an integrated and effective strategic goods movement strategy that considers all forms of goods movement (including surface, rail, aggregate and agricultural) and explores the potential for an intermodal terminal.

2019 TMP Methodology

The undertaking to prepare the TMP included the following methodology:

- Municipal Class Environmental Assessment (Class EA) Master Plan process;
- Review of existing transportation system network (traffic volumes, levels of service, commuter travel patterns, collision data, linkages to neighbouring jurisdictions, etc.);
- Modelling of population and employment growth impacts on the transportation system network;
- Evaluation of reasonable alternative solutions to achieve TMP vision and goals; and
- Development of preferred TMP transportation strategy and 20 year implementation plan.

Public Consultation and Engagement

An extensive public consultation and engagement campaign was undertaken throughout the development of the 2019 TMP in order to provide meaningful opportunities for community and stakeholder input.

A Notice of Commencement was issued at the start of the project and was distributed to Review Agencies, Indigenous Communities, Community Members, Area and Neighbouring Municipalities, public interest groups and businesses, and other various stakeholders. The notice was also posted on *Speak Up, Oxford!* (SUO), on the County website, with a direct webpage link for public comment.

A Transportation Master Plan Advisory Committee (TMPAC) was formed, consisting of County and Area Municipality staff, as well as community representatives from the Oxford County Cycling Advisory Committee, Future Oxford and the Oxford County Trails Council. The TMPAC met on three occasions throughout the study period (November 7, 2016; April 6, 2017; October 18, 2018) to review, discuss and provide input to the development of the 2019 TMP. The TMPAC was supportive of the draft TMP strategy and approach.

Public Consultation Centres (PCCs) were held at two distinct stages during the study period. Initial PCCs were held in April 2017 to present existing conditions (transportation network, travel patterns, etc.) and key considerations of the TMP. PCCs were held again in September 2018 to seek Public feedback and input on the draft TMP summary report, including key strategies and implementation initiatives. To reach a broad audience, the PCCs were held at the following community engagement events:

- Future Oxford Expo (Woodstock) – April 20, 2017
- Tillsonburg Community Centre – April 26, 2017
- Canada's Outdoor Farm Show (Woodstock)– September 12, 2018
- Drumbo Fall Fair – September 22, 2018

The PCCs were advertised through news releases, radio ads, social media and posted on the County's website. Concurrent to the PCCs, online surveys and study materials were available through SUO.

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In addition, the TMP was able to leverage public feedback provided through the 2019 Budget Survey. The 2019 Budget Survey solicited feedback from Oxford County residents during the period from June 18 to August 31, 2018 and was intended to better understand how residents wanted to see their tax dollars spent, have residents identify which County services were most important to them and seek input around service levels for 2019.

In summary, the community engagement around the TMP was deemed successful with over 660 responses received during the PCCs (transportation system pop-up questionnaires or online surveys) and over 500 comments received (transportation system funding/service levels) through the 2019 Budget Survey.

Overall, community feedback received through the Public consultation and engagement campaign indicated general support for the TMP strategy. The feedback centered around transportation system service provisions, feasibility and cost effectiveness related to the following parameters:

- Transportation system connectivity;
- Multi-modal transportation choices
 - Active transportation,
 - Public transit, and
 - Transportation Demand Management (carpooling, work from home, etc);
- Accessibility and mobility;
- Road network asset management;
- Goods movement;
- Road safety, traffic calming, speed management; and
- New technologies/carbon footprint.

Comments

Commuter Travel Patterns

The existing County travel patterns were derived from the 2016 Journey to Work (JTW) data from Census Canada which provides the most current available information regarding home-to-work trips. County resident trip origin/destinations and Out-of-County resident (inbound) trip origin/destinations are illustrated in Tables 1 and 2.

Of note, the main commuter trip destinations in Oxford County were to the urban centres of Woodstock, Ingersoll and Tillsonburg, regardless of trip origin (either in- or out-of-County). The JTW data also revealed that about 29% of County residents travel outside of the County for work. In comparison, the number of non-County residents travelling to work in the County (from neighbouring municipalities such as Elgin County, Middlesex County, Brant County, Haldimand County/Norfolk County predominately) is slightly higher.

These findings serve to further justify the importance of transportation system connectivity across all municipalities within Oxford County as well as inter-regionally.

Table 1: County Resident Trip Origins and Destinations

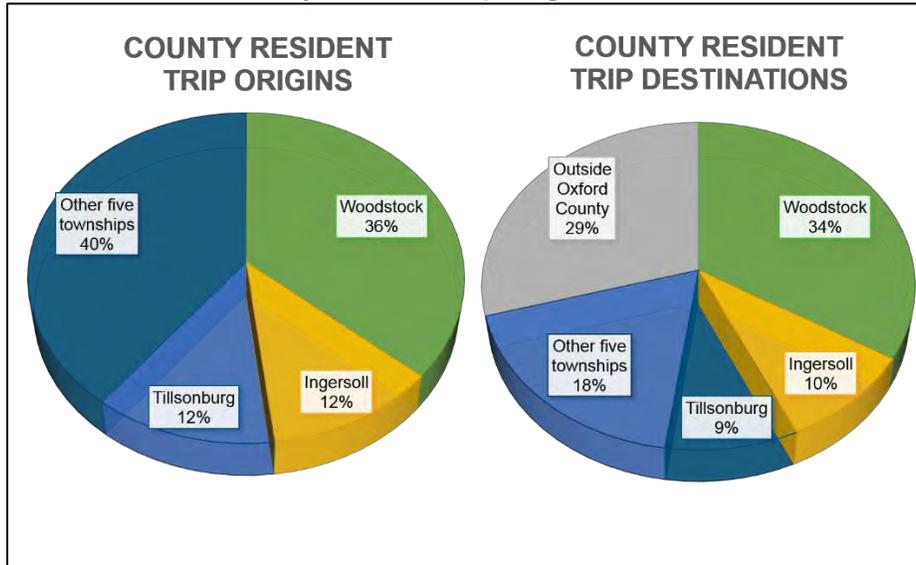
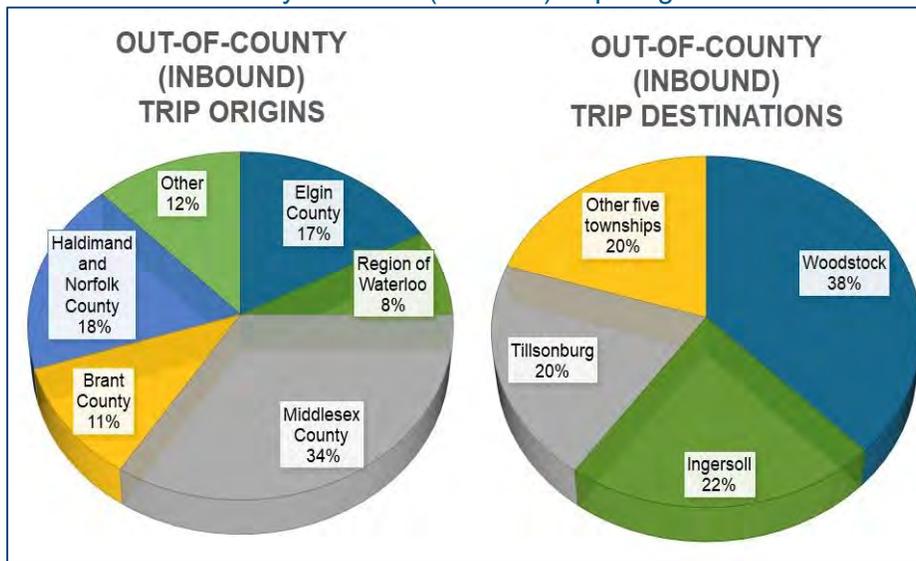


Table 2: Out-of-County Resident (Inbound) Trip Origins and Destinations



Transportation Mode Share

The 2016 JTW census data also provided the mode of commuting (home-work trips). The existing mode share for Oxford County Residents is illustrated below and indicates that auto/single driver comprises the majority of trips, while carpooling/work from home (transportation demand management), walking/cycling (active transportation) and bus/rail public transit make up the remaining portion of trips.

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Of note, transportation demand management and active transportation mode choices in Oxford County have been effective in reducing the demand for single vehicle auto trips. While the degree of carpooling is similar to many neighbouring municipalities, the work from home mode share in Oxford is higher than most denser-populated urban centres, likely due to the large number of farming operations across the County (which would fall into this category). The active transportation mode share is consistent with that of other municipalities comprised of rural and smaller urban areas. Bus and rail public transit opportunities continue to struggle as a viable transportation mode option due to affordability, inadequate service frequency and routing, and lack of inter-community connectivity.

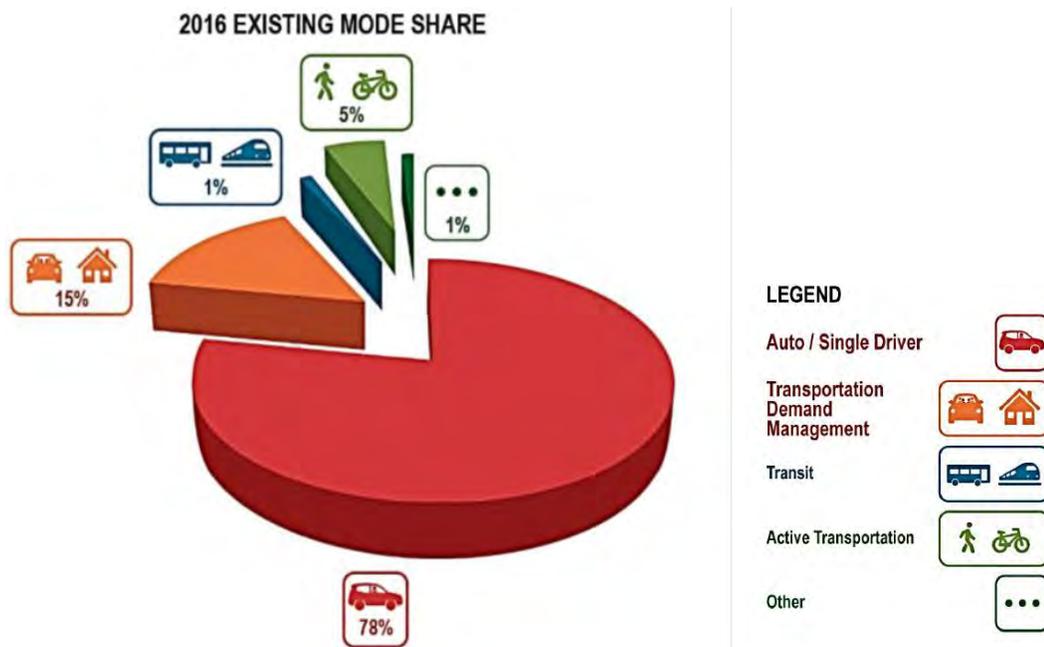


Figure 1: Existing Transportation Mode Share

As part of the 2019 TMP, the County has set a strategic target to achieve four percent target reduction for auto/single driver mode share by 2038. Corresponding increases in mode shares for active transportation and bus/rail public transit are envisioned to support this target goal.

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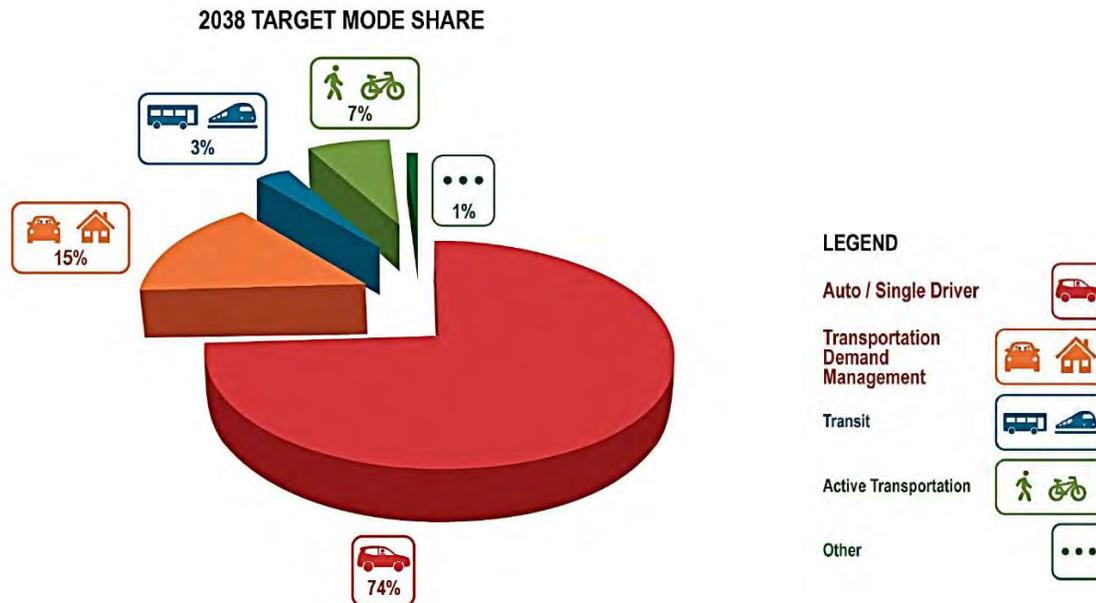


Figure 2: 2038 Transportation Mode Share Target

Preferred TMP Strategy to 2038

A number of alternative solutions to address existing and future demands on the County's transportation network were evaluated against environmental, social, economic and transportation service criteria.

From this analysis, a preferred TMP strategy and 20 year implementation plan (2019 to 2038) was developed. The preferred TMP strategy to 2038 is envisioned to promote multi-modal mobility and the long term sustainability of the overall transportation system.

The preferred TMP which includes, but is not limited to, the following key strategies and their corresponding initiatives:

i) Road Network Strategy

- Ongoing implementation of Road Infrastructure Improvements (road widening/urbanization, intersection upgrades, bridge and culvert replacements, railway crossing enhancements, roundabout considerations, etc.);
- Corridor Management policies to support County-wide Road Safety Strategy and Traffic Calming/Speed Management approach, Automated Speed Enforcement, and Updated Access Management Guidelines; and
- Continued monitoring of the County road network to ensure adequate Traffic Control and Levels of Service are provided.

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ii) Active Transportation Strategy

- Infrastructure and policies to support Active Transportation (walking, cycling, etc.);
- Ongoing provisions for wider asphalt platform (with edge line) for on-road cycling as part of regular road resurfacing programs, along with Share the Road signage installation;
- Development of a County-wide Cycling Master Plan.

iii) People and Goods Movement Strategy

- People and Goods Movement initiatives including advocacy of an integrated Inter-Regional Public Transportation System (“SouthwestLynx” Plan) for intercommunity bus network and enhanced commuter rail service;
- Initiatives and policies to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, ridesharing, etc.); and
- Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity.

iv) Transportation System Sustainability and New Technology Strategy

- Ongoing implementation of Low Carbon Transportation and New Technology alternatives (electric vehicle charging stations, alternative fuel vehicles, roundabout intersection improvements, autonomous vehicles, etc.).

A high-level summary of these strategies and associated key actions are outlined in the 2019 TMP Implementation Plan (Attachment 1). The comprehensive 2019 Draft Oxford County Transportation Master Plan study report is provided in Attachment 2.

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Conclusions

The future demand on the County's transportation network will increase as the County continues to grow. The TMP identifies a number of road network improvements that will further enhance the existing transportation network, promote transportation demand management and active transportation and support effective, efficient and sustainable movement of goods and people into and throughout the County.

SIGNATURES

Report Author:

Original signed by:

Frank Gross, C. Tech
Manager of Transportation and Waste Management Services

Departmental Approval:

Original signed by:

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by:

Peter M. Crockett, P.Eng.
Chief Administrative Officer

ATTACHMENTS

Attachment 1: 2019 TMP Implementation Plan (2019 to 2038)
Attachment 2: 2019 Draft Oxford County Transportation Master Plan Study Report

18 Notice of Study Completion



PUBLIC NOTICE

NOTICE OF COMPLETION

Oxford County Transportation Master Plan

The Study

Oxford County has completed the Oxford County Transportation Master Plan (TMP), a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond.

Building on the directions articulated in several key County policy and planning documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The Process

The Oxford County TMP was conducted in accordance with the master planning process following the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is an approved process under the Ontario Environmental Assessment Act. The TMP addresses need and justification at a broad level and recommended infrastructure projects will require further detailed studies as per the Municipal Class Environmental process.



The Completion

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were approved by County Council on April 24, 2019 along with support to issue this Notice and to commence the 30-day public review period.

The Oxford County TMP is available for review at local area municipal offices, the Oxford County Administration Building, and on [Speak Up, Oxford!](#) at www.oxfordcounty.ca/speakup. Further questions or comments can be directed to:

Frank Gross, C. Tech.
Manager, Transportation & Waste Services
Oxford County
21 Reeve Street, PO Box 1614
Woodstock, ON N4S 7Y3
519-539-9800 ext. 3120 | 1-800-755-0394
fgross@oxfordcounty.ca

Stew Elkins, BES, MITE
Vice-President and CRO
Paradigm Transportation Solutions Limited
5A-150 Pinebush Road
Cambridge, ON N1R 8J8
905-381-2229 ext. 300
selkins@ptsl.com

Please provide all written comments to Oxford County by June 17, 2019.

We extend our thanks to those in Oxford County communities who participated in the Transportation Master Plan project.

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

This Notice first issued May 15, 2019.

May 10, 2019

**RE: NOTICE OF STUDY COMPLETION
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County recently completed the final draft version of the Oxford County Transportation Master Plan (TMP) and is seeking input from members of the public, stakeholders, municipal and agency staff and other interested parties/groups.

The Oxford County TMP is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond. Building on the directions articulated in several key County policy and Plan documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were presented to Council on April 24, 2019 and approved, pending the 30-day public review period that commence with issuance of the attached Notice of Completion.

Please review the draft available at local area municipal offices, the Oxford County Administration Building, and on *Speak Up, Oxford!* (<http://www.oxfordcounty.ca/Your-Government/Speak-up-oxford>).

Please provide all written comments to Oxford County by June 17, 2019.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

PUBLIC NOTICE

NOTICE OF COMPLETION

Oxford County Transportation Master Plan

The Study

Oxford County has completed the Oxford County Transportation Master Plan (TMP), a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond.

Building on the directions articulated in several key County policy and planning documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The Process

The Oxford County TMP was conducted in accordance with the master planning process following the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is an approved process under the Ontario Environmental Assessment Act. The TMP addresses need and justification at a broad level and recommended infrastructure projects will require further detailed studies as per the Municipal Class Environmental process.



The Completion

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were approved by County Council on April 24, 2019 along with support to issue this Notice and to commence the 30-day public review period.

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This Notice first issued May 15, 2019.

19 30-Day Review Period Comment and Response



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
Town of Tillsonburg	<p>THAT Council receive Report OPS 19-27 Oxford County Draft Transportation Master Plan;</p> <p>AND THAT Council request Oxford County support the implementation and on-going sustainability of the Town's Inter-Community Transportation Program;</p> <p>AND THAT Council request the future role of the Tillsonburg Regional Airport be expanded upon within the Draft Transportation Master Plan;</p> <p>AND FURTHER THAT Council request Oxford County provide an annual financial contribution in the amount of \$150,000 to support the only municipally owned major Airport in Oxford County;</p> <p>AND FURTHER THAT this report be forwarded to Oxford County Council for consideration.</p>	<p>The TMP recognizes the role of the Tillsonburg Regional Airport within Oxford County. The future role of the airport as part of the County's transportation system is outside the scope of the TMP. However, general information about the airport is provided in the TMP for context.</p> <p>Text added to Section 2.3.4 of the TMP: <i>"The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished."</i></p> <p>Request for contribution of funds for the Airport will be considered as part of 2020 County budget deliberations.</p>
Cephas Panschow Town of Tillsonburg	<ol style="list-style-type: none"> 1. I find it odd (and this may be one of only a few reports where I've seen that they do this) that the figure title is below the graph. This makes it confusing as it would appear that the common standard (for ease of reference) is to have the figure or graph title above the actual figure/graph. I'd suggest putting all titles above the figures. 2. I'm wondering if the County has considered re-numbering all of the roads in the County with a logical and coherent strategy, i.e. how is it even possible that we have a road 19 (County) that intersects a Highway 19 (King's)??? Ideally this would be done in consultation with surrounding counties and perhaps Province wide, but it seems to me that we can do better. With all the numbers available, how is that we have so many highway 2s, 6s, 19s, etc??? 3. Page 161 – Rephrase "The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). Its 5,502 foot long main runway can accommodate larger aircraft including Global 5000 (Bombardier) and the refurbished runway can accommodate heavier aircraft up to a Boeing 737 size plane." 4. Page 162 – Figure ES.2 text – The charts DO NOT indicate that the "majority" of residents are located within Woodstock. Instead, they indicate that the largest share of County Resident Trip Origins and Destinations are to Woodstock with Ingersoll and Tillsonburg being comparable in their share. 5. Page 171 – Just out of curiosity, what is a "bike locker"? Since this is a newer term (presumably), perhaps a definition is in order somewhere in the document. 6. Page 180 – County Overview Map – Call letters for the "Tillsonburg Regional Airport" are CYTB NOT CNQ4. 7. Page 184 – Bottom of the page lists the "Oxford County Phase One Comprehensive Review (2019)", but not sure what this is referring to. Is the title missing some text? 8. Page 187, 2.1.1 – Text references "a small segment of Highway 3 travels through Tillsonburg". Not sure of the accuracy or relevance of stating that "a small" segment of Highway 3 is travelling through Tillsonburg as, from my review, it appears like this segment of Highway 3 is comparable to the segment of Highway 401 that travels through Ingersoll and not that much smaller than the segment of Highway 401 that travels through Woodstock. 9. Page 192 – VIA Rail is subsidized by the Federal Government "through" Transport Canada. 10. Page 192, 2.3.3 – I believe the accurate statement is "The Ontario Southland Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to 	<ol style="list-style-type: none"> 1. It is standard formatting to place figure titles below the figure. 2. Oxford County is not considering re-number County roads. 3. Text added to Section 2.3.4 of the TMP: <i>"The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished."</i> 4. Text updated in Executive Summary: <i>"The charts indicate the largest trip origins and destinations are in/to Woodstock..."</i> 5. Text added to Section 7.2.3: <i>"A bike locker is a large box in which up to two bicycles can be placed and locked. Bike lockers provide a higher standard of safety, preventing theft, sheltering bicycles from the weather and deterring casual vandalism."</i> 6. Figure 1.1 updated to reflect proper airport code, CYTB. 7. This refers to the "Oxford County Phase 1 Comprehensive Review" completed by Hemson in April 2019. The purpose of the Draft Phase 1 Comprehensive Review study is to provide up to date growth forecast and land supply information to inform the County's growth management policies and various other County and Area Municipal projects and initiatives. 8. The "small segment" is referring to the fact that Highway 3 is not a County wide east-west route. Highway 3 only traverses through Oxford County at the southern end of Tillsonburg. Text updated in Section 2.1.1: <i>"A small segment of Highway 3 (4.7 km) travels through Tillsonburg, and a small segment of Highway 7 (3.7 km)..."</i> 9. VIA Rail is a subsidiary of Transport Canada. 10. Text updated in Section 2.3.3: <i>"The Ontario Southland Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways."</i> <ol style="list-style-type: none"> a. General information is provided in the TMP for context since Oxford County is not responsible for railway operation or freight traffic. 11. Text updated in Section 2.3.4: <i>"There are two airports in Oxford County located north of Tillsonburg and west of Woodstock."</i> and <i>"Woodstock Airport is a smaller airport located west of Woodstock and features one turf runway and is owned and operated by the Woodstock Flying Club."</i> The only airfields referenced are public airfields. Curries (Rand Private Airfield) is a private airport with no information publicly available. <ol style="list-style-type: none"> a. Text added to Section 2.3.4 of the TMP: <i>"The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters)."</i>



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways. I can provide a map of those routes if needed.</p> <p>a. I would also suggest some discussion about the freight traffic and customers that OSR services be added here.</p> <p>11. Page 192, 2.3.4 – Technically, both airports referred here are located outside of both Tillsonburg and Woodstock. Also, the County Review Map (Figure 1.1) shows a Curries (Rand Private Airfield) so not sure why it is not referenced if the Woodstock airfield is (or is the Curries Airfield no longer operating???)</p> <p>a. More info about the airport and types of aviation it supports should be added here (as per my comment on Page 161 above).</p> <p>b. Not sure what the source is about “handling generation aviation aircraft with up to 15 passengers” as that is not the case. It would be better to state the type of aircraft that the airport can handle (Hawker, Global 5000, 737) and their potential passengers. Should mention that the 5,502 is the longest municipal airport runway in Southwestern Ontario.</p> <p>c. I’ve recently been part of a presentation by the London International Airport (see attached presentation) and they have indicated that Pearson’s goal is to be an international mega-hub with connections to all the world’s major cities (up from 67% today to 95%). Due to limited movement capacity (90 flights/hour for 3 east/west runways and 60 flights/hour for 2 north/south runways), a lot of second tier destination aircraft will start to get moved out of Pearson to other airports in the area, including (and maybe especially) Southwestern Ontario. Pearson has worked to create the Southern Ontario Airport Network to help handle the planned growth through the development of a regional network of airports. London itself has seen significant increases in routes recently with securing Swoop Airlines plus growth in Rouge, Westjet, and Air Canada effectively doubling number of seats available out of London.</p> <p>d. So, what role could the Tillsonburg Regional Airport play if other International airports in the area start getting taxed with more second tier destination flights and previous regional flights that were at these airport potentially get squeezed out???</p> <p>e. What impact could the rise of low cost carriers have on these and the Tillsonburg airports?</p> <p>12. Page 196 – Is it only “future developments in Woodstock and Ingersoll” that have the potential to create capacity constraints on roadways connecting to Highway 401 and Highway 403??? Seems unlikely considering the size and relative strength of Tillsonburg’s manufacturing and services sector...</p> <p>13. Page 199/any page with a pie chart – Suggest that municipalities be ordered by size when appropriate and alphabetically when size is not relevant as either of these help with making quick comparisons and will assist in better understanding</p> <p>a. Also, Ingersoll and Tillsonburg’s shares seem to be mixed up as Tillsonburg is bigger than Ingersoll, yet the pie chart shows Ingersoll as having 14% of the County’s population and Tillsonburg as having 12%</p> <p>14. Page 200 – Not sure if this is an error or if discussing different data, but the top of the page suggests that 68.4% of Oxford residents work inside the County, but lower down is says 71% of Oxford County residents with a fixed place of work are employed within the County...</p> <p>15. Figure 2.6, 2.7 – Not sure the meaning or purpose of using the word “Existing” in these figure titles. Presumably, all data is existing...</p>	<p><i>The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.</i></p> <p>b. See comment for “a”</p> <p>c. Comment noted.</p> <p>d. Although the Tillsonburg Regional Airport is within Oxford County, the role of the airport as part of the County’s transportation system is outside the scope of the TMP.</p> <p>e. See comment for “d”</p> <p>12. Population and employment forecasts as well as in-stream development applications were provided for all Area Municipalities in Oxford County. Based on the information received, there were minimal development applications and growth identified within Tillsonburg resulting in minimal capacity impacts within Tillsonburg.</p> <p>13. Area Municipalities are listed based on information provided by the Journey to Work data and consistent throughout the figures.</p> <p>a. Ingersoll’s and Tillsonburg’s shares are mixed. Figure 2.4 updated to reflect proper reference to Ingersoll and Tillsonburg population distributions.</p> <p>14. These refer to two different pieces of data. 63.4% refers to all residents, regardless of their place of work. Some residents are employed; however, they do not have a fixed work address; therefore, they were removed from the subsequent discussion. 71% refers to Oxford County residents with a fixed workplace address.</p> <p>15. Since the TMP also includes future forecasts, “Existing” is included for clarity.</p> <p>16. Text updated in Section 2.6.1: <i>“The inbound commuting trips in 2016, were destined to...”</i></p> <p>17. Text updated in Section 2.9.1: <i>“...leased by Ontario Southland Railway (OSR) operates...”</i>. See comment #10 regarding reference to CNR line.</p> <p>18. Comment noted.</p> <p>19. Updated forecasts were provided by the County and used within the study.</p> <p>20. The entries in the table are grouped by Area Municipality.</p> <p>21. At the time of report writing, information for TGo expansion was not available. While TGo provides intra-regional transportation, it is provided by the Town of Tillsonburg and not available to all residents of Oxford County. Proposed inter regional public transit system is covered under Section 7.1. Intercommunity bus network is highlighted as part of the SouthwestLynx plan and bus network implementation project.</p> <p>22. Text updated in Section 4.4: <i>“In Oxford County, auto is the most desirable mode of transportation and should not be overlooked.”</i></p> <p>23. Road Network Strategy refers to the road infrastructure improvements, corridor management policies and traffic control, and railway crossing enhancements outlined in Sections 5.1 to 5.4 and detailed in Table 9.1 of the TMP. There is no standalone document.</p> <p>24. This chapter is specific to active transportation modes. Oxford’s policy is to provide a one-metre paved shoulder as part of road rehabilitation and reconstruction.</p> <p>25. Active transportation modes account for 5% of the mode share in Oxford County, and are higher within the urban centres. While this percentage is relatively small, for a rural county like Oxford, with minimal alternatives to the SOV, this is significant. The County’s goal is to promote and encourage active transportation and continue to increase this mode share.</p>



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>16. Page 204 – Statement that “The majority of the inbound commuting trips in 2016 were destined for Woodstock) is not correct as a majority is more than 50%. Hence, I think “the largest share” is more accurate.</p> <p>17. Page 209 – Last bullet re rail is incorrect. CPR line does run from Ingersoll to Tillsonburg, but forgot to mention that the CNR line also runs from St Thomas to Tillsonburg. Also, name of the short line rail operator is incorrect. Should be Ontario Southland Railway.</p> <p>18. Page 215 – rephrase to “..., anchored by three main urban centres...”</p> <p>19. Page 192/others - Growth forecasts – There were some discrepancies in the population, employment and household forecasts in an earlier version of the Hemson study so need to ensure that the corrected data was used here.</p> <p>20. Table 3.8 – Suggest that it be ordered numerically by County Road number for ease of reference.</p> <p>21. Page 232 – While talking about transit, there should be more info on the Tillsonburg intra-county service that is being planned. Perhaps as a sidebar (or appendix) as it is a fledgling initiative. Seems odd to not include it when it is the main initiative underway that supports more regional transport.</p> <p>22. Page 234 – Rephrase “In all (not just rural) areas of Oxford, auto is the predominant mode of travel...”</p> <p>23. Page 237 – Road Network Strategy – Wording in third paragraph seems to suggest an outside document, but isn’t the Road Network Strategy just a part of this TMP?</p> <p>24. Section 6 – Should mention of Amish horse and buggy travel be mentioned here? Both in the context of non-auto (more enviro friendly???) transportation and also in terms of paved shoulders for the main transportation corridors for this community. In Lancaster Pennsylvania, most of the main roads have a paved shoulder for horse & buggy, which allows the buggy to travel on the shoulder instead of moving on/off the main roadway in response to traffic. This could potentially reduce car/buggy conflicts/accidents while also providing a secondary use as shoulder bike paths.</p> <p>25. Page 244 – I question the statement that “the use of active modes, especially walking, is significant...” Suggest that numbers be shown and then define significant. Also, first sentence in the second paragraph of Section 6.3 contradicts this statement.</p> <p>26. Section 6.2.2 – Presumably the intent of this sentence is to say feasible “...many types of cycling facilities would not be feasible (instead of applicable)”</p> <p>27. Section 6.2.3 – In support of the county’s provision of sidewalks on both sides of County Roads within urban areas, why doesn’t the county consider having one sidewalk as a pedestrian walkway and the other as a Multi-use Pathway??? That way, bike paths can be created as part of existing projects and with only minimal incremental costs? The Multi-use Pathway can be used by pedestrians if they want to but the sidewalk on the other side of the road would serve as the main pedestrian walkway.</p> <p>28. Section 6.3.1 – Should mention of connectivity requirements in new plans of subdivision be developed and then added?</p> <p>29. Page 255 – While the Tillsonburg Regional Airport is not accessible by rail, the CPR Rail corridor from Ingersoll to Tillsonburg is in close proximity to the airport and runs north/south just west of Highway 19 at Airport Road. May be useful to mention.</p> <p>30. Page 261 – Refers to advocating with Federal Agencies but lists CNR and CPR. This appears to be an error as they are no longer federal agencies.</p> <p>31. Page 262 – There are more than 3 EV charging stations at the Quality Inn. Tesla as at least 5 plus others.</p>	<p>26. Feasible refers to whether something may be done in practice, i.e. is it possible. However, applicable refers to whether something is appropriate. In this scenario, it may be possible to construct cycling facilities; however, they are not appropriate.</p> <p>27. Sidewalk provisions fall under jurisdiction of Area Municipalities and associated connectivity are responsibility of Area Municipalities</p> <p>28. Guidelines for subdivision plans are the responsibility of the Area Municipality. Comment to be considered for inclusion in the County’s Traffic Impact Study guidelines.</p> <p>29. This section of the TMP refers to the proposed corridors outlined in the SouthwestLynx Plan. The CPR Rail corridor from Ingersoll to Tillsonburg near the Tillsonburg Regional Airport is not identified in this plan as a proposed corridor.</p> <p>30. Text updated in Section 7.1.2: “Advocate to national railways agencies (CNR and CPR) and government partners (federal, provincial) to examine...”</p> <p>31. Information was accurate at time of writing. There is currently 12 vehicle charging stations (4 EV and 8 Tesla). Text updated in Section 7.2.1: “... and includes 12 electric vehicle charging stations (four electric vehicle and eight Telsa charges).”</p> <p>32. The units should be megatonnes not metric tonnes. Text updated in Section 8.1.1: “These emissions have grown by 28 per cent since 1990 and totalled 58.7 megatonnes in 2014.”</p> <p>33. Electric vehicles have recently gained traction and popularity in the auto market. While the auto share is quite small, electric vehicles are expected to continue to increase in popularity and availability. As the TMP is a forward looking plan to 2038, it is important to recognize the trends in the auto industry. “provides similar needs” should read “provide similar purpose”. Text updated in Section 8.2.1: “These vehicles provide similar purpose as their...”</p> <p>34. Interregional transit is discussed as part of the SouthwestLynx plan in Section 7.1.1 of the TMP. Currently, the Area Municipalities are responsible for the existing transit systems within Oxford County. This comment will be passed to the transit operators. Oxford County will continue to encourage and advocate for expanded transit service within the community. As the SouthwestLynx plan is implemented, input will be required from all parties with the decision for interregional transit made based on feasibility/applicability.</p> <p>35. Population and employment forecasts as well as in-stream development applications were provided for all Area Municipalities in Oxford County. Based on the information received, there were minimal identified future developments within Norwich and Tavistock.</p>



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	<p>32. Page 270 – Transportation Sector’s generation of greenhouse gas emissions is only 58.7 metric tonnes (or should that be millions of metric tonnes?)???</p> <p>33. Page 272 – I wouldn’t describe EVs as providing competition to gas powered vehicles as I understand their market share to be less than 1%. Suggest re-stating to be generating interest in alterative forms of vehicles or something along those lines. Also, rephrase “These vehicles can meet similar needs as their gasoline powered counterparts...”</p> <p>34. I’ve often wondered why local bus transit routes don’t interact with intercity bus routes on the 400 series highway. Wouldn’t it be more efficient and effective (and cool) if Woodstock transit route was able to be connected to Intercity bus routes operating on the 400 series highway through an enabling hub built on the side (perhaps at a service centre or similar design) of the 400 series highway, i.e. That way intercity buses would have minimal loss of time while increasing the number of travel options for residents. Admittedly, it is important to maintain bus service to city centres due to their role as economic and visitor hubs, but perhaps it is time to consider secondary bus hubs adjacent to the highway where people can take transit to without losing time (in many cases) to travel downtown and then out to the highway. Many of the people that are long distance commuters can not afford the time to travel to an inner-city transit hub (usually from their suburban home) and then have to transit back through the city and then to the highway for their bus commute. If we are serious about reducing commuting, then we need to capture the market that won’t even consider bus at this time. If that is to happen, more efficient and effective solutions will be required.</p> <p>35. In general, I find that the Township of Norwich is underweighted in the discussion considering the amount of economic activity and even residential growth that is being seen in the Township. Not sure if this is also true of Tavistock.</p>	
<p>Resident, Southwest Oxford</p>	<p>Please attach my input to Oxford's Transportation Plan. My main concerns in recent years are speeding and distracted driving (cell phone use), so I am keenly interested in implementing programs that will change driver behaviour in these regards.</p> <p>Firstly I would like to see municipal governments petition the provincial government to allow the use of photo radar - keep the control at the municipal level - partisan politics will never bring back photo radar but our local gov'ts can and direct the revenue towards policing and EMS budget expenses. I have seen photo radar used successfully on my travels in the UK,EU, NZ & AU and it really does curb speeding. It would make the roads safer for all users and reduce the number of traffic stops that endanger police officers. Just a couple weeks ago an officer's vehicle was sideswiped in C-K while he was sitting in the vehicle at a traffic stop. Luckily he wasn't injured but the car was totalled and, if the roadside stop was for speeding, photo radar makes this situation preventable. I'm sure the police union will fight photo radar citing job losses but implementation is a no-brainer when we are dealing with road safety - vehicular crashes create life altering injuries and death. My mother died in a car accident during a snowstorm in 2005. Did you know that hitting a cement abutment at 60km/hr is enough force to detach the aorta? Speed kills and it doesn't have to be "speeding" - no doubt Hollywood glamorization of speed and massive wrecks where the driver-hero walks away have distorted our understanding of the consequences. I would like to see Oxford County invest in photo radar throughout the county AND on the 401 running through our county. Imagine promoting Oxford County as a safer place to drive, cycle and walk? In the absence of photo radar, some solutions might be speed bumps, rumble strips, floating crosswalk paint, and roundabouts.</p>	<p>Ontario legislation permits the use of automated speed enforcement in community safety zones and school zones only. Section 5.3 of the TMP details actions surrounding safety in Oxford County, including:</p> <ul style="list-style-type: none"> ▶ Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted; ▶ In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act; and ▶ Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices). <p>Oxford County is committed to improving the safety of all transportation users and will continue to advocate for enforcement where needed.</p> <p>A goal of the TMP is to “Provide and support multimodal choices for commuters including sustainable modes of travel such as public transit, passenger rail, walking and cycling, in order to further reduce reliance on single occupant vehicle commuter trips.” The County will consider SOV alternatives where possible when designing and constructing transportation infrastructure.</p> <p>Oxford County does not operate public transit within the County. Transit comments will be passed to the Area Municipality transit authority. Oxford County will continue to encourage and advocate for expanded transit service within the community</p>



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From	Comment	Response
	<p>More needs to be done about distracted driving and cell phone use - I see people using their phones while driving EVERY DAY. I urge council to investigate what technology is available. Can we catch distracted drivers using cameras or satellites? It may be cost prohibitive technology at this time but let's find out what options are available. Maybe it is as simple as allowing photo radar to reduce the time police officers spend on speeding traffic stops so they can focus on catching drivers using their cell phones.</p> <p>I urge council to carefully consider the resulting behaviour of drivers to any transportation changes - think carefully about your end goal and make sure the changes will elicit the correct driver behaviour. For example, widening roads to alleviate traffic congestion is proven not to work - it actually increases the number of drivers on the road until the congestion is back to where it started. The GTA could stand to learn that - if they want to alleviate congestion they need to implement tolls, traffic camera ticketing, car pool lanes and more public transport options - is Oxford County prepared to do this?</p> <p>If you want to reduce GHG emissions you need to get cars off the road. I used to be able to catch the early VIA in Woodstock and get into Union Station at 8:25am in time to walk to the towers for a 9am start. After the last VIA strike I noticed the arrival times are later to the point that I have to drive for an early meeting.</p> <p>Do we know how many people are driving single vehicles within the county to Toyota, CAMI and other large factories? What would happen if we ran buses from Ingersoll, Tillsonburg and Woodstock car pool lots to these sites? Imagine a commuter could pick up their Tim Horton's coffee at a self-serve kiosk at the carpool lot in the morning, play on their phone the entire ride to work, and pre-purchase a Hello Fresh/Chefs Plate meal package that is handed to them on the bus home? This is the type of thinking we need for millenials and road safety.</p>	
<p>Erica Arnett Southwestern Public Health</p>	<p>1. Planning for our aging adult population by adding an objective around accessibility A healthy transportation network is safe, affordable, and accessible to all ages and levels of mobility and prioritizes active transportation options like walking, cycling and where possible, taking public transit. The Ministry of Finance projected that 22,793 people 65 years and older would be living in Oxford County in 2019 and that this would increase to 27,904 by 2025. In 2019, 19.8% of the population in Oxford County were older adults, which is projected to increase to 23.3% by 2025.(1) Due to our increasing population of older adults in Oxford County we would recommend that addition of a strategic objective about creating an accessible and safe transportation network in the TMP.</p> <p>2. Considering health data, including serious injury and fatalities on our roadways, when prioritizing road improvements Our transportation network plays a vital role in the health of Oxford County residents. Deaths and serious injuries can be prevented on our roadways when we work collaboratively and use evidence-based interventions that are focused on creating safer roads. The rates of emergency department visits and hospitalizations were consistently higher in Oxford County compared to Ontario across all years from 2013-2017 for transportation related injuries.(2) In 2014, 11 people were killed and 390 people were seriously injured on Oxford County roads, with 6 killed and 477 seriously injured in 2013.(3) It is important to prioritize safety of all residents over convenience of vehicle drivers. These deaths and serious injuries have huge impacts on residents both emotionally and</p>	<p>1. Oxford County considers the needs of all users during design and implementation of all transportation projects. All improvements are to be AODA compliant and accessible to users. All transportation infrastructure is designed to meet minimum standards including safety outlined in Transportation Association of Canada, Ministry of Transportation Ontario, and Oxford County guidelines. Oxford County will be supported by a safe, efficient and sustainable multi-modal transportation network which moves people and goods into and through the County while improving the quality of life for Oxford's current and future generations.</p> <p>2. Collision data was analyzed as part of the TMP and taken into consideration when identifying and prioritizing road improvements. As part of this process, high priority roadways and intersections were identified where further evaluation/monitoring will be undertaken to review potential/additional safety improvements - refer to Section 5.1 Infrastructure Improvements and Section 5.3 Road Safety Strategy. The development of a Road Safety Strategy in collaboration with municipal partners and stakeholders will prioritize safety for vulnerable road users.</p>



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	<p>financially as the costs for Ontario in 2010 for transportation related injuries was \$1.2 billion. (4)</p> <p>When looking at the collision data in Appendix B, it would be beneficial to also consider the fatality and serious injury data from Oxford County roads when prioritizing road improvements. When designing roads, crossings, and new developments, safe active transportation should be the priority as these are the most vulnerable road users. Best practices and approaches that increase safety for non-vehicle road users, and reduce traffic speeds without the need for enforcement, should be used such as those outlined in Canada’s Road Safety Strategy 2025.</p>	
<p>Craig Newton Ministry of Environment, Conservation and Parks</p>	<p>Message 1: MECP SWR has completed its review of the Master Plan document.</p> <p>In response, at the Notice of Commencement stage for this Master Plan, MECP provided comments (refer to attached letter of March 17th, 2017 to Oxford County) to Oxford County. Aboriginal Consultation and Source Protection were both raised as matters to be addressed in the Master Plan.</p> <p>MECP SWR noted in its recent review, of the Master Plan, that Aboriginal Consultation was pursued in the Master Plan, but could find no reference to Source Protection being pursued. Please refer back to MECP’s attached letter of March 17th, 2017 on Source Protection for details.</p> <p>To recap, as per amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in the EA. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The County should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply.</p> <p>Please include a section in the Master Plan on Source Water Protection. Specifically, it should discuss whether or not the projects presented in the Master Plan are located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the EA how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.</p>	<p>Thank you for responding to my call. Please see the following response in regards to your previous email.</p> <p>Thank you for confirming our Aboriginal Consultation was acceptable to the MECP.</p> <p>Source Protection Plans are specifically referenced in Section 5.1 on page 60 of the TMP: “The projects identified in the TMP are subject to the applicable policies outlined in the Lake Erie and Thames-Sydenham and Region Source Protection Plan. For the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects.” Given further environmental assessment is required for Schedule B and C projects, Source Water Protection discussion along with further consultation with the applicable Conservation Authority will be done at that time. Please confirm this is acceptable.</p> <p>The TMP proceeds under Approach 1 and does not address requirements for Schedule B and Schedule C projects. Separate Class EAs for these projects would be required at a later date; therefore, providing the public the opportunity to request a Part II Order. Please confirm there is no requirement to reissue the Notice of Completion. The approach of the Master Plan is discussed in Section 1.3 of the TMP, however we will reference the TMP proceeds under Approach 1.</p> <ul style="list-style-type: none"> ▶ Page 5 of the TMP notes “The Oxford County TMP satisfies Phases 1 and 2 of the five-phase Municipal Class EA process” ▶ Furthermore page 6 notes “The TMP does not require approval under the Environmental Assessment Act, although the recommended TMP projects must fulfill all appropriate Class EA requirements (i.e. future Class EA “Schedule C” Studies will require Phases 3 and 4 of Municipal Class EA process to be met). Requests for an order to comply with Part II of the Act, the portion of the legislation regarding appeals, is possible only for those projects that are subject to the Municipal Class EA, and not the TMP itself. All infrastructure improvements fall into this category.” <p>Text added to Section 1.3: <i>The TMP proceeds under Approach 1 and does not address requirements for Schedule B and Schedule C projects... For project specific Class B and Class C Class EAs that are subject to this Master Plan, the public, agencies, and indigenous communities will be provided an opportunity to submit Part II Order requests at the time of the completion of those project specific Project Files/Environmental Study Reports.</i></p>



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	<p>Also, which approach under the Municipal Engineers Association Municipal Class EA is this Master Plan proceeding under, Approach #1, #2,#3, #4? Reason being, if this Master Plan is intended to address the MEA Class EA requirements for Schedule B and Schedule C projects listed within it and not require the provision of separate Class EAs for those projects at a later date, the Notice of Completion issued by the County thus far is not adequate as it did not advise the public, Indigenous Communities and agencies of their right to request a Part II Order from the Minister of the Environment, Conservation and Parks for those project(s). Depending upon which Approach this Master Plan is taking, reissuance of the Notice of Completion may be required. Please confirm.</p> <p>Please note that as of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order as per O. Reg. 152/18. Accordingly, please include those details when conveying information regarding the Part II Order process such as on the Notice of Completion. The following sample text would cover this requirement in the Notice of Completion for this project:</p> <p>"As of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order in accordance with O. Reg. 152/18. The Part II Order Request Form is available online on the Forms Repository website (http://www.forms.ssb.gov.on.ca/) by searching "Part II Order" or "012-2206E" (the form ID number)."</p> <p>Thank you providing this ministry the opportunity to review and comment on Oxford County's Transportation Master Plan. MECP SWR awaits Oxford County's written response to MECP SWR comments as described herein. Thanks in advance.</p> <p>Message 2: I apologize for the lengthy delay in responding to your phone call to me of quite some time ago. Unfortunately, the written message that I made of your call at the time, inadvertently was misplaced, until now. I did note that you called about MECP's comments of June 7th, 2019, as described in the immediately preceding e-mail. However, your voice mail message did not indicate what specifically you were responding to with respect to MECP's June 7th, 2019 comments?</p> <p>Message 3: Thank you for your immediately preceding e-mail of yesterday, Monday October 7th, 2019. This ministry provides the following in response to the October 7th, 2019 discussion on Source Protection and Master Plan Approach, as it applies to the Oxford County Transportation Master Plan.</p> <p>Source Protection: Thank you for drawing to this ministry's attention the Oxford County Transportation Master Plan's reference to Source Protection Plans as provided in Section 5.1 under the heading of Infrastructure Improvements.</p> <p>This reference / discussion was missed during this ministry's previous review of the Master Plan (i.e following issuance of the Notice of Completion) due in part to the Source Protection discussion not having a separate Section or Heading of its own in the Master Plan. Typically, the ESRs and Master Plans that the MECP reviews provide Source Protection as a heading/section of its own. Such an approach was previously recommended by MECP to Oxford County, and its consultant (PTSL), at the Notice of</p>	



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	<p>Commencement stage of this Master Plan (refer to MECP’s attached comments of March 17th, 2017).</p> <p>Much of the information that MECP previously recommended, in its letter of March 17th, 2017, be included with respect to Source Protection in the Master Plan is reportedly being deferred until the the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the Transportation Master Plan. Ideally, such a discussion on Source Protection would be provided both in the Master Plan itself, and all future Schedule B and C projects (Project Files / ESRs) that are subject to this Master Plan.</p> <p>Given that the 30 day public and agency review period for this Master Plan has now come and gone, the MECP is prepared to accept the approach the County of Oxford has taken with respect to Source Protection for this specific Master Plan, without any wording change or wording additions, or reissuance of another Notice of Completion. That said, MECP recommends that any future Master Plans prepared by, or for the County of Oxford on its behalf, please provide a more substantive discussion on Source Protection (and any associated Maps / Drawings etc.) addressing all of the matters referenced in MECP’s letter of March 17th, 2017, all under a distinct heading of Source Protection.</p> <p>Master Plan Approach As this Master Plan is reportedly proceeding under Master Plan Approach 1, as described in the Municipal Engineers Association Municipal Class EA, there is no need to re-issue the Notice of Completion. Thank you for confirmation of Master Plan Approach #1, as it was not readily evident to MECP in the present wording of the Master Plan.</p> <p>In that regard, MECP asks that you please follow through with the offer, as noted in the preceding e-mail, to insert a reference in the Finalized Master Plan that the Transportation Master Plan is proceeding under Maser Plan Approach 1, and furthermore, please also include a statement to the effect that for project specific Class B and Class C Class EAs that are subject to this Master Plan, the public, agencies, and indigenous communities will all be provided an opportunity to submit Part II Order requests at the time of the completion of those project specific Project Files/ ESRs.</p>	
Resident, Woodstock	I would like to see the transit system expanded. paying \$400/month for cab to get to work which is 5 min away really hurts my pocket and i'm sure i'm not the only one feeling this in Woodstock...the buses need to start earlier and expand to cover more areas...i moved here from Toronto but i don't expect that kind of service but it needs to expand!!!	The City of Woodstock is responsible for transit within Woodstock. This comment will be passed to Woodstock Transit. Oxford County will continue to encourage and advocate for expanded transit service within the community, County and inter-regionally.
Resident, Tillsonburg	Is Oxford County ever going to get on the band wagon regarding out of town transit. It appears Norwich County are well underway with their out of town transit plans but Tillsonburg is not.....what is the delay? The grant is only good for 4 years so the wheels better get moving.	At the time of report writing, information for TGo expansion was not available. Proposed inter regional public transit system is covered under Section 7.1. Intercommunity bus network is highlighted as part of the SouthwestLynx plan and bus network implementation project
Resident, Woodstock	When is someone, anyone going to fix the track crossing on Wilson St. It is ridiculous that this has allowed to continue for so long. Why can't the city hold the people responsible for this mess accountable? While they are fixing this one also the crossing on Ingersoll Road is also a mess.	Section 5.4 of the TMP notes the adequacy of Railway Crossings infrastructure across the County-wide road network and is evaluated through the Road Needs Study (at--- grade road crossings) every 5 years and the Bridge Needs Study (grade separated crossings) every 2 years. Action items from the TMP include:



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		<ul style="list-style-type: none"> ▶ Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities; and ▶ Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities. <p>The Wilson Street and Ingersoll Road crossings have been identified by the County for future improvements.</p>
Jeff Molenhuis Township of Wilmot	Thanks Frank – had a quick review. Something to keep on our radar in the future with what we are planning in infrastructure master plans and active transportation in the next 2-4 years.	Comment noted.
External Comment	EV chargers along 401 corridor. Free chargers bring in people. People love to explore while their vehicles charge. Oxford county is roughly 150km from Toronto. DC fast charger not far from 401 but placed in an area with shops coffee restaurant etc.	Oxford County is committed to supporting new technologies, including electric vehicles. Section 8.2.1 of the TMP specifically details Oxford's history implementing Electric Vehicle Service Equipment (EVSC) and the future of ongoing implementation. Figure 8.1 outlines the recommended EVSC locations within the County.
Resident, Woodstock	<p>Thank you for this opportunity to comment on the Oxford County 2019 Transportation Master Plan. May I first compliment the comprehensive work done to date by all the partners in this assessment and goal-setting endeavor.</p> <p>As noted in the MAE framework, there are a host of issues under consideration. I will limit myself to just a few.</p> <ol style="list-style-type: none"> 1. It is vitally important to minimize our carbon footprint at every opportunity. This planet, this air is all we have. Protecting it should be a top priority, so let's be efficient with our transportation services. 2. I agree with the selection of Alternative 4 as the preferred transportation strategy, as it blends a wide range of considerations and included most of the needs of our varied population. 3. I also agree with suggestions that the County adopt a variety of transportation solutions other than the large buses, such as shuttles, smaller buses, and subsidized ride share programs. <p>The public surveys show citizens are concerned to see the large buses often with very few passengers running continuously through our quiet streets. Empty buses driving around every half hour make no sense.</p> <p>Would it not be more sensible to use the full sized buses only on the busiest routes during peak times?</p> <p>Would it not be more sensible to use the smaller transit vehicles less frequently on routes with lower demand? We just have to look at other communities to realize the economic and environmental benefits smaller vehicles offer.</p> <p>May I suggest ridership demand be given more weight to determine the size of bus and the bus schedule. Since a regular review and update of the TMP is required, as needs change these aspects can be adjusted.</p> <p>Woodstock is a vibrant growing community. Let's develop a transportation plan that is sensible and sustainable, one to grow with us and our priorities of healthy living and being financially responsible.</p>	Oxford County does not currently operate any of the public transit services available in Oxford (Woodstock Transit, TGo, etc.). The comments regarding public transportation will be passed to Area Municipality transit authority.
Meredith Maywood Tourism Specialist County of Oxford	Having not provided comments before, and being a service of the county I was unsure of your preference to receive my comments for the transportation strategy. Either way my key thoughts are below for the active transportation section. I do think these comments are better suited to the actual cycling and trails strategies.	Comments to be passed along for the cycling master plan. Section 6.3.2 of the TMP recommends the development of a County-wide Cycling Master Plan (CMP). The CMP will include a network of bicycle facilities throughout the County, considering both commuter and recreational routes.



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	<p>1. Not all bicycle transportation is commuter traffic. Pleasure travel by bike is an economic driver and also provides a health benefit for a community.</p> <ul style="list-style-type: none"> a. Commuter routes cannot always be used for pleasure travel. They would be difficult to market and are not the preferred routes for a pleasure bike ride. Riders are considering distance, ability to loop, traffic, scenery, attractions etc.. b. Gravel Road Routes. We have draft gravel road routes available now and wish to market them this fall and in 2020. Gravel road cycling is the fastest growing cycling audience. c. Signage on designated tourism cycling routes is needed. Based on conversations with cyclists this will increase the number of cyclists wanting to ride in the area. This includes both paved, gravel road and trail routes. Signage needs include <ul style="list-style-type: none"> i. Wayfinding signs (highly desirable) <p>Share the road (increase safety for cyclists, particularly on rural routes without a shoulder)</p>	
<p>Kimberley Armstrong Township of Norwich</p>	<p>At their meeting held Tuesday June 4, 2019, the Council of the Township of Norwich passed the following resolutions: “That the Oxford County Notice of Study Completion, Re: Oxford County Transportation Master Plan (TMP), be received as information.”</p>	<p>Comment noted.</p>
<p>Resident</p>	<p>I have reviewed the Executive Summary and note that the TMP reflects input from myself and others on passenger and rail freight issues. The comments I have are limited as follows:</p> <p>1) Passenger rail services. When attending meetings, conferences and giving passenger rail presentations I have experienced significant public interest in improved services in SWO. Many current rail users express extreme frustration at the limited options open to them from Woodstock and Ingersoll. This could be an "echo chamber" effect but I feel that Oxford County's position on improved passenger rail services through Ingersoll and Woodstock might be reinforced by pushing for a provincially-funded survey of the public's perception and potential needs for enhanced rail and bus services in the region. It must also pose the thorny question of how much they are prepared to pay on key routes such as:</p> <ul style="list-style-type: none"> • Windsor - London. • Windsor - Toronto Union. • London/Woodstock - Pearson airport (using UPX) • and others. <p>I understand MTO did this for the GTHA in 2016 but not for other Ontario regions. Although not a statistician I believe that a subtle "what would you like and how much are you prepared to pay for it" might pre-empt the subjective opinions of politicians and special-interests. Of course, it assumes respondents think rationally.</p> <p>2) Air services. Oxford County does not have a commercial airport so most people head to Pearson and a few to London. Although these destinations are outside of the remit of the TMP I believe they should be part of it considering that our industry includes many branch plants of foreign-owned corporations. Visiting company executives expect an efficient intermodal transportation system to get here. Highway 401 is rapidly deteriorating as a usable mode from Pearson and this can negatively affect our competitive position.</p>	<p>1. Section 7.1.2 of the TMP outlines Oxford's position to support the development of an integrated public transportation system including an intercommunity bus network and an enhanced commuter rail service. Specifically, the County should:</p> <ul style="list-style-type: none"> ▶ Promote the re-establishment of an Inter-community Bus Network through discussion with the neighbouring municipalities, the motor coach industry and the Province of Ontario; ▶ Advocate federal agencies to examine the potential for High-Performance Rail on the existing north and south rail corridors (via strategic infrastructure improvements as per Figure 7.3) that is fully integrated with the inter-community transportation system and goods movement; ▶ Advocate for enhanced passenger rail service on the north and south rail corridors which offers increased train frequency and reliability; and ▶ Integrate with local transit and ensure adequate first/last mile transportation options. <p>The County will consider advocating for a public perception survey for rail service in Oxford County.</p> <p>2. While the airports are within Oxford County, they are not operated by the County. However, County roads form part of the transportation system that provides access to the airports and the County will continue to provide this service. The focus of the County's TMP is to ensure the County's transportation system can accommodate growth to 2038.</p>



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	<p>About 50% of the meetings I have attended in the London-Woodstock corridor have seen key out of town and international delegates arriving late because of #401 issues. This is unlikely to improve in the foreseeable future due to induced-demand of #401 widening. I am unsure how you might incorporate this but I suggest that Woodstock is somewhat more dependent on Pearson accessibility than most people realise for both business and leisure travel.</p> <p>Please consider or reject these ideas as you see fit. No response is needed.</p> <p>I guess my biggest concern is not Oxford County's TMP but whether there's sufficient lucidity in our provincial and federal governments (current and future) to invest in a supportive manner reflecting environmental and climate realities.</p> <p>If you have time you might want to skim through the attached PPT I presented to Woodstock Chamber of Commerce a week ago. It generated many questions that indicated it's an issue on the minds of business people.</p>	
<p>Chris Traini County of Middlesex</p>	<p>The County of Middlesex would like to be included in any future discussions about potential regional transit initiatives and/or planned capital works for roads that are near or on the border with Middlesex and Oxford.</p>	<p>Comment noted.</p>
<p>Nancy Orr Rural Oxford Economic Development Corporation (ROEDC)</p>	<p>Thank you for reaching out to Rural Oxford Economic Development with regard to feedback on the Oxford County Transportation Master Plan. From our perspective, to support the continued success and growth of the five rural townships that make up Oxford County, it is critical that they be well serviced for transportation needs. Below we have outlined comments on the draft report provided:</p> <ol style="list-style-type: none"> 1. Our ROEDC 2018 Business Retention + Expansion Study showed that two of the key priorities for our businesses include Workforce and Infrastructure. Both of these priorities are heavily influenced by transportation needs. 2. 59% of rural oxford businesses interviewed as part of our BR+E study have plans for expansion within the next 18 months. This offers exciting opportunity but also a requirement for enhanced transit options to mobilize needed workforce and movement of goods. 3. The Rural townships largest economic drivers and employment sectors include Agriculture & Agribusiness, Food Processing, Manufacturing, and Transportation/Logistics. Many of these sectors require effective transit networks to facilitate large equipment and truck use; these industries are key to the growth and success of Rural Oxford so supporting rural transportation infrastructure should be a key component for consideration when making decisions. 4. Ensure there is a focus on providing effective transportation measures throughout the five rural townships including both the communities and rural routes. 5. P ii – “The County of Oxford provides a transportation network serving commuter, recreational and commercial goods movement.” _ the importance of offering transit options for local residents across the rural municipalities should also be considered, both for those located in small communities and those on rural routes. 6. P iv – graph depicts 40% of trip origins in Oxford County start within the 5 rural townships. Inbound trip destinations of the rural townships for both County and non County residents is equal or higher than that of Tillsonburg and Ingersoll. This is an indication of the opportunity and need for effective modes of transportation for the rural areas. 7. Further consideration should be made to broaden multimodal connections to/from the larger rural geographic access points of Oxford County ie Tavistock, Plattsville, Norwich, and Thamesford to locations within Oxford County and larger centres in 	<ol style="list-style-type: none"> 1. Growth forecasts used in the TMP included population and employment numbers – these are reflected in the analyses and recommendations. 2. Transit within the County, including the five rural townships is discussed as part of the SouthwestLynx plan in Section 7.1.1 of the TMP. Currently, the Area Municipalities are responsible for the existing transit systems within Oxford County. Oxford County will continue to encourage and advocate for expanded transit service within the community. 3. Comment noted. 4. The focus of the TMP is on the transportation system under the County's jurisdiction. Providing transportation measures outside of the County's jurisdiction will rely on effective communication with lower tier municipalities. 5. See comment 2. 6. Comment noted. 7. See comment 2. 8. See comment 2. 9. Further discussion with respective Area Municipalities for potential road transfers will be considered as per Section 5.2 10. See comment 9. 11. Norwich Road from Brant County to Stover Street is a County Rd (Oxford Rd 18)



TABLE R.1: 30-DAY REVIEW PERIOD COMMENT AND RESPONSE

From	Comment	Response
	<p>close proximity ie London, KW, as well as to geographies which have shown the largest inflow of workforce to Oxford County (fig 2.6). Rural bus routes could also consider flexible stop locations, or on demand transit options.</p> <p>8. Para transit options and/or partnerships for the rural townships are not well identified.</p> <p>9. Muir Line dead ends at New Durham Road. It should continue south as a county road by Base Line to the Oxford/Norfolk boundary.</p> <p>10. New Durham Road should be a county road from Oxford/Brant boundary to Highway 59.</p> <p>11. Norwich Road should be a county road from Oxford/Brant boundary to Highway 59/Stover Street in Norwich .</p> <p>Please feel free to contact us if you have any questions or would like further clarification or discussion.</p>	



From: [Chloe Senior](#)
To: [Frank Gross](#)
Subject: Correspondence from Tillsonburg
Date: July 3, 2019 3:39:06 PM
Attachments: [correspondence Town of Tillsonburg 20190626.pdf](#)
[image001.jpg](#)
[image002.jpg](#)

Frank:

At its meeting of June 26, 2019, Council adopted the following resolution regarding the attached correspondence from Tillsonburg.

RESOLUTION NO. 6

Moved By: Stephen Molnar
Seconded By: Mark Peterson

Resolved that the correspondence from the Town of Tillsonburg, dated June 19, 2019 regarding the Oxford County Draft Transportation Master Plan be received.

DISPOSITION: Motion Carried

Let me know if you need anything else!

Thank you,

Chloé Senior | Clerk

519.539.9800, ext. 3001 | 1.800.755.0394

www.oxfordcounty.ca

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 Think about our environment. Print only if necessary.



Town of Tillsonburg
Office of the Clerk
200 Broadway, Suite 204 Tillsonburg, ON N4G 5A7

Tel: (519) 688-3009
Fax: (519) 842-9431

June 19, 2019

Chloe Senior, Clerk
County of Oxford
21 Reeve Street, P. O. Box 1614
Woodstock, Ontario
N4S 7Y3

RE: Oxford County Transportation Master Plan

Dear Ms. Senior,

The following resolution was passed by Tillsonburg Town Council at their regular meeting on Thursday, June 13, 2019. I have attached a copy of Report OPS 19-27.

Resolution # 19

Moved By: Deputy Mayor Beres

Seconded By: Councillor Luciani

THAT Council receives Report OPS 19-27 Oxford County Draft Transportation Master Plan;

AND THAT Council requests Oxford County support the implementation and on-going sustainability of the Town's Inter-Community Transportation Program;

AND THAT Council requests the future role of the Tillsonburg Regional Airport be expanded upon within the Draft Transportation Master Plan;

AND FURTHER THAT Council requests Oxford County provide an annual financial contribution in the amount of \$150,000 to support the only municipally owned major Airport in Oxford County;

AND FURTHER THAT this report be forwarded to Oxford County Council for consideration.

Carried

Regards,

Amelia Jaggard
Legislative Services Coordinator
Town of Tillsonburg
200 Broadway, Suite 204
Tillsonburg, ON N4G 5A7
Phone: 519-688-3009 Ext. 3221

	Report Title	Oxford County Draft Transportation Master Plan
	Report No.	OPS 19-27
	Author	Kevin De Leebeeck, P.Eng. Director of Operations
	Meeting Type	Council Meeting
	Council Date	June 13, 2019
	Attachments	<ul style="list-style-type: none"> • Oxford County Draft Transportation Master Plan

RECOMMENDATION

THAT Council receive Report OPS 19-27 Oxford County Draft Transportation Master Plan;

AND THAT Council request Oxford County support the implementation and on-going sustainability of the Town’s Inter-Community Transportation Program;

AND THAT Council request the future role of the Tillsonburg Regional Airport be expanded upon within the Draft Transportation Master Plan;

AND FURTHER THAT Council request Oxford County provide an annual financial contribution in the amount of \$150,000 to support the only municipally owned major Airport in Oxford County;

AND FURTHER THAT this report be forwarded to Oxford County Council for consideration.

BACKGROUND

In the Fall of 2016 Oxford County initiated an update to the 2009 Transportation Master Plan to help guide transportation programs and investments for the next 20 years. The study looked to:

- Identify existing and future transportation deficiencies, considering travel demand and supply for various modes of travel throughout the County;
- Identify rural and urban transportation issues;
- Assess strategic transportation service options for roads and other modes of travel;
- Consider transportation demand management strategies aimed at promoting alternative modes of transportation;
- Develop a transportation strategy to address population and employment growth over the next 20 years; and
- Develop a practical and financially achievable implementation plan that supports economic and environmental sustainability while achieving the mobility need of the County.

SUMMARY

The 2019 Oxford County Draft Transportation Master Plan is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands for the next 20 years.

To help balance the increased demands on the transportation network as a result of population and employment growth, a 4% reduction in the auto/single driver transportation mode has been targeted with corresponding increases in the active transportation mode (2%) and the bus/rail public transit mode (2%) of transportation.

To achieve this transportation mode share shift, the Draft Transportation Master Plan identifies investment in the following four key strategies:

- Road Network Strategy
- Active Transportation Strategy
- People and Goods Movement Strategy
- Transportation System Sustainability and New Technology Strategy

Under the People and Goods Movement Strategy an initiative of developing and implementing an inter-community bus service network is identified. The Draft Transportation Master Plan Implementation Program (Table 9.1) identifies that Oxford County should, in partnership with provincial/federal governments and local municipalities, support the development and implementation of an inter-community bus network. Figure 7.2 of the Draft Transportation Master Plan illustrates the proposed inter-community bus service network for Oxford County which closely resembles Route 1 and Route 4 of the Town's Inter-Community Transportation Pilot Project. Therefore it seems reasonable at this time, that Town Council request support (i.e. staffing resources, financial contribution, capital investment etc.) from Oxford County to assist with the implementation and on-going sustainability of the Towns Inter-Community Transportation Program.

Unfortunately, the Draft Transportation Master Plan only references the existence of the Tillsonburg Regional Airport and does not provide any linkage to the future role that the Airport could provide under the People and Goods Movement Strategy over the next 20 year planning horizon, especially considering the multi-modal transportation hub opportunity given the size of the Airport and its proximity to rail and the provincial highway system. Therefore, it seems reasonable that Town Council request that the Draft Transportation Master Plan be revised to expand upon the Airports future role within Oxford County as well as requesting annual upper-tier financial support for the only municipally owned major Airport in Oxford County.

CONSULTATION / COMMUNICATION

Public Consultation Centre's (PCC's) were held at two distinct stages during the study period. The initial PCC's were held in April 2017 to present existing conditions (transportation network, travel patterns, etc.) and key considerations of the Draft Transportation Master Plan. The second set of PCC's were held in September 2018 to seek Public feedback and input on the Draft Transportation Master Plan summary report, including key strategies and implementation initiatives. The PCC's were held at the following locations:

- Future Oxford Expo (Woodstock) – April 20, 2017
- Tillsonburg Community Centre – April 26, 2017
- Canada’s Outdoor Farm Show (Woodstock) – September 12, 2018
- Drumbo Fall Fair – September 22, 2018

In addition, feedback was obtained through the *Speak Up, Oxford* web portal, online surveys and through Town participation as a member of the Transportation Master Plan Advisory Committee.

The 2019 Oxford County Draft Transportation Master Plan was presented to County Council on April 24, 2019 with Notice of the 30-day public review period issued on May 15, 2019 requesting all written comments be provided to Oxford County by June 17, 2019.

A copy of the Draft Transportation Master Plan has since been provided to the Tillsonburg Transit Advisory Committee on May 21, 2019 and Tillsonburg Airport Advisory Committee on May 23, 2019 for their review and comment. At the time of authoring this report no committee comment has been received.

FUNDING IMPACT/ FUNDING SOURCE

The costs associated with the implementation of the Draft Transportation Master Plan by Oxford County will, in part, be reflected through the County’s levy assessed to Tillsonburg and area municipality’s property tax payers.

COMMUNITY STRATEGIC PLAN IMPACT

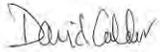
In general, the Oxford County Draft Transportation Master Plan supports community connectivity and is supported by the Town Community Strategic Plan under Goal 3.3 to support the aging population and active senior citizenship and under Goal 4.3 to improve mobility and promote environmentally sustainable living.

Report Approval Details

Document Title:	OPS 19-27 Oxford County Draft Transportation Master Plan.docx
Attachments:	- OPS 19-27 Attachment 1 - Oxford County Draft Transportation Master Plan.pdf
Final Approval Date:	Jun 3, 2019

This report and all of its attachments were approved and signed as outlined below:

Dave Rushton - May 31, 2019 - 3:18 PM



David Calder - Jun 2, 2019 - 10:27 AM

Donna Wilson - Jun 3, 2019 - 8:12 AM

From: [Cephas Panschow](#)
To: [Frank Gross](#)
Cc: [Kevin DeLeebeeck](#)
Subject: County Transportation Master Plan - Economic Development Comments
Date: June 14, 2019 3:31:15 PM
Attachments: [image001.png](#)
[London International Airport-Growth & Opportunities\(Apr25,19\).pdf](#)

Hello Frank,

I had provided some comments on the Transportation Master Plan to our Director of Operations and I wanted to pass on to you as well for consideration. I note there are a few that are clarifications/corrections as well.

Further to my below comment on Norwich being underrepresented in the report (in terms of transportation integration), I believe that the rural township areas and interconnections between urban/rural and county/local roads including drivers of demand to and from the rural townships are also under-represented.

Let me know if you have any questions.

Regards, Cephas

From: Cephas Panschow
Sent: June-05-19 12:28 AM
To: Kevin DeLeebeeck
Subject: RE: County Transportation Master Plan

Hello Kevin,

As per my commitment, here are my comments on the TMP. I know you asked for me to comment re your report to Council, but I would like to have the forwarded to the consultant in their entirety as well. Is that possible?

Let me know if you have any questions/clarifications. The page numbers refer to the page of the document you sent me, which I believe was from County Council's agenda package.

- I find it odd (and this may be one of only a few reports where I've seen that they do this) that the figure title is below the graph. This makes it confusing as it would appear that the common standard (for ease of reference) is to have the figure or graph title above the actual figure/graph. I'd suggest putting all titles above the figures.
- I'm wondering if the County has considered re-numbering all of the roads in the County with a logical and coherent strategy, i.e. how is it even possible that we have a road 19 (County) that intersects a Highway 19 (King's)??? Ideally this would be done in consultation with surrounding counties and perhaps Province wide, but it seems to me that we can do better. With all the numbers available, how is that we have so many highway 2s, 6s, 19s, etc???

- Page 161 – Rephrase “The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). Its 5,502 foot long main runway can accommodate larger aircraft including Global 5000 (Bombardier) and the refurbished runway can accommodate heavier aircraft up to a Boeing 737 size plane.”
- Page 162 – Figure ES.2 text – The charts DO NOT indicate that the “majority” of residents are located within Woodstock. Instead, they indicate that the largest share of County Resident Trip Origins and Destinations are to Woodstock with Ingersoll and Tillsonburg being comparable in their share.
- Page 171 – Just out of curiosity, what is a “bike locker”? Since this is a newer term (presumably), perhaps a definition is in order somewhere in the document.
- Page 180 – County Overview Map – Call letters for the “Tillsonburg Regional Airport” are **CYTB** NOT CNQ4.
- Page 184 – Bottom of the page lists the “Oxford County Phase One Comprehensive Review (2019)”, but not sure what this is referring to. Is the title missing some text?
- Page 187, 2.1.1 – Text references “a small segment of Highway 3 travels through Tillsonburg”. Not sure of the accuracy or relevance of stating that “a small” segment of Highway is travelling through Tillsonburg as, from my review, it appears like this segment of Highway 3 is comparable to the segment of Highway 401 that travels through Ingersoll and not that much smaller than the segment of Highway 401 that travels through Woodstock.
- Page 192 – VIA Rail is subsidized by the Federal Government “through” Transport Canada.
- Page 192, 2.3.3 – I believe the accurate statement is “The Ontario Southland Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways. I can provide a map of those routes if needed.
 - I would also suggest some discussion about the freight traffic and customers that OSR services be added here.
- Page 192, 2.3.4 – Technically, both airports referred here are located outside of both Tillsonburg and Woodstock. Also, the County Review Map (Figure 1.1) shows a Curries (Rand Private Airfield) so not sure why it is not referenced if the Woodstock airfield is (or is the Curries Airfield no longer operating???).
 - More info about the airport and types of aviation it supports should be added here (as per my comment on Page 161 above).
 - Not sure what the source is about “handling generation aviation aircraft with up to 15 passengers” as that is not the case. It would be better to state the type of aircraft that the airport can handle (Hawker, Global 5000, 737) and their potential

passengers. Should mention that the 5,502 is the longest municipal airport runway in Southwestern Ontario.

- o I've recently been part of a presentation by the London International Airport (see attached presentation) and they have indicated that Pearson's goal is to be an international mega-hub with connections to all the world's major cities (up from 67% today to 95%). Due to limited movement capacity (90 flights/hour for 3 east/west runways and 60 flights/hour for 2 north/south runways), a lot of second tier destination aircraft will start to get moved out of Pearson to other airports in the area, including (and maybe especially) Southwestern Ontario. Pearson has worked to create the Southern Ontario Airport Network to help handle the planned growth through the development of a regional network of airports. London itself has seen significant increases in routes recently with securing Swoop Airlines plus growth in Rouge, Westjet, and Air Canada effectively doubling number of seats available out of London.
 - o So, what role could the Tillsonburg Regional Airport play if other International airports in the area start getting taxed with more second tier destination flights and previous regional flights that were at these airport potentially get squeezed out???
 - o What impact could the rise of low cost carriers have on these and the Tillsonburg airports?
- Page 196 – Is it only “future developments in Woodstock and Ingersoll” that have the potential to create capacity constraints on roadways connecting to Highway 401 and Highway 403???. Seems unlikely considering the size and relative strength of Tillsonburg's manufacturing and services sector...
 - Page 199/any page with a pie chart – Suggest that municipalities be ordered by size when appropriate and alphabetically when size is not relevant as either of these help with making quick comparisons and will assist in better understanding
 - o Also, **Ingersoll and Tillsonburg's shares seem to be mixed up as Tillsonburg is bigger than Ingersoll**, yet the pie chart shows Ingersoll as having 14% of the County's population and Tillsonburg as having 12%
 - Page 200 – Not sure if this is an error or if discussing different data, but the top of the page suggests that 68.4% of Oxford residents work inside the County, but lower down is says 71% of Oxford County residents with a fixed place of work are employed within the County...
 - Figure 2.6, 2.7 – Not sure the meaning or purpose of using the word “Existing” in these figure titles. Presumably, all data is existing...
 - Page 204 – Statement that “The majority of the inbound commuting trips in 2016 were destined for Woodstock) is not correct as a majority is more than 50%. Hence, I think “the largest share” is more accurate.
 - Page 209 – Last bullet re rail is incorrect. CPR line does run from Ingersoll to Tillsonburg, but forgot to mention that the CNR line also runs from St Thomas to Tillsonburg. Also, name of the short line rail operator is incorrect. Should be Ontario Southland Railway.

- Page 215 – rephrase to “..., anchored by three main urban centres...”
- Page 192/others - Growth forecasts – There were some discrepancies in the population, employment and household forecasts in an earlier version of the Hemson study so need to ensure that the corrected data was used here.
- Table 3.8 – Suggest that it be ordered numerically by County Road number for ease of reference.
- Page 232 – While talking about transit, there should be more info on the Tillsonburg intra-county service that is being planned. Perhaps as a sidebar (or appendix) as it is a fledgling initiative. Seems odd to not include it when it is the main initiative underway that supports more regional transport.
- Page 234 – Rephrase “In **all** (not just rural) areas of Oxford, auto is the predominant mode of travel...”
- Page 237 – Road Network Strategy – Wording in third paragraph seems to suggest an outside document, but isn’t the Road Network Strategy just a part of this TMP?
- Section 6 – Should mention of Amish horse and buggy travel be mentioned here? Both in the context of non-auto (more enviro friendly???) transportation and also in terms of paved shoulders for the main transportation corridors for this community. In Lancaster Pennsylvania, most of the main roads have a paved shoulder for horse & buggy, which allows the buggy to travel on the shoulder instead of moving on/off the main roadway in response to traffic. This could potentially reduce car/buggy conflicts/accidents while also providing a secondary use as shoulder bike paths.
- Page 244 – I question the statement that “the use of active modes, especially walking, is significant...” Suggest that numbers be shown and then define significant. Also, first sentence in the second paragraph of Section 6.3 contradicts this statement.
- Section 6.2.2 – Presumably the intent of this sentence is to say feasible “...many types of cycling facilities would not be feasible (instead of applicable)”
- Section 6.2.3 – In support of the county’s provision of sidewalks on both sides of County Roads within urban areas, why doesn’t the county consider having one sidewalk as a pedestrian walkway and the other as a Multi-use Pathway??? That way, bike paths can be created as part of existing projects and with only minimal incremental costs? The Multi-use Pathway can be used by pedestrians if they want to but the sidewalk on the other side of the road would serve as the main pedestrian walkway.
- Section 6.3.1 – Should mention of connectivity requirements in new plans of subdivision be developed and then added?

- Page 255 – While the Tillsonburg Regional Airport is not accessible by rail, the CPR Rail corridor from Ingersoll to Tillsonburg is in close proximity to the airport and runs north/south just west of Highway 19 at Airport Road. May be useful to mention.
- Page 261 – Refers to advocating with Federal Agencies but lists CNR and CPR. This appears to be an error as they are no longer federal agencies.
- Page 262 – There are more than 3 EV charging stations at the Quality Inn. Tesla as at least 5 plus others.
- Page 270 – Transportation Sector’s generation of greenhouse gas emissions is only 58.7 metric tonnes (or should that be millions of metric tonnes?)???
- Page 272 – I wouldn’t describe EVs as providing competition to gas powered vehicles as I understand their market share to be less than 1%. Suggest re-stating to be generating interest in alternative forms of vehicles or something along those lines. Also, rephrase “These vehicles can meet similar needs as their gasoline powered counterparts...”

Other Suggestions:

- I’ve often wondered why local bus transit routes don’t interact with intercity bus routes on the 400 series highway. Wouldn’t it be more efficient and effective (and cool) if Woodstock transit route was able to be connected to Intercity bus routes operating on the 400 series highway through an enabling hub built on the side (perhaps at a service centre or similar design) of the 400 series highway, i.e. That way intercity buses would have minimal loss of time while increasing the number of travel options for residents. Admittedly, it is important to maintain bus service to city centres due to their role as economic and visitor hubs, but perhaps it is time to consider secondary bus hubs adjacent to the highway where people can take transit to without losing time (in many cases) to travel downtown and then out to the highway. Many of the people that are long distance commuters can not afford the time to travel to an inner-city transit hub (usually from their suburban home) and then have to transit back through the city and then to the highway for their bus commute. If we are serious about reducing commuting, then we need to capture the market that won’t even consider bus at this time. If that is to happen, more efficient and effective solutions will be required.
- In general, I find that the Township of Norwich is underweighted in the discussion considering the amount of economic activity and even residential growth that is being seen in the Township. Not sure if this is also true of Tavistock.

From: Kevin DeLeebeeck
Sent: May-29-19 9:19 AM
To: Cephas Panschow
Subject: County Transportation Master Plan

Hi Cephas,

At Council's request I am putting a covering report together and wondering if you have any comment regarding the County's Transportation Master Plan (attached) that you would like included within the report (i.e. lack of discussion regarding Airport role in transportation plan, etc.)

If so could you provide comment by Tuesday next week?

Thanks,

Kevin De Leebeek, P.Eng.

Director of Operations

Town of Tillsonburg

200 Broadway, Suite 204

Tillsonburg, ON N4G 5A7

Phone: 519-688-3009 Ext. 2232

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colleen-test



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From: [Oxford County Communications](#)
To: [REDACTED]
Cc: [Frank Gross](#)
Subject: FW: Results from Speak Up Oxford comment form
Date: April 29, 2019 10:37:36 PM
Attachments: [image001.png](#)

Hello, [REDACTED] – Thank you for taking the time to submit your thoughtful comments through *Speak Up, Oxford!* By way of this message, we are forwarding your feedback to Frank Gross, manager of Transportation and Waste.



Speak Up, Oxford!

[Strategic Communication & Engagement](#)

[OxfordCounty.ca](#) | 1-800-755-0394

From: webmaster@oxfordcounty.ca [mailto:webmaster@oxfordcounty.ca]
Sent: April-29-19 11:38 AM
To: Oxford County Communications; Krystal Scott
Subject: Results from Speak Up Oxford comment form

Name: [REDACTED]
Email: [REDACTED]
Community: South-West Oxford
Subject: Transportation

Please attach my input to Oxford's Transportation Plan. My main concerns in recent years are speeding and distracted driving (cell phone use), so I am keenly interested in implementing programs that will change driver behaviour in these regards.

Firstly I would like to see municipal governments petition the provincial government to allow the use of photo radar - keep the control at the municipal level - partisan politics will never bring back photo radar but our local gov'ts can and direct the revenue towards policing and EMS budget expenses. I have seen photo radar used successfully on my travels in the UK, EU, NZ & AU and it really does curb speeding. It would make the roads safer for all users and reduce

the number of traffic stops that endanger police officers. Just a couple weeks ago an officer's vehicle was sideswiped in C-K while he was sitting in the vehicle at a traffic stop. Luckily he wasn't injured but the car was totalled and, if the roadside stop was for speeding, photo radar makes this situation preventable. I'm sure the police union will fight photo radar citing job losses but implementation is a no-brainer when we are dealing with road safety - vehicular crashes create life altering injuries and death. My mother died in a car accident during a snowstorm in 2005. Did you know that hitting a cement abutment at 60km/hr is enough force to detach the aorta? Speed kills and it doesn't have to be "speeding" - no doubt Hollywood glamorization of speed and massive wrecks where the driver-hero walks away have distorted our understanding of the consequences. I would like to see Oxford County invest in photo radar throughout the county AND on the 401 running through our county. Imagine promoting Oxford County as a safer place to drive, cycle and walk? In the absence of photo radar, some solutions might be speed bumps, rumble strips, floating crosswalk paint, and roundabouts.

Comment

More needs to be done about distracted driving and cell phone use - I see people using their phones while driving EVERY DAY. I urge council to investigate what technology is available. Can we catch distracted drivers using cameras or satellites? It may be cost prohibitive technology at this time but let's find out what options are available. Maybe it is as simple as allowing photo radar to reduce the time police officers spend on speeding traffic stops so they can focus on catching drivers using their cell phones.

I urge council to carefully consider the resulting behaviour of drivers to any transportation changes - think carefully

about your end goal and make sure the changes will elicit the correct driver behaviour. For example, widening roads to alleviate traffic congestion is proven not to work - it actually increases the number of drivers on the road until the congestion is back to where it started. The GTA could stand to learn that - if they want to alleviate congestion they need to implement tolls, traffic camera ticketing, car pool lanes and more public transport options - is Oxford County prepared to do this?

If you want to reduce GHG emissions you need to get cars off the road. I used to be able to catch the early VIA in Woodstock and get into Union Station at 8:25am in time to walk to the towers for a 9am start. After the last VIA strike I noticed the arrival times are later to the point that I have to drive for an early meeting.

Do we know how many people are driving single vehicles within the county to Toyota, CAMI and other large factories? What would happen if we ran buses from Ingersoll, Tillsonburg and Woodstock car pool lots to these sites? Imagine a commuter could pick up their Tim Horton's coffee at a self-serve kiosk at the carpool lot in the morning, play on their phone the entire ride to work, and pre-purchase a Hello Fresh/Chefs Plate meal package that is handed to them on the bus home? This is the type of thinking we need for millennials and road safety.

From: [Meagan Lichti](#)
To: [Frank Gross](#)
Subject: FW: letter
Date: June 17, 2019 1:14:31 PM
Attachments: [image001.png](#)
[image003.png](#)
[Oxford Transportation Master Plan. 2019.06.17.pdf](#)

Good afternoon, Frank,
Please see the attached comments from Public Health regarding the Transportation Master Plan.
Please let me know if you have any questions.
Thanks

MEAGAN LICHTI
Public Health Nurse, Injury Prevention/Built Environment | **SOUTHWESTERN PUBLIC HEALTH**
519-421-9901, ext 3481 | 1-800-922-0096
mlichti@swpublichealth.ca | www.swpublichealth.ca

From: Erica Arnett <EArnett@swpublichealth.ca>
Sent: June 17, 2019 1:08 PM
To: Meagan Lichti <mlichti@swpublichealth.ca>
Cc: Donna Heerebout <dheerebout@swpublichealth.ca>
Subject: letter

Hi Meagan,

Can you please forward this letter onto Frank?

Thanks
Erica

Our email address has changed! Please update your contact information so we continue to receive email from you after June 30, 2018.

ERICA ARNETT
Program Manager
Chronic Disease Prevention & Well-Being, Substance Use & Injury Prevention
SOUTHWESTERN PUBLIC HEALTH
St. Thomas Site
1230 Talbot Street, St. Thomas, ON N5P 1G9
519-631-9900, ext. 1247 | 1-800-922-0096
earnett@swpublichealth.ca | www.swpublichealth.ca

 Think about our environment. Print only if necessary.



St. Thomas Site
Administrative Office
1230 Talbot Street
St. Thomas, ON
N5P 1G9

Woodstock Site
410 Buller Street
Woodstock, ON
N4S 4N2

June 17, 2019

Oxford County Transportation & Waste Dept.
Attn: Frank Gross, Manager
21 Reeve St., Box 1614
Woodstock, ON N4S 7Y3

Dear Frank Gross:

Thank you for the opportunity to comment on the Oxford County 2019 Transportation Master Plan (TMP). This plan has a great vision for a safe, multi-modal, transportation network. There are some really important considerations included in this document that would support the health of our residents including;

- The focus on decreasing the mode share of single occupant vehicle trips, and increasing the mode share of sustainable transportation
- Expanding active transportation facilities and developing an active transportation strategy including a cycling master plan
- The creation of a road safety strategy including automated speed enforcement and traffic calming measures

Suggested additional considerations for the plan include:

1. Planning for our aging adult population by adding an objective around accessibility

A healthy transportation network is safe, affordable, and accessible to all ages and levels of mobility and prioritizes active transportation options like walking, cycling and where possible, taking public transit. The Ministry of Finance projected that 22,793 people 65 years and older would be living in Oxford County in 2019 and that this would increase to 27,904 by 2025. In 2019, 19.8% of the population in Oxford County were older adults, which is projected to increase to 23.3% by 2025.⁽¹⁾ Due to our increasing population of older adults in Oxford County we would recommend that addition of a strategic objective about creating an accessible and safe transportation network in the TMP.

2. Considering health data, including serious injury and fatalities on our roadways, when prioritizing road improvements

Our transportation network plays a vital role in the health of Oxford County residents. Deaths and serious injuries can be prevented on our roadways when we work collaboratively and use evidence-based interventions that are focused on creating safer roads. The rates of emergency department visits and hospitalizations were consistently higher in Oxford County compared to

Ontario across all years from 2013-2017 for transportation related injuries.⁽²⁾ In 2014, 11 people were killed and 390 people were seriously injured on Oxford County roads, with 6 killed and 477 seriously injured in 2013.⁽³⁾ It is important to prioritize safety of all residents over convenience of vehicle drivers. These deaths and serious injuries have huge impacts on residents both emotionally and financially as the costs for Ontario in 2010 for transportation related injuries was \$1.2 billion.⁽⁴⁾

When looking at the collision data in Appendix B, it would be beneficial to also consider the fatality and serious injury data from Oxford County roads when prioritizing road improvements. When designing roads, crossings, and new developments, safe active transportation should be the priority as these are the most vulnerable road users. Best practices and approaches that increase safety for non-vehicle road users, and reduce traffic speeds without the need for enforcement, should be used such as those outlined in Canada's Road Safety Strategy 2025.⁽⁶⁾

If you require additional information, or would like to schedule a meeting please contact Meagan Lichti at mlichti@swpublichealth.ca

SINCERELY,



ERICA ARNETT
Program Manager

References

1. Population Projections (2017-2025), IntelliHEALTH ONTARIO, Ontario Ministry of Health and Long-Term Care, Date Extracted: December 17, 2018.
2. MacLeod M, Hussain H. Understanding our communities' health: current health status of people residing in the Southwestern Public Health region. Southwestern Public Health; 2019.
3. Ministry of Transportation of Ontario (MTO). *Ontario Road Safety; Annual Report 2014*
4. Parachute. (2015). *The Cost of Injury in Canada*. Parachute: Toronto, ON
5. Canadian Institute of Health Information (2006). *Improving the Health of Canadians: An introduction to health in urban places*.
6. The Canadian Council of Motor Transport Administrators (2016) *Canada's Road Safety Strategy 2025*

Heather Hector

From: Newton, Craig (MECP) <Craig.Newton@ontario.ca>
Sent: October 8, 2019 2:33 PM
To: Heather Goodman
Cc: Frank Gross; Stew Elkins
Subject: RE: Oxford County TMP - Notice of Study Completion
Attachments: MOECC Response to Notice of Commencement - Oxford County Transportation Master Plan Class EA-signed.pdf

Good Afternoon Heather:

Thank you for your immediately preceding e-mail of yesterday, Monday October 7th, 2019. This ministry provides the following in response to the October 7th, 2019 discussion on Source Protection and Master Plan Approach, as it applies to the Oxford County Transportation Master Plan.

Source Protection:

Thank you for drawing to this ministry's attention the Oxford County Transportation Master Plan's reference to Source Protection Plans as provided in Section 5.1 under the heading of Infrastructure Improvements.

This reference / discussion was missed during this ministry's previous review of the Master Plan (i.e following issuance of the Notice of Completion) due in part to the Source Protection discussion not having a separate Section or Heading of its own in the Master Plan. Typically, the ESRs and Master Plans that the MECP reviews provide Source Protection as a heading/section of its own. Such an approach was previously recommended by MECP to Oxford County, and its consultant (PTSL), at the Notice of Commencement stage of this Master Plan (refer to MECP's attached comments of March 17th, 2017).

Much of the information that MECP previously recommended, in its letter of March 17th, 2017, be included with respect to Source Protection in the Master Plan is reportedly being deferred until the the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the Transportation Master Plan. Ideally, such a discussion on Source Protection would be provided both in the Master Plan itself, and all future Schedule B and C projects (Project Files / ESRs) that are subject to this Master Plan.

Given that the 30 day public and agency review period for this Master Plan has now come and gone, the MECP is prepared to accept the approach the County of Oxford has taken with respect to Source Protection for this specific Master Plan, without any wording change or wording additions, or reissuance of another Notice of Completion. That said, MECP recommends that any future Master Plans prepared by, or for the County of Oxford on its behalf, please provide a more substantive discussion on Source Protection (and any associated Maps / Drawings etc.) addressing all of the matters referenced in MECP's letter of March 17th, 2017, all under a distinct heading of Source Protection.

Master Plan Approach

As this Master Plan is reportedly proceeding under Master Plan Approach 1, as described in the Municipal Engineers Association Municipal Class EA, there is no need to re-issue the Notice of Completion. Thank you for confirmation of Master Plan Approach #1, as it was not readily evident to MECP in the present wording of the Master Plan.

In that regard, MECP asks that you please follow through with the offer, as noted in the preceding e-mail, to insert a reference in the Finalized Master Plan that the Transportation Master Plan is proceeding under Maser Plan Approach 1, and furthermore, please also include a statement to the effect that for project specific Class B and Class C Class EAs that are subject to this Master Plan, the public, agencies, and indigenous communities will all be provided an opportunity to submit Part II Order requests at the time of the completion of those project specific Project Files/ ESRs.

Thank you in advance.

Yours truly,

Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of the Environment, Conservation and Parks
Southwestern Region
733 Exeter Road
London, Ontario
N6E 1L3

Telephone: (519) 873-5014
E-mail: craig.newton@ontario.ca

-----Original Message-----

From: Heather Goodman <hgoodman@ptsl.com>
Sent: October-07-19 4:27 PM
To: Newton, Craig (MECP) <Craig.Newton@ontario.ca>
Cc: Frank Gross <fgross@oxfordcounty.ca>; Stew Elkins <selkins@ptsl.com>
Subject: RE: Oxford County TMP - Notice of Study Completion

Hi Craig,

Thank you for responding to my call. Please see the following response in regards to your previous email.

Thank you for confirming our Aboriginal Consultation was acceptable to the MECP.

Source Protection Plans are specifically referenced in Section 5.1 on page 60 of the TMP: "The projects identified in the TMP are subject to the applicable policies outlined in the Lake Erie and Thames-Sydenham and Region Source Protection Plan. For the project specific Class EA Studies that will be completed for any Schedule B and C projects identified in the TMP, the Project File reports/Environmental Study Reports will have to identify and describe the specific source protection policies that apply to those projects." Given further environmental assessment is required for Schedule B and C projects, Source Water Protection discussion along with further consultation with the applicable Conservation Authority will be done at that time. Please confirm this is acceptable.

The TMP proceeds under Approach 1 and does not address requirements for Schedule B and Schedule C projects. Separate Class EAs for these projects would be required at a later date; therefore, providing the public the opportunity to request a Part II Order. Please confirm there is no requirement to reissue the Notice of Completion. The approach of the Master Plan is discussed in Section 1.3 of the TMP, however we will reference the TMP proceeds under Approach 1.

*Page 5 of the TMP notes "The Oxford County TMP satisfies Phases 1 and 2 of the five-phase Municipal Class EA process"

*Furthermore page 6 notes "The TMP does not require approval under the Environmental Assessment Act, although the recommended TMP projects must fulfill all appropriate Class EA requirements (i.e. future Class EA "Schedule C" Studies will require Phases 3 and 4 of Municipal Class EA process to be met). Requests for an order to comply with Part II of the Act, the portion of the legislation regarding appeals, is possible only for those projects that are subject to the Municipal Class EA, and not the TMP itself. All infrastructure improvements fall into this category."

Regards,

Heather Goodman, M.Eng., EIT, MITE
Transportation Consultant

Paradigm Transportation Solutions Limited
p: 416.479.9684 x502
m: 905.506.0454

-----Original Message-----

From: Newton, Craig (MECP) <Craig.Newton@ontario.ca>

Sent: October 3, 2019 1:16 PM

To: Heather Goodman <hgoodman@ptsl.com>

Cc: Frank Gross <fgross@oxfordcounty.ca>; Stew Elkins <selkins@ptsl.com>

Subject: FW: Oxford County TMP - Notice of Study Completion

Good Afternoon Heather:

I apologize for the lengthy delay in responding to your phone call to me of quite some time ago. Unfortunately, the written message that I made of your call at the time, inadvertently was misplaced, until now. I did note that you called about MECP's comments of June 7th, 2019, as described in the immediately preceding e-mail. However, your voice mail message did not indicate what specifically you were responding to with respect to MECP's June 7th, 2019 comments?

Yours truly,

Craig Newton
Regional Environmental Planner / Regional EA Coordinator Ministry of the Environment,
Conservation and Parks Southwestern Region
733 Exeter Road
London, Ontario
N6E 1L3

Telephone: (519) 873-5014
E-mail: craig.newton@ontario.ca

-----Original Message-----

From: Newton, Craig (MECP)

Sent: June-07-19 1:46 PM

To: 'Heather Goodman' <hgoodman@ptsl.com>

Cc: fgross@oxfordcounty.ca; selkins@ptsl.com; Wrigley, Rob (MECP) <Rob.Wrigley@ontario.ca>

Subject: FW: Oxford County TMP - Notice of Study Completion

Good Afternoon Heather:

This e-mail acknowledges this ministry's receipt, with thanks, of the Notice of Completion of the Oxford County Transportation Master Plan.

MECP SWR has completed its review of the Master Plan document.

In response, at the Notice of Commencement stage for this Master Plan, MECP provided comments (refer to attached letter of March 17th, 2017 to Oxford County) to Oxford County. Aboriginal Consultation and Source Protection were both raised as matters to be addressed in the Master Plan.

MECP SWR noted in its recent review, of the Master Plan, that Aboriginal Consultation was pursued in the Master Plan, but could find no reference to Source Protection being pursued. Please refer back to MECP's attached letter of March 17th, 2017 on Source Protection for details.

To recap, as per amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in the EA. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The County should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply..

Please include a section in the Master Plan on Source Water Protection. Specifically, it should discuss whether or not the projects presented in the Master Plan are located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the EA how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.

Also, which approach under the Municipal Engineers Association Municipal Class EA is this Master Plan proceeding under, Approach #1, #2,#3, #4? Reason being, if this Master Plan is intended to address the MEA Class EA requirements for Schedule B and Schedule C projects listed within it and not require the provision of separate Class EAs for those projects at a later date, the Notice of Completion issued by the County thus far is not adequate as it did not advise the public, Indigenous Communities and agencies of their right to request a Part II Order from the Minister of the Environment, Conservation and Parks for those project(s). Depending upon which Approach this Master Plan is taking, reissuance of the Notice of Completion may be required. Please confirm.

Please note that as of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order as per O. Reg. 152/18. Accordingly, please include those details when conveying information regarding the Part II Order process such as on the Notice of Completion. The following sample text would cover this requirement in the Notice of Completion for this project:

"As of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order in accordance with O. Reg. 152/18. The Part II Order Request Form is available online on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching "Part II Order" or "012-2206E" (the form ID number)."

Thank you providing this ministry the opportunity to review and comment on Oxford County's Transportation Master Plan. MECP SWR awaits Oxford County's written response to MECP SWR comments as described herein. Thanks in advance.

Yours truly,

Craig Newton
Regional Environmental Planner / Regional EA Coordinator Ministry of the Environment,
Conservation and Parks Southwestern Region
733 Exeter Road
London, Ontario
N6E 1L3

Telephone: (519) 873-5014
E-mail: craig.newton@ontario.ca

-----Original Message-----

From: Heather Goodman <hgoodman@pts1.com>
Sent: May-10-19 2:25 PM
To: Newton, Craig (MECP) <Craig.Newton@ontario.ca>
Subject: Oxford County TMP - Notice of Study Completion

Oxford County recently completed the final draft version of the Oxford County Transportation Master Plan (TMP) and is seeking input from members of the public, stakeholders, municipal and agency staff and other interested parties/groups.

The Oxford County TMP is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond. Building on the directions articulated in several key County policy and Plan documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal

transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were presented to Council on April 24, 2019 and approved, pending the 30-day public review period that commence with issuance of the attached Notice of Completion.

Please review the draft available at local area municipal offices, the Oxford County Administration Building, and on Speak Up, Oxford! (<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.oxfordcounty.ca%2FYour-Government%2FSpeak-up-oxford&data=02%7C01%7CCraig.Newton%40ontario.ca%7Cffc7d7e3d5004358113408d74b64ba22%7Ccddc1229ac2a4b97b78a0e5cacb5865c%7C0%7C1%7C637060768302967822&sdata=X6N2haJXhnq7LdlwhDKUSgMJdRjBAHikZPxUWo9c344%3D&reserved=0>).

Please provide all written comments to Oxford County by June 17, 2019. Please see the attached PDF for further information.

Regards,
Heather Goodman
Transportation Consultant

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733 Exeter Road
London ON N6E 1L3
Tel: 519 873-5000
Fax: 519 873-5020

733, rue Exeter
London ON N6E 1L3
Tél.: 519 873-5000
Fax: 519 873-5020

March 17, 2017

Mr. Dadean Assam, P. Eng.
Manager of Construction
Oxford County Public Works
21 Reeve Street, P. O. Box 1614
Woodstock, ON N4S 7Y3

**Re: Notice of Study Commencement
Oxford County Transportation Master Plan
Municipal Engineers Class Environmental Assessment (Class EA)**

Dear Mr. Assam:

This letter is the Ministry of the Environment and Climate Change's (MOECC) response to the Notice of Commencement for the above noted project. It is understood that Oxford County intends to undertake an environmental assessment to update the 2009 Transportation Master Plan to help guide the County's transportation programs and investments for the next 20 years and beyond.

As you know, the Class Environmental Assessment (Class EA) planning process includes consultation with interested stakeholders, evaluation of alternatives, assessment of the effects of the proposed works and identification of measures to mitigate any adverse impacts. In addition to consultation with public agencies and the general public, consultation with Aboriginal communities is required.

Aboriginal Consultation

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to your proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to you through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project.

- Aamjiwnaang First Nation
- Walpole Island First Nation
- Chippewas of the Thames First Nation
- Kettle and Stony Point First Nation
- Caldwell First Nation
- Mississaugas of New Credit
- Oneida Nation of the Thames
- Munsee-Delaware Nation
- Delaware Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.

You must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- aboriginal or treaty rights impacts are identified to you by the communities;
- you have reason to believe that your proposed project may adversely affect an aboriginal or treaty right;
- consultation has reached an impasse;
- a Part II Order request or elevation request is expected.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

Source Water Protection

As per the recent amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in a Project File report or ESR. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation

Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project.

Please include a section in the report on Source Water Protection. Specifically, it should discuss whether or not the project is located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File Report/ESR how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.

Conclusion

Thank you for the opportunity to comment on this project. Please keep this office fully informed of the status of this project as it proceeds through the Class EA process.

Please send future correspondence to the attention of Craig Newton, Regional Environmental Planner / Regional EA Coordinator at the address below; email address: craig.newton@ontario.ca; telephone number: 519-873-5014.

Thank you in advance for your cooperation.

Yours truly,



Tammie Ryall, MCIP, RPP
Regional Environmental Planner / Regional EA Coordinator
Ministry of Environment and Climate Change
733 Exeter Road
London ON, N6E 1L3
519 873-5115 | tammie.ryall@ontario.ca

Copy: Stewart Elkins, Paradigm Transportation Solutions Limited.

(BY EMAIL ONLY)

From: [Oxford County Communications](#)
To: [REDACTED]
Cc: [Frank Gross](#)
Subject: FW: Results from Speak Up Oxford comment form
Date: June 10, 2019 9:18:20 AM
Attachments: [image001.png](#)

Thank you for taking the time to send your comment through *Speak Up, Oxford*, Raffi. The comment period for the Transportation Master Plan has now closed, but I am passing your message on to Frank Gross, Manager, Transportation and Waste, for sharing with the City of Woodstock.



Speak Up, Oxford!

[Strategic Communication & Engagement](#)
[OxfordCounty.ca](#) | 1-800-755-0394

From: webmaster@oxfordcounty.ca [mailto:webmaster@oxfordcounty.ca]
Sent: June-08-19 8:34 AM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form

Name: [REDACTED]

Email: [REDACTED]

Community: Woodstock

Subject: Transportation

Comment I would like to see the transit system expanded..paying \$400/month for cab to get to work which is 5 min away really hurts my pocket and i'm sure i'm not the only one feeling this in Woodstock...the buses need to start earlier and expand to cover more areas...i moved here from Toronto but i don't expect that kind of service but it needs to expand!!!

From: [Tommasina Conte](#)
To: [Frank Gross](#)
Subject: FW: Results from Speak Up Oxford comment form
Date: May 13, 2019 3:04:13 PM

Hi, Frank – In acknowledging the email below, do I “triage” it to you for a comment related to the TMP but also include Tillsonburg CAO? I may not be familiar with the grant she is referencing...

From: webmaster@oxfordcounty.ca [mailto:webmaster@oxfordcounty.ca]
Sent: May-13-19 2:34 PM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form

Name: [REDACTED]

Email: [REDACTED]

Community: Tillsonburg

Subject: Transportation

Comment Is Oxford County ever going to get on the band wagon regarding out of town transit. It appears Norwich County are well underway with their out of town transit plans but Tillsonburg is not.....what is the delay? The grant is only good for 4 years so the wheels better get moving.

From: [Oxford County Communications](#)
To: [REDACTED]
Cc: [Frank Gross](#)
Subject: RE: Results from Speak Up Oxford comment form
Date: May 21, 2019 10:00:55 AM
Attachments: [image001.png](#)

Thank you for taking the time to submit your comment through *Speak Up, Oxford*, Ted. By way of this email we are forwarding your message to Frank Gross, manager of Transportation & Waste, noting that Frank is out of the office this week.



Speak Up, Oxford!

[Strategic Communication & Engagement](#)

[OxfordCounty.ca](#) | 1-800-755-0394

From: webmaster@oxfordcounty.ca [mailto:webmaster@oxfordcounty.ca]
Sent: May-21-19 9:35 AM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form

Name: [REDACTED]

Email: [REDACTED]

Community: Woodstock

Subject: Transportation

Comment

When is someone, anyone going to fix the track crossing on Wilson St. It is ridiculous that this has allowed to continue for so long. Why can't the city hold the people responsible for this mess accountable?
While they are fixing this one also the crossing on Ingersoll Road is also a mess.

From: [Jeff Molenhuis](#)
To: [Frank Gross](#)
Subject: RE: Oxford TMP
Date: June 18, 2019 9:05:14 AM
Attachments: [image001.png](#)

Thanks Frank – had a quick review. Something to keep on our radar in the future with what we are planning in infrastructure master plans and active transportation in the next 2-4 years.

From: Frank Gross [mailto:fgross@oxfordcounty.ca]
Sent: Tuesday, June 11, 2019 8:03 AM
To: Jeff Molenhuis <jeff.molenhuis@wilmot.ca>
Subject: RE: Oxford TMP

Hi Jeff,

All is good, hope all is well with you too. Nothing too significant that would impact Wilmot; maybe have a look at the executive summary. You may want to consider opportunities for active transportation connectivity (on-road cycling routes), and there may be value for Wilmot in connectivity through from the 401/403 corridor for goods movement – Oxford Rd 4 corridor study is identified as an implementation project that would look at goods movement from the 401/403 corridor to the northern part of Oxford and beyond.

We appreciate any input/feedback that you may have.

Thanks
Frank

From: Jeff Molenhuis [<mailto:jeff.molenhuis@wilmot.ca>]
Sent: June-11-19 7:39 AM
To: Frank Gross
Subject: Oxford TMP

Morning Frank, hope things are well with you. We received notice recently about Oxford's TMP comment period. I haven't had a chance to read into it too deep yet, and I see the deadline for comment is next week. Is there any particular area that has impacts for Wilmot that I should focus my review on, if any?

Jeff Molenhuis, P. Eng. | Director of Public Works & Engineering | **Township of Wilmot**
60 Snyder's Road West, Baden, ON N3A 1A1 | P. 519.634.8519 | Toll. 800.469.5576
| TTY. 519.634.5037

www.wilmot.ca | Follow us on Twitter [@WilmotTownship](https://twitter.com/WilmotTownship)

wilmot-canada150



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From: [Tommasina Conte](#)
To: [REDACTED]
Cc: [Frank Gross](#); [Melissa Abercrombie](#)
Subject: RE: Results from Speak Up Oxford comment form
Date: April 29, 2019 10:09:19 AM
Attachments: [image001.png](#)

Thank you for taking the time to share your comments on transportation, Phil. By way of this message, we are sharing your feedback with Frank Gross, manager of Transportation & Waste, who is overseeing the Transportation Master Plan development, and Melissa Abercrombie, manager of Engineering Services, who oversees our EV charger infrastructure.



Speak Up, Oxford!

[Strategic Communication & Engagement](#)

[OxfordCounty.ca](#) | 1-800-755-0394

From: webmaster@oxfordcounty.ca [mailto:webmaster@oxfordcounty.ca]

Sent: April-27-19 12:50 AM

To: Oxford County Communications; Krystal Scott

Subject: Results from Speak Up Oxford comment form

Name: [REDACTED]

Email: [REDACTED]

Community: Outside Oxford County

Subject: Transportation

EV chargers along 401 corridor. Free chargers bring in people. People love to explore while their vehicles charge.

Comment Oxford county is roughly 150km from Toronto. DC fast charger not far from 401 but placed in an area with shops coffee restaurant etc.

From: [Oxford County Communications](#)
To: [REDACTED]
Cc: [Frank Gross](#)
Subject: RE: Results from Speak Up Oxford comment form
Date: June 13, 2019 10:17:19 AM
Attachments: [image001.png](#)

Thank you for taking the time to submit your comments through *Speak Up, Oxford*, Nancy. By way of this email, we have collated your two submissions below and are passing along to Frank Gross, manager of Transportation & Waste, as transportation planning feedback and for sharing with the City of Woodstock.



Speak Up, Oxford!

[Strategic Communication & Engagement](#)
[OxfordCounty.ca](#) | 1-800-755-0394

From: webmaster@oxfordcounty.ca [mailto:webmaster@oxfordcounty.ca]
Sent: June-12-19 5:09 PM
To: Oxford County Communications
Subject: Results from Speak Up Oxford comment form

Name: [REDACTED]
Email: [REDACTED]

1 of 2

Community: Woodstock

Subject: Transportation

Comment Thank you for this opportunity to comment on the Oxford County 2019 Transportation Master Plan. May I first compliment the comprehensive work done to date by all the partners in this assessment and goal-setting endeavor. As noted in the MAE framework, there are a host of issues under consideration. I will limit myself to just a few.

1. It is vitally important to minimize our carbon footprint at every opportunity. This planet, this air is all we have. Protecting it should be a top priority, so let's be efficient with our transportation services.

Subject: Transportation

(I apologize again for my computer hiccup. Please accept this as a continuation of my earlier comments.)

2. I agree with the selection of Alternative 4 as the preferred transportation strategy, as it blends a wide range of considerations and included most of the needs of our varied population.

3. I also agree with suggestions that the County adopt a variety of transportation solutions other than the large buses, such as shuttles, smaller buses, and subsidized ride share programs.

The public surveys show citizens are concerned to see the large buses often with very few passengers running continuously through our quiet streets. Empty buses driving around every half hour make no sense.

Comment Would it not be more sensible to use the full sized buses only on the busiest routes during peak times?

Would it not be more sensible to use the smaller transit vehicles less frequently on routes with lower demand? We just have to look at other communities to realize the economic and environmental benefits smaller vehicles offer.

May I suggest ridership demand be given more weight to determine the size of bus and the bus schedule. Since a regular review and update of the TMP is required, as needs change these aspects can be adjusted.

Woodstock is a vibrant growing community. Let's develop a transportation plan that is sensible and sustainable, one to grow with us and our priorities of healthy living and being financially responsible.

Respectfully submitted,
[REDACTED]

From: [Meredith Maywood](#)
To: [Frank Gross](#)
Subject: Transportation Plan
Date: June 17, 2019 3:22:38 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Frank:

Having not provided comments before, and being a service of the county I was unsure of your preference to receive my comments for the transportation strategy. Either way my key thoughts are below for the active transportation section. I do think these comments are better suited to the actual cycling and trails strategies.

1. Not all bicycle transportation is commuter traffic. Pleasure travel by bike is an economic driver and also provides a health benefit for a community.
 - a. Commuter routes cannot always be used for pleasure travel. They would be difficult to market and are not the preferred routes for a pleasure bike ride. Riders are considering distance, ability to loop, traffic, scenery, attractions etc..
 - b. Gravel Road Routes. We have draft gravel road routes available now and wish to market them this fall and in 2020. Gravel road cycling is the fastest growing cycling audience.
 - c. Signage on designated tourism cycling routes is needed. Based on conversations with cyclists this will increase the number of cyclists wanting to ride in the area. This includes both paved, gravel road and trail routes. Signage needs include
 - i. Wayfinding signs (highly desirable)
 - ii. Share the road (increase safety for cyclists, particularly on rural routes without a shoulder)

Questions please let me know Frank.

Thank you.

Meredith Maywood

Tourism Specialist
County of Oxford
21 Reeve St PO Box 1614 Woodstock Ontario N4S 7Y3
TF: 1-866-801-7368
T: 519-539-9800 #3354 F: 519-421-4712
www.TourismOxford.ca
www.OxfordFresh.ca
www.OxfordCountyCheeseTrail.ca
www.RideOxford.ca



You can also find us on [Instagram](#), [Pinterest](#) & [Youtube](#)

Explore & share

#TryTheTrail (Cheese Trail)

#OxfordFresh (Culinary/Local Food)

#TourOxford (New!)

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THE CORPORATION OF THE TOWNSHIP OF NORWICH

June 5, 2019

Mr. Frank Gross, Manager of Transportation & Waster Management
County of Oxford
PO Box 1614, 21 Reeve Street
Woodstock, ON
N4S 7Y3

Dear Mr. Gross

Re: Notice of Study Completion
Oxford County Transportation Master Plan (TMP)

At their meeting held Tuesday June 4, 2019, the Council of the Township of Norwich passed the following resolutions:

“That the Oxford County Notice of Study Completion, Re: Oxford County Transportation Master Plan (TMP), be received as information.”

If you have further questions, please contact the undersigned.

Sincerely

Kimberley Armstrong
Deputy Clerk

cc. Paul Michiels, Manager of Planning Policy

From: [REDACTED]
To: [Heather Goodman](#)
Cc: [Terry Johnson](#); [Peter Miasek](#)
Subject: RE: Oxford County TMP - Notice of Study Completion
Date: June 26, 2019 12:48:32 PM
Attachments: [Passenger Rail and business.pdf](#)

Heather, I have reviewed the Executive Summary and note that the TMP reflects input from myself and others on passenger and rail freight issues. The comments I have are limited as follows:

1) Passenger rail services.

When attending meetings, conferences and giving passenger rail presentations I have experienced significant public interest in improved services in SWO. Many current rail users express extreme frustration at the limited options open to them from Woodstock and Ingersoll. This could be an "echo chamber" effect but I feel that Oxford County's position on improved passenger rail services through Ingersoll and Woodstock might be reinforced by pushing for a provincially-funded survey of the public's perception and potential needs for enhanced rail and bus services in the region. It must also pose the thorny question of how much they are prepared to pay on key routes such as:

- Windsor - London.
- Windsor - Toronto Union.
- London/Woodstock - Pearson airport (using UPX)
- and others.

I understand MTO did this for the GTHA in 2016 but not for other Ontario regions. Although not a statistician I believe that a subtle "what would you like and how much are you prepared to pay for it" might pre-empt the subjective opinions of politicians and special-interests. Of course, it assumes respondents think rationally.

2) Air services.

Oxford County does not have a commercial airport so most people head to Pearson and a few to London. Although these destinations are outside of the remit of the TMP I believe they should be part of it considering that our industry includes many branch plants of foreign-owned corporations. Visiting company executives expect an efficient intermodal transportation system to get here. Highway 401 is rapidly deteriorating as a usable mode from Pearson and this can negatively affect our competitive position.

About 50% of the meetings I have attended in the London-Woodstock corridor have seen key out of town and international delegates arriving late because of #401 issues. This is unlikely to improve in the foreseeable future due to induced-demand of #401 widening.

I am unsure how you might incorporate this but I suggest that Woodstock is somewhat more dependent on Pearson accessibility than most people realise for both business and leisure travel.

Please consider or reject these ideas as you see fit. No response is needed.

Subject: Re: Oxford County TMP - Notice of Study Completion

Heather, my apologies. We were out of country until June 12th and during an e-mail backlog review I found this message that I promised to respond to prior to the cutoff date.

Does the June 17th cutoff date have some element of flexibility? If I could get another couple of days I'd like to offer my input.

Best wishes,



----- Original Message -----

From: Heather Goodman <hgoodman@ptsl.com>

Date: May 10, 2019 at 2:23 PM

Oxford County recently completed the final draft version of the Oxford County Transportation Master Plan (TMP) and is seeking input from members of the public, stakeholders, municipal and agency staff and other interested parties/groups.

The Oxford County TMP is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond. Building on the directions articulated in several key County policy and Plan documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were presented to Council on April 24, 2019 and approved, pending the 30-day public review period that commence with issuance of the attached Notice of Completion.

Please review the draft available at local area municipal offices, the Oxford County Administration Building, and on Speak Up, Oxford! (<http://www.oxfordcounty.ca/Your-Government/Speak-up-oxford>).

Please provide all written comments to Oxford County by June 17, 2019. Please see the attached PDF for further information.

Regards,
Heather Goodman
Transportation Consultant
Paradigm Transportation Solutions Limited

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From: [Chris Traini](#)
To: [Heather Goodman](#)
Subject: RE: Oxford County TMP - Notice of Study Completion
Date: May 15, 2019 9:45:13 AM
Attachments: [image001.png](#)

Thank you Heather,

The County of Middlesex would like to be included in any future discussions about potential regional transit initiatives and/or planned capital works for roads that are near or on the border with Middlesex and Oxford.

Sincerely,

Chris Traini, P.Eng.
County Engineer
County of Middlesex
ctraini@middlesex.ca
(519) 434-7321 ext. 2264

From: Heather Goodman [mailto:hgoodman@ptsl.com]
Sent: Tuesday, May 14, 2019 1:30 PM
To: Chris Traini <ctraini@middlesex.ca>
Subject: FW: Oxford County TMP - Notice of Study Completion

Hi Chris,

I received Bill's automatic reply in response to my email regarding the Oxford County TMP – Notice of Study completion. Please review the email below and attachment and let me know if you have any comments or questions.

“Oxford County recently completed the final draft version of the Oxford County Transportation Master Plan (TMP) and is seeking input from members of the public, stakeholders, municipal and agency staff and other interested parties/groups.

The Oxford County TMP is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond. Building on the directions articulated in several key County policy and Plan documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were presented to Council on

April 24, 2019 and approved, pending the 30-day public review period that commence with issuance of the attached Notice of Completion.

Please review the draft available at local area municipal offices, the Oxford County Administration Building, and on Speak Up, Oxford! (<http://www.oxfordcounty.ca/Your-Government/Speak-up-oxford>).

Please provide all written comments to Oxford County by June 17, 2019. Please see the attached PDF for further information.”

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

p: 416.479.9684 x502
m: 905.506.0454

From: Bill Rayburn <cao@mdlsx.ca>
Sent: May 13, 2019 9:38 AM
To: Heather Goodman <hgoodman@ptsl.com>
Subject: Automatic reply: Oxford County TMP - Notice of Study Completion

Please contact Mr. Chris Traini (ctraini@middlesex.ca) with any inquiries.

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From: nancy@roedc.ca
To: [Heather Goodman](#)
Cc: [Ward 5](#)
Subject: RE: Oxford County TMP - Notice of Study Completion
Date: June 14, 2019 8:52:42 AM
Attachments: [image003.png](#)
[image004.png](#)

Thank you for reaching out to Rural Oxford Economic Development with regard to feedback on the Oxford County Transportation Master Plan. From our perspective, to support the continued success and growth of the five rural townships that make up Oxford County, it is critical that they be well serviced for transportation needs. Below we have outlined comments on the draft report provided:

- Our ROEDC 2018 Business Retention + Expansion Study showed that two of the key priorities for our businesses include Workforce and Infrastructure. Both of these priorities are heavily influenced by transportation needs.
- 59% of rural oxford businesses interviewed as part of our BR+E study have plans for expansion within the next 18 months. This offers exciting opportunity but also a requirement for enhanced transit options to mobilize needed workforce and movement of goods.
- The Rural townships largest economic drivers and employment sectors include Agriculture & Agribusiness, Food Processing, Manufacturing, and Transportation/Logistics. Many of these sectors require effective transit networks to facilitate large equipment and truck use; these industries are key to the growth and success of Rural Oxford so supporting rural transportation infrastructure should be a key component for consideration when making decisions.
- Ensure there is a focus on providing effective transportation measures throughout the five rural townships including both the communities and rural routes.
- P ii – “The County of Oxford provides a transportation network serving commuter, recreational and commercial goods movement.” – the importance of offering transit options for local residents across the rural municipalities should also be considered, both for those located in small communities and those on rural routes.
- P iv – graph depicts 40% of trip origins in Oxford County start within the 5 rural townships. Inbound trip destinations of the rural townships for both County and non County residents is equal or higher than that of Tillsonburg and Ingersoll. This is an indication of the opportunity and need for effective modes of transportation for the rural areas.
- Further consideration should be made to broaden multimodal connections to/from the larger rural geographic access points of Oxford County ie Tavistock, Plattsville, Norwich, and Thamesford to locations within Oxford County and larger centres in close proximity ie London, KW, as well as to geographies which have shown the largest inflow of workforce to Oxford County (fig 2.6). Rural bus routes could also consider flexible stop locations, or on demand transit options.
- Para transit options and/or partnerships for the rural townships are not well identified.
- Muir Line dead ends at New Durham Road. It should continue south as a county road by Base Line to the Oxford/Norfolk boundary.
- New Durham Road should be a county road from Oxford/Brant boundary to Highway 59.
- Norwich Road should be a county road from Oxford/Brant boundary to Highway 59/Stover

Street in Norwich .

Please feel free to contact us if you have any questions or would like further clarification or discussion.

Sincerely,

Nancy

Nancy Orr

Rural Oxford Economic Development Corporation (ROEDC)

www.roedc.ca

office: 226.289.2437

cell: 519.949.1116



From: Heather Goodman <hgoodman@ptsl.com>
Sent: May-14-19 1:29 PM
To: nancy@roedc.ca
Subject: FW: Oxford County TMP - Notice of Study Completion

Hi Nancy,

I received Bernia's automatic reply in response to my email regarding the Oxford County TMP – Notice of Study completion. Please review the email below and attachment and let me know if you have any comments or questions.

“Oxford County recently completed the final draft version of the Oxford County Transportation Master Plan (TMP) and is seeking input from members of the public, stakeholders, municipal and agency staff and other interested parties/groups.

The Oxford County TMP is a strategic planning document that outlines and defines the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2038 and beyond. Building on the directions articulated in several key County policy and Plan documents, the TMP establishes the goals, strategies and initiatives necessary to achieve the municipality's future transportation vision. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a multi-modal transportation system that is sustainable, integrated and accessible.

The TMP has been prepared to document the planning and decision-making process undertaken for this study. Key recommendations of the TMP were presented to Council on April 24, 2019 and approved, pending the 30-day public review period that commence with issuance of the attached Notice of Completion.

Please review the draft available at local area municipal offices, the Oxford County Administration Building, and on Speak Up, Oxford! (<http://www.oxfordcounty.ca/Your-Government/Speak-up-oxford>).

Please provide all written comments to Oxford County by June 17, 2019. Please see the attached PDF for further information.”

Regards,

Heather Goodman, B.Eng., EIT, MITE
Transportation Consultant



Paradigm Transportation Solutions Limited

p: 416.479.9684 x502
m: 905.506.0454

From: Bernia <bernia@roedc.ca>
Sent: May 10, 2019 2:25 PM
To: Heather Goodman <hgoodman@ptsl.com>
Subject: Automatic reply: Oxford County TMP - Notice of Study Completion

Thank you for your message.

Effective April 12, 2019, my role with Rural Oxford EDC is changing and my focus will be limited to a special project as a strategic advisor over the coming months. In the meantime, Nancy Orr will be joining ROEDC as an economic development officer on a contract basis.

Nancy can be reached at nancy@roedc.ca or at 519-949-1116

Thank you,
Bernia Wheaton

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January 20, 2020

Amelia Jaggard
Legislative Services Coordinator
Town of Tillsonburg
200 Broadway Street, Suite 204
Tillsonburg, ON N4G 5A7

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. The Town of Tillsonburg provided comments via e-mail on June 19, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: Unfortunately, the Draft Transportation Master Plan only references the existence of the Tillsonburg Regional Airport and does not provide any linkage to the future role that the Airport could provide under the People and Goods Movement Strategy over the next 20 year planning horizon, especially considering the multi-modal transportation hub opportunity given the size of the Airport and its proximity to rail and the provincial highway system. Therefore, it seems reasonable that Town Council request that the Draft Transportation Master Plan be revised to expand upon the Airports future role within Oxford County as well as requesting annual upper-tier financial support for the only municipally owned major Airport in Oxford County.

Response: *The TMP recognizes the role of the Tillsonburg Regional Airport within Oxford County. The future role of the airport as part of the County's transportation system is outside the scope of the TMP. However, general information about the airport is provided in the TMP for context.*

Additional text added to Section 2.3.4 of the TMP: "The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished."

Request for contribution of funds for the Airport will be considered as part of 2020 County budget deliberations.

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,

A handwritten signature in blue ink that reads "Frank Gross". The signature is written in a cursive style.

Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

Cephas Panschow
Town of Tillsonburg

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Your comments were provided via e-mail on June 5, 2019. The following outlines your comments, the County’s response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment 1: I find it odd (and this may be one of only a few reports where I’ve seen that they do this) that the figure title is below the graph. This makes it confusing as it would appear that the common standard (for ease of reference) is to have the figure or graph title above the actual figure/graph. I’d suggest putting all titles above the figures.

Response 1: *It is standard formatting to place figure titles below the figure.*

Comment 2: I’m wondering if the County has considered re-numbering all of the roads in the County with a logical and coherent strategy, i.e. how is it even possible that we have a road 19 (County) that intersects a Highway 19 (King’s)??? Ideally this would be done in consultation with surrounding counties and perhaps Province wide, but it seems to me that we can do better. With all the numbers available, how is that we have so many highway 2s, 6s, 19s, etc???

Response 2: *Oxford County is not considering re-number County roads.*

Comment 3: Page 161 – Rephrase “The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). Its 5,502 foot long main runway can accommodate larger aircraft including Global 5000 (Bombardier) and the refurbished runway can accommodate heavier aircraft up to a Boeing 737 size plane.”

Response 3: *Text added to Section 2.3.4 of the TMP: “The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.”*

Comment 4: Page 162 – Figure ES.2 text – The charts DO NOT indicate that the “majority” of residents are located within Woodstock. Instead, they indicate that the largest share of County Resident Trip Origins and Destinations are to Woodstock with Ingersoll and Tillsonburg being comparable in their share.

Response 4: *Text updated in Executive Summary: “The charts indicate the largest trip origins and destinations are in/to Woodstock...”*

Comment 5: Page 171 – Just out of curiosity, what is a “bike locker”? Since this is a newer term (presumably), perhaps a definition is in order somewhere in the document.

Response 5: *Text added to Section 7.2.3: “A bike locker is a large box in which up to two bicycles can be placed and locked. Bike lockers provide a higher standard of safety, preventing theft, sheltering bicycles from the weather and deterring casual vandalism.”*

Comment 6: Page 180 – County Overview Map – Call letters for the “Tillsonburg Regional Airport” are CYTB NOT CNQ4.

Response 6: *Figure 1.1 updated to reflect proper airport code, CYTB.*

Comment 7: Page 184 – Bottom of the page lists the “Oxford County Phase One Comprehensive Review (2019)”, but not sure what this is referring to. Is the title missing some text?

Response 7: *This refers to the “Oxford County Phase 1 Comprehensive Review” completed by Hemson in April 2019. The purpose of the Draft Phase 1 Comprehensive Review study is to provide up to date growth forecast and land supply information to inform the County’s growth management policies and various other County and Area Municipal projects and initiatives.*

Comment 8: Page 187, 2.1.1 – Text references “a small segment of Highway 3 travels through Tillsonburg”. Not sure of the accuracy or relevance of stating that “a small” segment of Highway is travelling through Tillsonburg as, from my review, it appears like this segment of Highway 3 is comparable to the segment of Highway 401 that travels through Ingersoll and not that much smaller than the segment of Highway 401 that travels through Woodstock.

Response 8: *The “small segment” is referring to the fact that Highway 3 is not a County wide east-west route. Highway 3 only traverses through Oxford County at the southern end of Tillsonburg. Text updated in Section 2.1.1: “A small segment of Highway 3 (4.7 km) travels through Tillsonburg, and a small segment of Highway 7 (3.7 km)...”*

Comment 9: Page 192 – VIA Rail is subsidized by the Federal Government “through” Transport Canada.

Response 9: *VIA Rail is a subsidiary of Transport Canada.*

Comment 10: Page 192, 2.3.3 – I believe the accurate statement is “The Ontario Southland

Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways. I can provide a map of those routes if needed.

I would also suggest some discussion about the freight traffic and customers that OSR services be added here.

Response 10: *Text updated in Section 2.3.3: “The Ontario Southland Railway is a short line rail operator that operates the CP Rail corridor from Ingersoll to Tillsonburg and the CN Rail corridor from St Thomas to Tillsonburg under lease with these two Class 1 railways.”*

General information is provided in the TMP for context since Oxford County is not responsible for railway operation or freight traffic.

Comment 11: Page 192, 2.3.4 – Technically, both airports referred here are located outside of both Tillsonburg and Woodstock. Also, the County Review Map (Figure 1.1) shows a Curries (Rand Private Airfield) so not sure why it is not referenced if the Woodstock airfield is (or is the Curries Airfield no longer operating???).

- a. More info about the airport and types of aviation it supports should be added here (as per my comment on Page 161 above).
- b. Not sure what the source is about “handling generation aviation aircraft with up to 15 passengers” as that is not the case. It would be better to state the type of aircraft that the airport can handle (Hawker, Global 5000, 737) and their potential passengers. Should mention that the 5,502 is the longest municipal airport runway in Southwestern Ontario.
- c. I’ve recently been part of a presentation by the London International Airport (see attached presentation) and they have indicated that Pearson’s goal is to be an international mega-hub with connections to all the world’s major cities (up from 67% today to 95%). Due to limited movement capacity (90 flights/hour for 3 east/west runways and 60 flights/hour for 2 north/south runways), a lot of second tier destination aircraft will start to get moved out of Pearson to other airports in the area, including (and maybe especially) Southwestern Ontario. Pearson has worked to create the Southern Ontario Airport Network to help handle the planned growth through the development of a regional network of airports. London itself has seen significant increases in routes recently with securing Swoop Airlines plus growth in Rouge, Westjet, and Air Canada effectively doubling number of seats available out of London.
- d. So, what role could the Tillsonburg Regional Airport play if other International airports in the area start getting taxed with more second tier destination flights and previous regional flights that were at these airport potentially get squeezed out???
- e. What impact could the rise of low cost carriers have on these and the Tillsonburg airports?

Response 11: *Text updated in Section 2.3.4: “There are two airports in Oxford County located north of Tillsonburg and west of Woodstock.” and “Woodstock Airport is a smaller airport located west of Woodstock and features one turf runway and is*

owned and operated by the Woodstock Flying Club.” The only airfields referenced are public airfields. Curries (Rand Private Airfield) is a private airport with no information publicly available.

- a. *Text added to Section 2.3.4 of the TMP: “The Tillsonburg Regional Airport services general aviation, flight training, private commercial, Emergency Medical Services (EMS) and Canadian Military aircraft (including helicopters). The main runway is 5502 feet long and can accommodate heavier aircraft since being recently refurbished.”*
- b. *See comment for “a”*
- c. *Comment noted.*
- d. *Although the Tillsonburg Regional Airport is within Oxford County, the role of the airport as part of the County’s transportation system is outside the scope of the TMP.*
- e. *See comment for “d”*

Comment 12: Page 196 – Is it only “future developments in Woodstock and Ingersoll” that have the potential to create capacity constraints on roadways connecting to Highway 401 and Highway 403??? Seems unlikely considering the size and relative strength of Tillsonburg’s manufacturing and services sector...

Response 12: *Population and employment forecasts as well as in-stream development applications were provided for all Area Municipalities in Oxford County. Based on the information received, there were minimal development applications and growth identified within Tillsonburg resulting in minimal capacity impacts within Tillsonburg.*

Comment 13: Page 199/any page with a pie chart – Suggest that municipalities be ordered by size when appropriate and alphabetically when size is not relevant as either of these help with making quick comparisons and will assist in better understanding

Also, Ingersoll and Tillsonburg’s shares seem to be mixed up as Tillsonburg is bigger than Ingersoll, yet the pie chart shows Ingersoll as having 14% of the County’s population and Tillsonburg as having 12%.

Response 13: *Area Municipalities are listed based on information provided by the Journey to Work data and consistent throughout the figures.*

Ingersoll’s and Tillsonburg’s shares are mixed. Figure 2.4 updated to reflect proper reference to Ingersoll and Tillsonburg population distributions.

Comment 14: Page 200 – Not sure if this is an error or if discussing different data, but the top of the page suggests that 68.4% of Oxford residents work inside the County, but lower down it says 71% of Oxford County residents with a fixed place of work are employed within the County...

Response 14: *These refer to two different pieces of data. 63.4% refers to all residents, regardless of their place of work. Some residents are employed; however, they do not have a fixed work address; therefore, they were removed from the subsequent discussion. 71% refers to Oxford County residents with a fixed workplace address.*

Comment 15: Figure 2.6, 2.7 – Not sure the meaning or purpose of using the word “Existing” in these figure titles. Presumably, all data is existing...

Response 15: *Since the TMP also includes future forecasts, “Existing” is included for clarity.*

Comment 16: Page 204 – Statement that “The majority of the inbound commuting trips in 2016 were destined for Woodstock) is not correct as a majority is more than 50%. Hence, I think “the largest share” is more accurate.

Response 16: *Text updated in Section 2.6.1: “The inbound commuting trips in 2016, were destined to...”*

Comment 17: Page 209 – Last bullet re rail is incorrect. CPR line does run from Ingersoll to Tillsonburg, but forgot to mention that the CNR line also runs from St Thomas to Tillsonburg. Also, name of the short line rail operator is incorrect. Should be Ontario Southland Railway.

Response 17: *Text updated in Section 2.9.1: “...leased by Ontario Southland Railway (OSR) operates...”. See comment #10 regarding reference to CNR line.*

Comment 18: Page 215 – rephrase to “..., anchored by three main urban centres...”

Response 18: *Comment noted.*

Comment 19: Page 192/others - Growth forecasts – There were some discrepancies in the population, employment and household forecasts in an earlier version of the Hemson study so need to ensure that the corrected data was used here.

Response 19: *Updated forecasts were provided by the County and used within the study.*

Comment 20: Table 3.8 – Suggest that it be ordered numerically by County Road number for ease of reference.

Response 20: *The entries in the table are grouped by Area Municipality.*

Comment 21: Page 232 – While talking about transit, there should be more info on the Tillsonburg intra-county service that is being planned. Perhaps as a sidebar (or appendix) as it is a fledgling initiative. Seems odd to not include it when it is the main initiative underway that supports more regional transport.

Response 21: *At the time of report writing, information for TGo expansion was not available. While TGo provides intra-regional transportation, it is provided by the Town of Tillsonburg and not available to all residents of Oxford County. Proposed inter regional public transit system is covered under Section 7.1. Intercommunity bus network is highlighted as part of the SouthwestLynx plan and bus network implementation project.*

Comment 22: Page 234 – Rephrase “In all (not just rural) areas of Oxford, auto is the predominant mode of travel...”

- Response 22:** *Text updated in Section 4.4: “In Oxford County, auto is the most desirable mode of transportation and should not be overlooked.”*
- Comment 23:** Page 237 – Road Network Strategy – Wording in third paragraph seems to suggest an outside document, but isn’t the Road Network Strategy just a part of this TMP?
- Response 23:** *Road Network Strategy refers to the road infrastructure improvements, corridor management policies and traffic control, and railway crossing enhancements outlined in Sections 5.1 to 5.4 and detailed in Table 9.1 of the TMP. There is no standalone document.*
- Comment 24:** Section 6 – Should mention of Amish horse and buggy travel be mentioned here? Both in the context of non-auto (more enviro friendly???) transportation and also in terms of paved shoulders for the main transportation corridors for this community. In Lancaster Pennsylvania, most of the main roads have a paved shoulder for horse & buggy, which allows the buggy to travel on the shoulder instead of moving on/off the main roadway in response to traffic. This could potentially reduce car/buggy conflicts/accidents while also providing a secondary use as shoulder bike paths.
- Response 24:** *This chapter is specific to active transportation modes. Oxford’s policy is to provide a one-metre paved shoulder as part of road rehabilitation and reconstruction.*
- Comment 25:** Page 244 – I question the statement that “the use of active modes, especially walking, is significant...” Suggest that numbers be shown and then define significant. Also, first sentence in the second paragraph of Section 6.3 contradicts this statement.
- Response 25:** *Active transportation modes account for 5% of the mode share in Oxford County, and are higher within the urban centres. While this percentage is relatively small, for a rural county like Oxford, with minimal alternatives to the SOV, this is significant. The County’s goal is to promote and encourage active transportation and continue to increase this mode share.*
- Comment 26:** Section 6.2.2 – Presumably the intent of this sentence is to say feasible “...many types of cycling facilities would not be feasible (instead of applicable)”
- Response 26:** *Feasible refers to whether something may be done in practice, i.e. is it possible. However, applicable refers to whether something is appropriate. In this scenario, it may be possible to construct cycling facilities; however, they are not appropriate.*
- Comment 27:** Section 6.2.3 – In support of the county’s provision of sidewalks on both sides of County Roads within urban areas, why doesn’t the county consider having one sidewalk as a pedestrian walkway and the other as a Multi-use Pathway??? That way, bike paths can be created as part of existing projects and with only minimal incremental costs? The Multi-use Pathway can be used by pedestrians if they want to but the sidewalk on the other side of the road would serve as the main pedestrian walkway.

- Response 27:** *Sidewalk provisions fall under jurisdiction of Area Municipalities and associated connectivity are responsibility of Area Municipalities.*
- Comment 28:** Section 6.3.1 – Should mention of connectivity requirements in new plans of subdivision be developed and then added?
- Response 28:** *Guidelines for subdivision plans are the responsibility of the Area Municipality. Comment to be considered for inclusion in the County's Traffic Impact Study guidelines.*
- Comment 29:** Page 255 – While the Tillsonburg Regional Airport is not accessible by rail, the CPR Rail corridor from Ingersoll to Tillsonburg is in close proximity to the airport and runs north/south just west of Highway 19 at Airport Road. May be useful to mention.
- Response 29:** *This section of the TMP refers to the proposed corridors outlined in the SouthwestLynx Plan. The CPR Rail corridor from Ingersoll to Tillsonburg near the Tillsonburg Regional Airport is not identified in this plan as a proposed corridor.*
- Comment 30:** Page 261 – Refers to advocating with Federal Agencies but lists CNR and CPR. This appears to be an error as they are no longer federal agencies.
- Response 30:** *Text updated in Section 7.1.2: "Advocate to national railways agencies (CNR and CPR) and government partners (federal, provincial) to examine..."*
- Comment 31:** Page 262 – There are more than 3 EV charging stations at the Quality Inn. Tesla as at least 5 plus others.
- Response 31:** *Information was accurate at time of writing. There is currently 12 vehicle charging stations (4 EV and 8 Tesla). Text updated in Section 7.2.1: "... and includes 12 electric vehicle charging stations (four electric vehicle and eight Telsa charges)."*
- Comment 32:** Page 270 – Transportation Sector's generation of greenhouse gas emissions is only 58.7 metric tonnes (or should that be millions of metric tonnes)???
- Response 32:** *The units should be megatonnes not metric tonnes. Text updated in Section 8.1.1: "These emissions have grown by 28 per cent since 1990 and totalled 58.7 megatonnes in 2014."*
- Comment 33:** Page 272 – I wouldn't describe EVs as providing competition to gas powered vehicles as I understand their market share to be less than 1%. Suggest re-stating to be generating interest in alternative forms of vehicles or something along those lines. Also, rephrase "These vehicles can meet similar needs as their gasoline powered counterparts..."
- Response 33:** *Electric vehicles have recently gained traction and popularity in the auto market. While the auto share is quite small, electric vehicles are expected to continue to increase in popularity and availability. As the TMP is a forward*

looking plan to 2038, it is important to recognize the trends in the auto industry. “provides similar needs” should read “provide similar purpose”. Text updated in Section 8.2.1: “These vehicles provide similar purpose as their...”

Comment 34: I've often wondered why local bus transit routes don't interact with intercity bus routes on the 400 series highway. Wouldn't it be more efficient and effective (and cool) if Woodstock transit route was able to be connected to Intercity bus routes operating on the 400 series highway through an enabling hub built on the side (perhaps at a service centre or similar design) of the 400 series highway, i.e. That way intercity buses would have minimal loss of time while increasing the number of travel options for residents. Admittedly, it is important to maintain bus service to city centres due to their role as economic and visitor hubs, but perhaps it is time to consider secondary bus hubs adjacent to the highway where people can take transit to without losing time (in many cases) to travel downtown and then out to the highway. Many of the people that are long distance commuters can not afford the time to travel to an inner-city transit hub (usually from their suburban home) and then have to transit back through the city and then to the highway for their bus commute. If we are serious about reducing commuting, then we need to capture the market that won't even consider bus at this time. If that is to happen, more efficient and effective solutions will be required.

Response 34: *Interregional transit is discussed as part of the SouthwestLynx plan in Section 7.1.1 of the TMP. Currently, the Area Municipalities are responsible for the existing transit systems within Oxford County. This comment will be passed to the transit operators. Oxford County will continue to encourage and advocate for expanded transit service within the community. As the SouthwestLynx plan is implemented, input will be required from all parties with the decision for interregional transit made based on feasibility/applicability.*

Comment 35: In general, I find that the Township of Norwich is underweighted in the discussion considering the amount of economic activity and even residential growth that is being seen in the Township. Not sure if this is also true of Tavistock.

Response 35: *Population and employment forecasts as well as in-stream development applications were provided for all Area Municipalities in Oxford County. Based on the information received, there were minimal identified future developments within Norwich and Tavistock.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Through Speak Up, Oxford!, you provided comments on April 29, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: Please attach my input to Oxford's Transportation Plan. My main concerns in recent years are speeding and distracted driving (cell phone use), so I am keenly interested in implementing programs that will change driver behaviour in these regards.

Firstly I would like to see municipal governments petition the provincial government to allow the use of photo radar - keep the control at the municipal level - partisan politics will never bring back photo radar but our local gov'ts can and direct the revenue towards policing and EMS budget expenses. I have seen photo radar used successfully on my travels in the UK, EU, NZ & AU and it really does curb speeding. It would make the roads safer for all users and reduce the number of traffic stops that endanger police officers. Just a couple weeks ago an officer's vehicle was sideswiped in C-K while he was sitting in the vehicle at a traffic stop. Luckily he wasn't injured but the car was totalled and, if the roadside stop was for speeding, photo radar makes this situation preventable. I'm sure the police union will fight photo radar citing job losses but implementation is a no-brainer when we are dealing with road safety - vehicular crashes create life altering injuries and death. My mother died in a car accident during a snowstorm in 2005. Did you know that hitting a cement abutment at 60km/hr is enough force to detach the aorta? Speed kills and it doesn't have to be "speeding" - no doubt Hollywood glamorization of speed and massive wrecks where the driver-hero walks away have distorted our understanding of the consequences. I would like to see Oxford County invest in photo radar throughout the county AND on the 401 running through our county. Imagine promoting Oxford County as a safer place to drive, cycle and walk? In the absence of photo radar, some solutions might be speed bumps, rumble strips, floating crosswalk paint, and roundabouts.

More needs to be done about distracted driving and cell phone use - I see people using their phones while driving EVERY DAY. I urge council to investigate what technology is available. Can we catch distracted drivers using cameras or satellites? It may be cost prohibitive technology at this time but let's find out what options are available. Maybe it is as simple as allowing photo radar to reduce the time police officers spend on speeding traffic stops so they can focus on catching drivers using their cell phones.

I urge council to carefully consider the resulting behaviour of drivers to any transportation changes - think carefully about your end goal and make sure the changes will elicit the correct driver behaviour. For example, widening roads to alleviate traffic congestion is proven not to work - it actually increases the number of drivers on the road until the congestion is back to where it started. The GTA could stand to learn that - if they want to alleviate congestion they need to implement tolls, traffic camera ticketing, car pool lanes and more public transport options - is Oxford County prepared to do this?

If you want to reduce GHG emissions you need to get cars off the road. I used to be able to catch the early VIA in Woodstock and get into Union Station at 8:25am in time to walk to the towers for a 9am start. After the last VIA strike I noticed the arrival times are later to the point that I have to drive for an early meeting.

Do we know how many people are driving single vehicles within the county to Toyota, CAMI and other large factories? What would happen if we ran buses from Ingersoll, Tillsonburg and Woodstock car pool lots to these sites? Imagine a commuter could pick up their Tim Horton's coffee at a self-serve kiosk at the carpool lot in the morning, play on their phone the entire ride to work, and pre-purchase a Hello Fresh/Chefs Plate meal package that is handed to them on the bus home? This is the type of thinking we need for millenials and road safety.

Response: *Ontario legislation permits the use of automated speed enforcement in community safety zones and school zones only. Section 5.3 of the TMP details actions surrounding safety in Oxford County, including:*

- *Develop a County Wide Traffic Calming/Speed Management Policy to identify conditions where traffic management and traffic calming measures are warranted;*
- *In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act; and*
- *Collaborate with municipal partners and stakeholders to develop a Road Safety strategy that prioritizes safety for road users (motorists, pedestrians, cyclists and persons with mobility assisting devices).*

Oxford County is committed to improving the safety of all transportation users and will continue to advocate for enforcement where needed.

A goal of the TMP is to “Provide and support multimodal choices for commuters including sustainable modes of travel such as public transit, passenger rail, walking and cycling, in order to further reduce reliance on single occupant vehicle commuter trips.” The County will consider SOV alternatives where possible when designing and constructing transportation infrastructure.

Oxford County does not operate public transit within the County. Transit comments will be passed to the Area Municipality transit authority. Oxford County will continue to encourage and advocate for expanded transit service within the community.

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

Erica Arnett
Program Manager
Chronic Disease Prevention & Well-Being, Substance Use & Injury Prevention
Southwestern Public Health
1230 Talbot Street
St. Thomas, ON N5P 1G9

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Southwestern Public Health provided comments via e-mail on June 17, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment 1: Planning for our aging adult population by adding an objective around accessibility: A healthy transportation network is safe, affordable, and accessible to all ages and levels of mobility and prioritizes active transportation options like walking, cycling and where possible, taking public transit. The Ministry of Finance projected that 22,793 people 65 years and older would be living in Oxford County in 2019 and that this would increase to 27,904 by 2025. In 2019, 19.8% of the population in Oxford County were older adults, which is projected to increase to 23.3% by 2025.(1) Due to our increasing population of older adults in Oxford County we would recommend that addition of a strategic objective about creating an accessible and safe transportation network in the TMP.

Response 1: *Oxford County considers the needs of all users during design and implementation of all transportation projects. All improvements are to be AODA compliant and accessible to users. All transportation infrastructure is designed to meet minimum standards including safety outlined in Transportation Association of Canada, Ministry of Transportation Ontario, and Oxford County guidelines. Oxford County will be supported by a safe, efficient and sustainable multi-modal transportation network which moves people and goods into and through the County while improving the quality of life for Oxford's current and future generations.*

Comment 2: Considering health data, including serious injury and fatalities on our roadways, when prioritizing road improvements: Our transportation

network plays a vital role in the health of Oxford County residents. Deaths and serious injuries can be prevented on our roadways when we work collaboratively and use evidence-based interventions that are focused on creating safer roads. The rates of emergency department visits and hospitalizations were consistently higher in Oxford County compared to Ontario across all years from 2013-2017 for transportation related injuries.(2) In 2014, 11 people were killed and 390 people were seriously injured on Oxford County roads, with 6 killed and 477 seriously injured in 2013.(3) It is important to prioritize safety of all residents over convenience of vehicle drivers. These deaths and serious injuries have huge impacts on residents both emotionally and financially as the costs for Ontario in 2010 for transportation related injuries was \$1.2 billion. (4)

When looking at the collision data in Appendix B, it would be beneficial to also consider the fatality and serious injury data from Oxford County roads when prioritizing road improvements. When designing roads, crossings, and new developments, safe active transportation should be the priority as these are the most vulnerable road users. Best practices and approaches that increase safety for non-vehicle road users, and reduce traffic speeds without the need for enforcement, should be used such as those outlined in Canada's Road Safety Strategy 2025.

Response 2: *Collision data was analyzed as part of the TMP and taken into consideration when identifying and prioritizing road improvements. As part of this process, high priority roadways and intersections were identified where further evaluation/monitoring will be undertaken to review potential/additional safety improvements - refer to Section 5.1 Infrastructure Improvements and Section 5.3 Road Safety Strategy. The development of a Road Safety Strategy in collaboration with municipal partners and stakeholders will prioritize safety for vulnerable road users.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Through Speak Up, Oxford!, you provided comments on June 8, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: I would like to see the transit system expanded. paying \$400/month for cab to get to work which is 5 min away really hurts my pocket and I'm sure I'm not the only one feeling this in Woodstock...the buses need to start earlier and expand to cover more areas...I moved here from Toronto but I don't expect that kind of service but it needs to expand!!!

Response: *The City of Woodstock is responsible for transit within Woodstock. This comment will be passed to Woodstock Transit. Oxford County will continue to encourage and advocate for expanded transit service within the community, County and inter-regionally.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Through Speak Up, Oxford!, you provided comments on May 13, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: Is Oxford County ever going to get on the band wagon regarding out of town transit. It appears Norwich County are well underway with their out of town transit plans but Tillsonburg is not.....what is the delay? The grant is only good for 4 years so the wheels better get moving.

Response: *At the time of report writing, information for TGo expansion was not available. Proposed inter regional public transit system is covered under Section 7.1. Intercommunity bus network is highlighted as part of the SouthwestLynx plan and bus network implementation project*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Through Speak Up, Oxford!, you provided comments on May 29, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: When is someone, anyone going to fix the track crossing on Wilson St. It is ridiculous that this has allowed to continue for so long. Why can't the city hold the people responsible for this mess accountable? While they are fixing this one also the crossing on Ingersoll Road is also a mess.

Response: *Section 5.4 of the TMP notes the adequacy of Railway Crossings infrastructure across the County-wide road network and is evaluated through the Road Needs Study (at--- grade road crossings) every 5 years and the Bridge Needs Study (grade separated crossings) every 2 years.*

Action items from the TMP include:

- *Upgrade railway grade crossings (based on current Transport Canada regulations) as required in collaboration with Rail Authorities; and*
- *Review railway grade separations (based on current Transport Canada regulations) as required in collaboration with Rail Authorities.*

The Wilson Street and Ingersoll Road crossings have been identified by the County for future improvements.

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Through Speak Up, Oxford!, you provided comments on June 12, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: Thank you for this opportunity to comment on the Oxford County 2019 Transportation Master Plan. May I first compliment the comprehensive work done to date by all the partners in this assessment and goal-setting endeavor. As noted in the MAE framework, there are a host of issues under consideration. I will limit myself to just a few.

1. It is vitally important to minimize our carbon footprint at every opportunity. This planet, this air is all we have. Protecting it should be a top priority, so let's be efficient with our transportation services.
2. I agree with the selection of Alternative 4 as the preferred transportation strategy, as it blends a wide range of considerations and included most of the needs of our varied population.
3. I also agree with suggestions that the County adopt a variety of transportation solutions other than the large buses, such as shuttles, smaller buses, and subsidized ride share programs.

The public surveys show citizens are concerned to see the large buses often with very few passengers running continuously through our quiet streets. Empty buses driving around every half hour make no sense. Would it not be more sensible to use the full sized buses only on the busiest routes during peak times? Would it not be more sensible to use the smaller transit vehicles less frequently on routes with lower demand? We just have to look at other communities to realize the economic and environmental benefits smaller vehicles offer. May I suggest ridership demand be given more weight to determine the size of bus and the bus schedule. Since a regular review and update of the TMP is required, as needs change these aspects can be adjusted.

Woodstock is a vibrant growing community. Let's develop a transportation plan that is sensible and sustainable, one to grow with us and our priorities of

healthy living and being financially responsible.

Response: *Oxford County does not currently operate any of the public transit services available in Oxford (Woodstock Transit, TGo, etc.). The comments regarding public transportation will be passed to Area Municipality transit authority.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,

A handwritten signature in blue ink that reads "Frank Gross".

Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Through Speak Up, Oxford!, you provided comments on April 27, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: EV chargers along 401 corridor. Free chargers bring in people. People love to explore while their vehicles charge. Oxford county is roughly 150km from Toronto. DC fast charger not far from 401 but placed in an area with shops coffee restaurant etc.

Response: *Oxford County is committed to supporting new technologies, including electric vehicles. Section 8.2.1 of the TMP specifically details Oxford's history implementing Electric Vehicle Service Equipment (EVSC) and the future of ongoing implementation. Figure 8.1 outlines the recommended EVSC locations within the County.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 27, 2020

Kimberley Armstrong
Deputy Clerk
Township of Norwich
285767 Airport Road
Norwich, ON N0J 1P0

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period.

The Township of Norwich provided comment via letter on June 5, 2019. The comments indicated the Council of the Township of Norwich passed a resolution stating “That the Oxford County Notice of Study Completion, Re: Oxford County Transportation (TMP), be received as information.”

We acknowledge receipt of your comment. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 27, 2020

Jeff Molenhuis
Director of Public Works and Engineering
Township of Wilmot
60 Snyder's Road West
Baden, ON N3A 1A1

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period.

The Township of Wilmot provided comment via email on June 11, 2019. The comments indicated the TMP was information “to keep on our radar in the future with what we are planning in infrastructure master plans and active transportation in the next 2-4 years.”

We acknowledge receipt of your comments. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

Meredith Maywood
Tourism Specialist
County of Oxford
21 Reeve Street
Woodstock, ON N4S 7Y3

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Your comments were provided via e-mail on June 17, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment: Having not provided comments before, and being a service of the county I was unsure of your preference to receive my comments for the transportation strategy. Either way my key thoughts are below for the active transportation section. I do think these comments are better suited to the actual cycling and trails strategies.

1. Not all bicycle transportation is commuter traffic. Pleasure travel by bike is an economic driver and also provides a health benefit for a community.
 - a. Commuter routes cannot always be used for pleasure travel. They would be difficult to market and are not the preferred routes for a pleasure bike ride. Riders are considering distance, ability to loop, traffic, scenery, attractions etc..
 - b. Gravel Road Routes. We have draft gravel road routes available now and wish to market them this fall and in 2020. Gravel road cycling is the fastest growing cycling audience.
 - c. Signage on designated tourism cycling routes is needed. Based on conversations with cyclists this will increase the number of cyclists wanting to ride in the area. This includes both paved, gravel road and trail routes. Signage needs include
 - i. Wayfinding signs (highly desirable)

Share the road (increase safety for cyclists, particularly on rural routes without a shoulder).

Response: *Comments to be passed along for the cycling master plan. Section 6.3.2 of the TMP recommends the development of a County-wide Cycling Master Plan (CMP). The CMP will include a network of bicycle facilities throughout the County, considering both commuter and recreational routes.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,

A handwritten signature in blue ink that reads "Frank Gross".

Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 27, 2020

Chris Traini
County Engineer
County of Middlesex
399 Ridout Street North
London, ON N6A 2P1

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period.

The County of Middlesex provided comment via email on May 15, 2019. The comments indicated “the County of Middlesex would like to be included in any future discussions about potential regional transit initiatives and/or planned capital works for roads that are near or on the border with Middlesex and Oxford.

We acknowledge receipt of your comments. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. Your comments were provided via e-mail on June 26, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment 1: I have reviewed the Executive Summary and note that the TMP reflects input from myself and others on passenger and rail freight issues. The comments I have are limited as follows:

Passenger rail services: When attending meetings, conferences and giving passenger rail presentations I have experienced significant public interest in improved services in SWO. Many current rail users express extreme frustration at the limited options open to them from Woodstock and Ingersoll. This could be an "echo chamber" effect but I feel that Oxford County's position on improved passenger rail services through Ingersoll and Woodstock might be reinforced by pushing for a provincially-funded survey of the public's perception and potential needs for enhanced rail and bus services in the region. It must also pose the thorny question of how much they are prepared to pay on key routes such as:

- Windsor - London.
- Windsor - Toronto Union.
- London/Woodstock - Pearson airport (using UPX)
- and others.

I understand MTO did this for the GTHA in 2016 but not for other Ontario regions. Although not a statistician I believe that a subtle "what would you like and how much are you prepared to pay for it" might pre-empt the subjective opinions of politicians and special-interests. Of course, it assumes respondents think rationally.

Response 1: *Section 7.1.2 of the TMP outlines Oxford's position to support the development of an integrated public transportation system included an intercommunity bus network and an enhanced commuter rail service. Specifically, the County*

should:

- *Promote the re-establishment of an Inter-community Bus Network through discussion with the neighbouring municipalities, the motor coach industry and the Province of Ontario;*
- *Advocate federal agencies to examine the potential for High-Performance Rail on the existing north and south rail corridors (via strategic infrastructure improvements as per Figure 7.3) that is fully integrated with the inter-community transportation system and goods movement;*
- *Advocate for enhanced passenger rail service on the north and south rail corridors which offers increased train frequency and reliability; and*
- *Integrate with local transit and ensure adequate first/last mile transportation options.*
- *The County will consider advocating for a public perception survey for rail service in Oxford County.*

Comment 2: **Air services:** Oxford County does not have a commercial airport so most people head to Pearson and a few to London. Although these destinations are outside of the remit of the TMP I believe they should be part of it considering that our industry includes many branch plants of foreign-owned corporations. Visiting company executives expect an efficient intermodal transportation system to get here. Highway 401 is rapidly deteriorating as a usable mode from Pearson and this can negatively affect our competitive position.

About 50% of the meetings I have attended in the London-Woodstock corridor have seen key out of town and international delegates arriving late because of #401 issues. This is unlikely to improve in the foreseeable future due to induced-demand of #401 widening.

I am unsure how you might incorporate this but I suggest that Woodstock is somewhat more dependent on Pearson accessibility than most people realise for both business and leisure travel.

Please consider or reject these ideas as you see fit. No response is needed. I guess my biggest concern is not Oxford County's TMP but whether there's sufficient lucidity in our provincial and federal governments (current and future) to invest in a supportive manner reflecting environmental and climate realities. If you have time you might want to skim through the attached PPT I presented to Woodstock Chamber of Commerce a week ago. It generated many questions that indicated it's an issue on the minds of business people.

Response 2: *While the airports are within Oxford County, they are not operated by the County. However, County roads form part of the transportation system that provides access to the airports and the County will continue to provide this service. The focus of the County's TMP is to ensure the County's transportation system can accommodate growth to 2038.*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,

A handwritten signature in blue ink that reads "Frank Gross".

Frank Gross, C.Tech
Manager of Transportation & Waste Management Services

January 20, 2020

Nancy Orr
Rural Oxford Economic Development Corporation (ROEDC)

**RE: NOTICE OF STUDY COMPLETION – RESPONSE TO COMMENTS
OXFORD COUNTY TRANSPORTATION MASTER PLAN (TMP)**

Oxford County has completed updates to the Oxford County 2019 Transportation Master Plan (TMP) as a result of responses received during the 30-day public review period. The Rural Oxford Economic Development Corporation (ROEDC) provided comments via e-mail on June 14, 2019. The following outlines your comments, the County's response and any edits made to the TMP Report to address your comments. The full compilation of comments and responses is provided in Appendix D of the TMP Report.

Comment 1: Thank you for reaching out to Rural Oxford Economic Development with regard to feedback on the Oxford County Transportation Master Plan. From our perspective, to support the continued success and growth of the five rural townships that make up Oxford County, it is critical that they be well serviced for transportation needs. Below we have outlined comments on the draft report provided:

Please feel free to contact us if you have any questions or would like further clarification or discussion.

Our ROEDC 2018 Business Retention + Expansion Study showed that two of the key priorities for our businesses include Workforce and Infrastructure. Both of these priorities are heavily influenced by transportation needs.

Response 1: *Growth forecasts used in the TMP included population and employment numbers – these are reflected in the analyses and recommendations.*

Comment 2: 59% of rural Oxford businesses interviewed as part of our BR+E study have plans for expansion within the next 18 months. This offers exciting opportunity but also a requirement for enhanced transit options to mobilize needed workforce and movement of goods.

Response 2: *Transit within the County, including the five rural townships is discussed as part of the SouthwestLynx plan in Section 7.1.1 of the TMP. Currently, the Area Municipalities are responsible for the existing transit systems within Oxford County. Oxford County will continue to encourage and advocate for expanded transit service within the community.*

Comment 3: The Rural townships largest economic drivers and employment sectors include Agriculture & Agribusiness, Food Processing, Manufacturing, and Transportation/Logistics. Many of these sectors require effective transit networks to facilitate large equipment and truck use; these industries are key to the growth and success of Rural Oxford so supporting rural transportation infrastructure should be a key component for consideration when making decisions.

Response 3: *Comment noted.*

Comment 4: Ensure there is a focus on providing effective transportation measures throughout the five rural townships including both the communities and rural routes.

Response 4: *The focus of the TMP is on the transportation system under the County's jurisdiction. Providing transportation measures outside of the County's jurisdiction will rely on effective communication with lower tier municipalities.*

Comment 5: P ii – “The County of Oxford provides a transportation network serving commuter, recreational and commercial goods movement.” _ the importance of offering transit options for local residents across the rural municipalities should also be considered, both for those located in small communities and those on rural routes.

Response 5: *See comment 2.*

Comment 6: P iv – graph depicts 40% of trip origins in Oxford County start within the 5 rural townships. Inbound trip destinations of the rural townships for both County and non County residents is equal or higher than that of Tillsonburg and Ingersoll. This is an indication of the opportunity and need for effective modes of transportation for the rural areas.

Response 6: *Comment noted.*

Comment 7: Further consideration should be made to broaden multimodal connections to/from the larger rural geographic access points of Oxford County ie Tavistock, Plattsville, Norwich, and Thamesford to locations within Oxford County and larger centres in close proximity ie London, KW, as well as to geographies which have shown the largest inflow of workforce to Oxford County (fig 2.6). Rural bus routes could also consider flexible stop locations, or on demand transit options.

Response 7: *See comment 2.*

Comment 8: Para transit options and/or partnerships for the rural townships are not well identified.

Response 8: *See comment 2.*

Comment 9: Muir Line dead ends at New Durham Road. It should continue south as a county road by Base Line to the Oxford/Norfolk boundary.

Response 9: *Further discussion with respective Area Municipalities for potential road transfers will be considered as per Section 5.2.*

Comment 10: New Durham Road should be a county road from Oxford/Brant boundary to Highway 59.

Response 10: *See comment 9.*

Comment 11: Norwich Road should be a county road from Oxford/Brant boundary to Highway 59/Stover Street in Norwich .

Response 11: *Norwich Road from Brant County to Stover Street is a County Rd (Oxford Rd 18).*

We trust that this fully responds to any outstanding comments related to the TMP. Thank you for your interest in the study.

Yours Truly,



Frank Gross, C.Tech
Manager of Transportation & Waste Management Services