

TOWNSHIP OF BLANDFORD-BLENHEIM

COUNCIL MEETING AGENDA

Wednesday, November 7th, 2018
Township Council Chambers
47 Wilmot Street South, Drumbo
4:00 p.m.

1. **Welcome**
2. **Call to Order**
3. **Approval of the Agenda**
4. **Disclosure of Pecuniary Interest**
5. **Adoption of Minutes**
 - a. [October 17, 2018 Regular Session of Council](#)
6. **Business Arising from the Minutes**
7. **Delegations / Presentations**
8. **Correspondence**
 - a. General
None.
 - b. Specific
None.
9. **Staff Reports**
 - a. **Jim Borton – Director of Public Works**
 - i. [PW-18-26 - Monthly Report](#)
Recommendation:
That Report PW-18-26 be received as information.
 - b. **Jim Harmer – Drainage Superintendent**
 - i. [DS-18-14 – Monthly Report](#)

Recommendation:

That Report DS-18-14 be received as information.

c. Trevor Baer – Acting Manager of Community Services

i. [CS-18-10 – Monthly Report](#)

Recommendation:

That Report CS-18-10 be received as information.

10. Reports from Council Members

11. Unfinished Business

12. Motions and Notices of Motion

13. New Business

14. Closed Session

None.

15. By-laws

a. [2099-2018](#)

Being a By-law to confirm the proceedings of Council.

16. Other

17. Adjournment and Next Meeting

Wednesday, November 21st, 2018 at 4:00 p.m. in Council Chambers.

MINUTES

Council met at 4:00 p.m. for their second regular meeting of the month.

Present: Mayor Wearn, Councillors Balzer, Banbury, Cowan and Peterson.

Staff: Baer, Borton, Harmer, Krug, Matheson, Mordue, and Richardson.

Mayor Wearn in the Chair.

1. Welcome

2. Call to Order

3. Approval of the Agenda

RESOLUTION #1

Moved by – Councillor Peterson
Seconded by – Councillor Balzer

Be it hereby resolved that the revised agenda for the October 17, 2018 Meeting of Council, be approved as printed and circulated.

.Carried

4. Disclosure of Pecuniary Interest

None.

5. Adoption of Minutes

RESOLUTION #2

Moved by – Councillor Peterson
Seconded by – Councillor Balzer

Be it hereby resolved that the minutes of the October 3, 2018 Meeting of Council be adopted, as printed and circulated.

.Carried

6. Business Arising from the Minutes

None.

7. Delegations / Presentations

a. A.G. Sherman, Re: Township Roads, Taxation Policy, & Council Meetings

Mr. Sherman, resident of Blandford-Blenheim, spoke regarding Township Road 6, stating, that in the past, petitions have been presented to Council regarding paving the gravel road. Sherman stated that in his opinion the conditions of Township Road 6 have decreased due to gravel composition, further the frequency of grass cutting has decreased. Regarding changes to tax bills, Sherman requested notification be sent to property owners if errors have occurred. Regarding council meetings, Sherman requested that meetings be moved to 7:00 p.m.

RESOLUTION #3

Moved by – Councillor Peterson
Seconded by – Councillor Balzer

Be it hereby resolved that the Presentation from A.G. Sherman be received.

.Carried

b. Michelle Lavergne, Re: Agenda Item 9. d. i.

Mrs. Lavergne spoke to the Staff Report about the Drumbo Park. Lavergne stated that community stakeholders ought to be consulted during annual review of contracts such as the outdoor rink at the Drumbo Park. Lavergne requested that the time of use of the outdoor rink be adjusted to 8:00 p.m. and stated that this set time will not affect other uses of parks elsewhere by setting a precedent due to the nature of the activity. Lavergne requested to have the rink close to skating at 8:00 p.m. and maintenance to the ice be completed by 9:00 p.m.

RESOLUTION #4

Moved by – Councillor Peterson
Seconded by – Councillor Balzer

Be it hereby resolved that the Presentation from Michelle Lavergne be received.

.Carried

a. Rick Richardson, Director of Protective Services, Re: Long Service Awards for Fire Fighters Jairus Peat & John Stuart

Director of Protective Services, Rick Richardson presented Long Service Awards to Jairus Peat and John Stuart. Stuart retired with 31 years of

service, Peat retired with 34 years of service. Richardson thanked them for their service and their families for sharing their time.

8. Correspondence

a. General

- i. AMO Communications, Re: Province to Introduce Private Cannabis Retail Legislation with Municipal Opt Out.
- ii. Association of Municipalities of Ontario, Re: The Federal Gas Tax Fund 2017 Annual Report – Part 1

RESOLUTION #5

Moved by – Councillor Balzer
Seconded by – Councillor Peterson

Be it hereby resolved that the General Correspondence be received.

.Carried

b. Specific

- i. Marc Bedard, Municipal Policing Bureau, Re: OPP Municipal Policing 2019 Annual Billing Statement

RESOLUTION #6

Moved by – Councillor Balzer
Seconded by – Councillor Peterson

Be it hereby resolved that the correspondence regarding the OPP Municipal Policing 2019 Annual Billing is received; and,

That this matter is referred to the 2019 Budget deliberations.

.Carried

- ii. Susan M. Stone, Township of Amaranth, Re: Licensing Process to Take Water for Commercial Water Bottling Facilities

RESOLUTION #7

Moved by – Councillor Balzer
Seconded by – Councillor Peterson

Be it hereby resolved that the Township of Blandford-Blenheim supports the resolution moved by the Township of Amaranth regarding the licensing process to take water for commercial water bottling facilities.

.Carried

9. Staff Reports

a. Rick Richardson – Director of Protective Services

- i. FC-18-15 - Monthly Report

RESOLUTION #8

Moved by – Councillor Balzer
Seconded by – Councillor Peterson

Be it hereby resolved that Report FC-18-15 be received as information.

.Carried

b. John Scherer – Chief Building Official

- i. CBO-18-15 – Monthly Report

RESOLUTION #9

Moved by – Councillor Banbury
Seconded by – Councillor Cowan

Be it hereby resolved that Report CBO-18-15 be received as information.

.Carried

c. Denise Krug – Director of Finance

- i. TR-18-13, 3rd Quarter Interim Variance Report

RESOLUTION #10

Moved by – Councillor Banbury
Seconded by – Councillor Cowan

Be it hereby resolved that Report TR-18-13 be received as information.

.Carried

d. Trevor Baer – Acting Manager of Community Services

- i. CS-18-10, Staff Report about Drumbo Park

RESOLUTION #11

Moved by – Councillor Banbury
Seconded by – Councillor Cowan

Be it hereby resolved that Report CS-18-10 be received as information.

.Carried

10. Reports from Council Members

None.

11. Unfinished Business

None.

12. Motions and Notices of Motion

None.

13. New Business

None.

14. Closed Session

None.

15. By-laws

RESOLUTION #12

Moved by – Councillor Cowan
Seconded by – Councillor Banbury

Be it hereby resolved that a first and second reading be given to the following By-law:

- By-law 2098-2018, Being a By-law to confirm the proceedings of Council.

.Carried

RESOLUTION #13

Moved by – Councillor Cowan
Seconded by – Councillor Banbury

Be it hereby resolved that a third and final reading be given to the following By-law:

- By-law 2098-2018, Being a By-law to confirm the proceedings of Council.

.Carried

16. Other Business

None.

17. Adjournment and Next Meeting

RESOLUTION #14

Moved by – Councillor Cowan
Seconded by – Councillor Banbury

Whereas business before Council has been completed at 5:46 p.m.;

Be it hereby resolved that Council does now adjourn to meet again on Wednesday, November 7th, 2018 at 4:00 p.m. in Council Chambers.

.Carried

Marion Wearn, Mayor
Township of Blandford-Blenheim

Rodger Mordue CAO / Clerk
Township of Blandford-Blenheim



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Jim Borton Director of Public Works
Reviewed By:	Rodger Mordue	Date:	November 1, 2018
Subject:	Monthly Report	Council Meeting Date:	November 7, 2018
Report #:	PW-18-26		

Recommendation:

That Report PW-18-26 be received as information.

Road Crew Activities

- See Attached

Capital

- CN Bridge on Gobles Rd. – The Piles and Abutments are in. They are working on the installation of Geoweb walls. The bridge deck is scheduled to be installed the week of Nov. 14 – 20. Next Construction meeting/update is scheduled for November 9.
- Township Road 12 Bridge 20 – We have received the Terms of Approvals from MNRF and GRCA. Due to the possibility of “Species at Risk” in water work cannot start until July 15 2019. Drawings are being finalized and we plan on Tendering in January of 2019. In order to comply with the OCIF grant construction will need to be completed before December 31 2019. Staff and Township Engineers believe that date is obtainable even with the later than planned start date.
- Hofstetter Rd. – The turn circle on Township Rd. 12 has been constructed and the section of Township Rd 12 has been closed. Staff has left access for walkers, bikes and snowmobiles to cross the bridge. Staff is working on the final stages of the path and ditch work along Hofstetter Rd. All work is scheduled to be completed by the end of November, weather permitting.
- The new CAT grader is having the winter plow equipment installed and is expected to be delivered in November. Toromont did bring a demonstration model to the Township so staff could get familiar with the new controls.

Delegation regarding Gravel and Ditch cutting

- Gravel – All material that is Tendered and placed on Township roads must meet or exceed the Ontario Provincial Standard Specifications (OPSS) 1010. The selected contractor must test and supply the results certificate before placing gravel. If at anytime the Township suspects inadequate quality we can stop and have it retested.
- On March 21, 2018 staff brought a report to council explaining concerns of low stone quantities in our roads. Staff also provided a solution to this that council approved with report PW-18-08. We switched from a 5/8 stone back to a 3/4 stone for 2018 (North section) & 2019 (South section). This will then be reviewed in 2020 to determine the appropriate course of action.
- Grass cutting along Road side – The Townships policy is to cut our road side twice a year. The first time is after our spring gravel usually June and July. The second time takes place in September and October.
- The Township maintains 604 Kms of ditch. It takes staff 6-8 weeks to cut all the ditches. I plan for staff to start cutting in different sections of the Township each time, so that it doesn't appear that an area has preferential treatment. All residence pay the same tax rate and are entitled to the same level of service.

County Shared Service/Road Association/Training

- Shared Services meeting – We met on October 11th in Zorra. Topics discussed were the New MMS for Sidewalks and the winter maintenance training for staff in October.
- Road Association – Attended the Oxford – Middlesex – Elgin Fall Joint meeting on October 19. The next Oxford Assoc. meeting is scheduled for December 13th.
- Training – All Staff attended Winter Maintenance training on either October 30th or 31st.

Other

- Attended a meeting with the County and area Municipalities regarding Asset Management for Storm water infrastructure.
- Attended a meeting regarding the Oxford County Transportation Master Plan. A draft copy was provided and discussed. In the draft plan a suggestion to download some of their road network was included. The Township may be getting Oxford Rd 22 from Oxford Rd 8 (Bright) north to Oxford Rd 23 (Oxford-Waterloo Rd) and Oxford Rd 23 form Oxford Rd 22 east to Walker Rd. The County is planning to meet with the area Municipalities to further discuss the rational and criteria of how they determined these roads should be downloaded. There are no planned roads going to the County.
- We have a Co-op student with us until January. We are planning to share him with all departments so he gets the full Municipal experience.
- Had 2 days of vacation in October.
- OGRA Conference is scheduled for February 24 – 27. It is being held at the Sheridan Conference Centre this year. If you are interested in attending let me know so a room can be booked for you. For more information visit www.ograconference.ca

Attachments:

- Road Supervisors Report
- Oxford County *"Draft"* Transportation Master Plan

Respectfully submitted by:



Jim Borton
Director of Public Works

Monthly Activities for October 2018

Tasks Complete:

- Grass cutting in all areas.
- Put up new road markers in curves on Twp. Rd. 8 and Twp. Rd. 2.
- Install new deer crossing signs on Blandford Rd. between Twp. Rd. 3 and Twp. Rd. 6.
- Mark centre of the road for line painting on newly hard surfaced roads.
- Shoulder work with side winder and adding gravel to shoulders with side box for drop offs.
- Unit 6-17 had the plow harness, wing and plow all repainted at Viking from warranty issues.
- Installed new culvert in driveway at 955009 Canning Rd. and new ditch in front of house to help with drainage.
- New turn circle installed on Twp. Rd. 12. Closed down Bridge and added cement blocks for no entry. New signs and cement blocks installed at Twp. Rd. 12 and County Rd. 8.
- Dug out culvert and repositioned culvert on Twp. Rd. 12 at Hofstetter Rd. to line up with the ditch line from west to east.
- Removed sidewalk at 49 John St N in Bright and replaced with topsoil and seed to eliminate drainage problems.
- Fixed tire ruts on Blvd by park entrance in Princeton.
- Replaced 3 steel culverts on Twp. Rd. 9. They had past their service life and had become a safety concern. Staff installed 4 New 900mm culverts to help control flooding.
- Hauled around 30 loads of topsoil to soccer field in Drumbo so we could use grader and level soccer field for Community Services.
- Grading of gravel roads.
- Picked up brush from trees Hydro One cut down. Various locations in the Township.
- Haul topsoil from Hofstetter Rd. to Drumbo yard to stock pile

Projects being worked on:

- Safety checks on commercial vehicles (dump trucks/1 ton).
- Inspect winter maintenance equipment.

Future Projects:

- Preparation for the winter months (Training, Equipment checks).



County of Oxford Transportation Master Plan – Draft Summary and Recommendations

Paradigm Transportation Solutions Limited
October 2018

Project Number

161190

October 2018

Client

County of Oxford

21 Reeve Street
Woodstock ON N4S 7Y3

Client Contact

Frank Gross

Consultant Project Team

Stew Elkins, BES, MITE
Jill Juhlke, Dipl. T., C.E.T., MITE
Andrew Steinsky, B.Eng., EIT
Heather Goodman, B.Eng., EIT,
MITE

County of Oxford

Transportation Master Plan – Draft Summary and Recommendations

Signatures and Seals

Signature

Engineer's Seal

Disclaimer

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Paradigm Transportation Solutions Limited

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

Draft Summary and Recommendations

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:

- ▶ The Oxford County Official Plan (1995, as amended November 8, 2017);
- ▶ Future Oxford Community Sustainability Plan (2015);
- ▶ 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 (On Track Strategies, 2016);
- ▶ SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario (On Track Strategies, 2018);
- ▶ Steel Corridors of Opportunity: Maximizing the Benefit of Southwestern Ontario’s Freight Railways (On Track Strategies, 2018); and
- ▶ Empowering Ontario’s Short Line Railways (On Track Strategies, 2017).

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 work completed in preparing the plan is consistent with the first two phases of the Class EA planning and design process for the proposed infrastructure projects. Project-specific investigations are then required to satisfy Class EA requirements before implementation of each individual project.



In keeping with the principles of environmental assessment planning, the TMP development included a comprehensive and inclusive consultative process involving the residents, businesses and stakeholders including representatives of County and Area Municipal staff; provincial review agencies, adjacent municipalities; Conservation Authorities; Indigenous Communities and other special interest groups.

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:

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.
- ▶ Promote the foundation 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 senior levels of 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.
- ▶ Support an integrated and effective strategic goods movement strategy that considers all forms of goods movement (including surface, rail and agricultural) and explores the potential for an intermodal terminal.



Existing Conditions

The County of Oxford provides a transportation network serving commuter, recreational and commercial goods movement travel demands. The network within the County is primarily comprised of road rights-of-way (sidewalks, on-road/paved shoulder cycling facilities and general vehicle travel lanes).

This County system is supplemented by a broader transportation network of Local Roads (under the jurisdiction of the Area Municipalities), off-road active transportation routes (trails and pathways), Provincial Highways, commuter parking lots, local transit (Woodstock Transit, TGo, Paratransit) and inter-regional transit (Via Rail, Greyhound) services. Goods movement within the County is facilitated by the existing road network (Provincial, County, Local) and freight rail systems (CP Rail, CN Rail, Ontario Southland Railway, Rail America Inc.).

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) commuting to and from their places of employment.

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. Of these residents, approximately 52% of the commuter trips are destined for the City of Woodstock. 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.

For non-County residents, the primary inbound commuting trips originate in Middlesex County (34%), Haldimand & Norfolk Counties (18% combined) and Elgin & Brant Counties/Region of Waterloo (36% combined). The majority of the inbound commuting trips are destined to Woodstock (38%), Ingersoll (22%), Tillsonburg (20%) and the other five townships within the County (20%).

The 2016 Journey to Work provides data tables detailing the main mode of commuting (home-work trips) for the residents of Oxford County. Auto driver (86%), and auto passenger (7%) comprise 93% of trips, with walking, transit, cycling and other modes make up the remaining portion of trips (7%). It is important to note if a person works from home, the survey does not track their mode of commuting.

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 workforce in Oxford County. In comparison to the data available

¹ Statistics Canada. *Census of Canada 2016 – Journey to Work Data*. 2016. Table produced by Oxford County Community and Strategic Planning Office (CASPO).



from the 2011 Journey to Work survey, the number of work from home residents has decreased by approximately 495 residents.

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);
- ▶ Expand active transportation facilities (walking, cycling); and
- ▶ Enhance public transit, including the foundational development of an enhanced inter-regional transportation service (i.e. high-performance passenger commuter rail (within existing railway corridors) and intercommunity bus network).

To achieve these strategic objectives, the County is targeting a 5% 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.

Methodology

Future demand on the County's transportation network is expected to increase as the County and adjacent municipalities grow, both in population and employment. Recent forecasts indicate the County's population will increase 12% over the next 25 years, and the County's employment base will increase 13% over the same period. It is recognized the County is concurrently completing an update to their population and employment forecasts, which may project greater future demand. The final TMP will take into consideration the most up-to-date forecasts when recommending improvements.

The anticipated growth was factored into the transportation network based projected 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.

An initial review of the County's existing road network was also carried out to identify potential County Road segments that should be considered for transfer to the respective Area Municipalities.

These roads will be further evaluated using road rationalization criteria from the 2009 TMP and in consultation with Area Municipalities.



Opportunities and Recommended Actions

Based on the technical analysis of the existing transportation network, the TMP identifies a number of strategies, policies, and infrastructure improvements to be implemented across the County in order to meet its transportation needs over the next 20 years as detailed below.

i) **Active Transportation:**

- ▶ Prepare a County-wide Cycling Master Plan in partnership with the Area Municipalities.
- ▶ Update active transportation policies in the Official Plan to include the following in addition to the existing policies:
 - 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;
 - Ensure that property for active transportation routes are included with the land requirements for roads where possible;
 - Ensure that all active transportation routes are designed based on the principles of accessibility, connectivity, continuity, directness of route, safety, convenience and comfort.
 - Support the development of a Complete Streets policy.
- ▶ Update Pedestrian Crossing Policy to align with OTM Book 15.

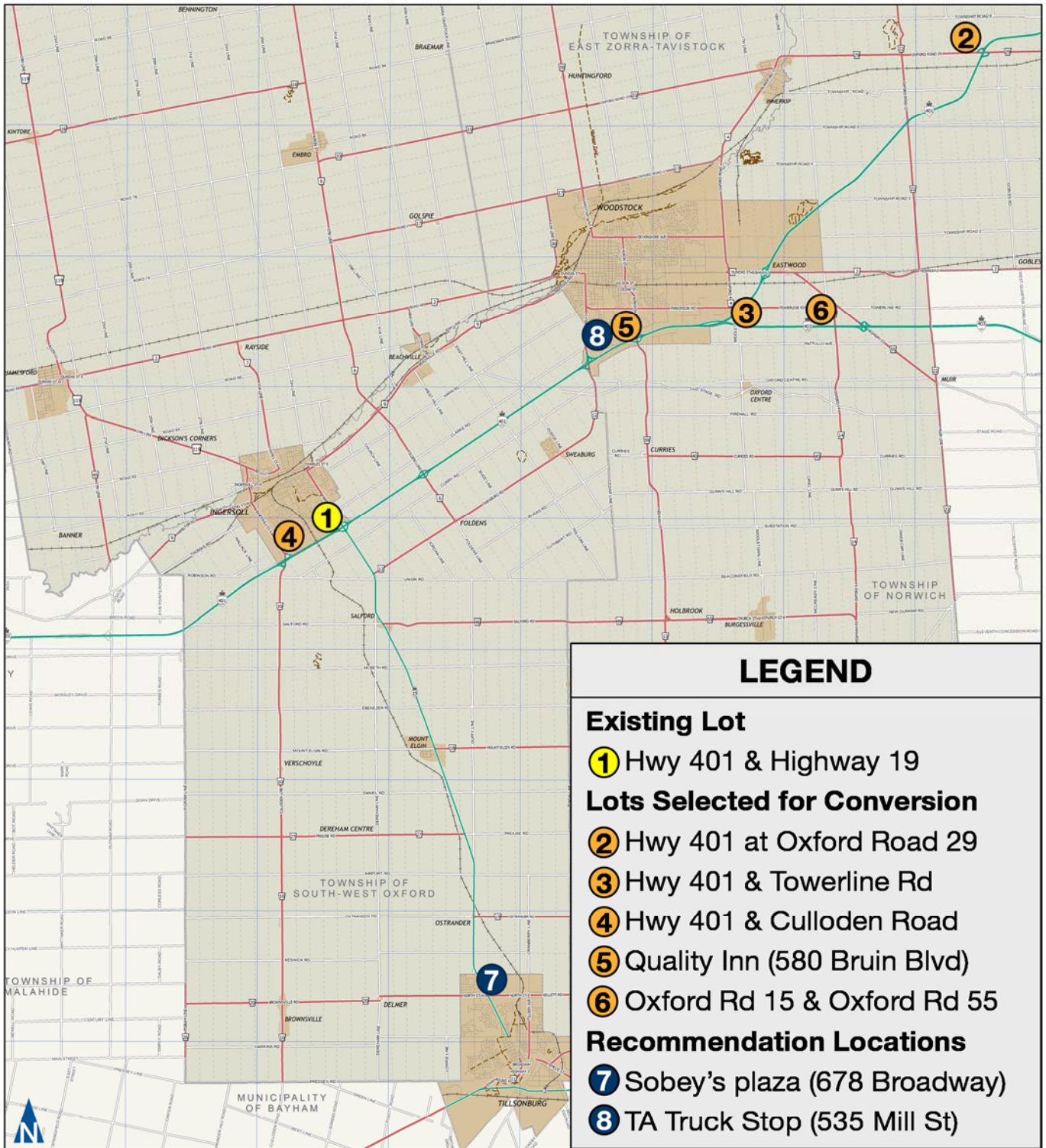
ii) **Transportation Demand Management:**

- ▶ Develop and maintain a series of carpool lots along the Highway 401 and Highway 403 corridors with the Ontario Ministry of Transportation and private land owners. Unofficial lots that should be converted to official lots are shown in **Figure S.1** and include:
 - 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); and
 - Oxford Road 15 at Oxford Road 55.

Other suggested carpool lot locations include:

- Sobey's plaza (678 Broadway Street, Tillsonburg);
- Travel Centres of America (TA) Truck Stop (535 Mill Street, Woodstock)





- Encourage local businesses to offer a telecommuting (working from home) option or off-peak shift times for employees, where possible, to reduce peak hour auto trips.
- Encourage businesses to shift truck trips to off-peak times to reduce peak hour heavy vehicle trips.

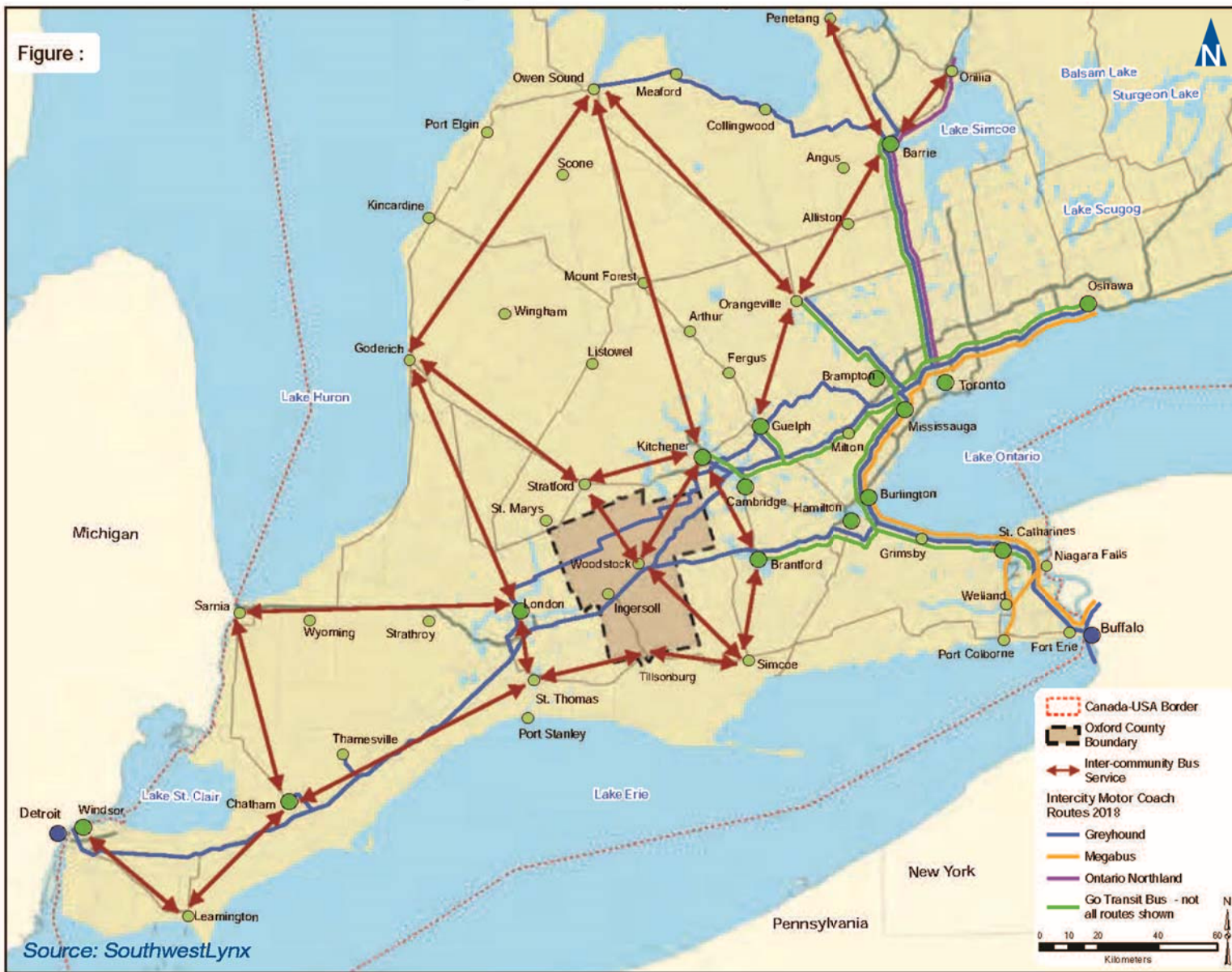
iii) **People Movement - Public Transit:**

- ▶ 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 (On Track Strategies, 2018). As part of the process:
 - Prioritize the re-establishment of the Intercommunity Bus Network (**Figure S.2a and Figure S.2b**) through discussion with the neighbouring municipalities, the motor coach industry and the Province of Ontario;
 - Advocate federal agencies (Canadian National and Canadian Pacific Rail companies) to examine the potential for High-Performance Rail on the existing north and south rail corridors (via strategic infrastructure improvements as per **Figure S3**) that is fully integrated with the intercommunity 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.
 - Integrate with local transit and ensure adequate first/last mile transportation options.

iv) **Goods Movement:**

- ▶ 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 and the existing arterial roadway network.
- ▶ Ensure all truck route roadways are built to arterial road specifications and provide adequate turning radii and turning lane storage to accommodate both freight and agricultural vehicles.
- ▶ Support the use of more fuel-efficient vehicles and options for alternative modes for deliveries.
- ▶ Implement methods to prioritize upgrades to railway grade crossings to new federal regulations and upgrade as funds permit.
- ▶ 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





Proposed Inter-Community Bus Service (Southwestern Ontario)





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

recommended in Steel Corridors of Opportunity report (On Track Strategies, 2018).

v) Corridor Management:

- ▶ Implement the updated Access Management Guidelines as included in the Appendices to this TMP detailing policies, warrants and design guidelines for access to the County Road system.
- ▶ Develop a Traffic Calming Policy to identify conditions where traffic management and traffic calming measures are warranted and select the most appropriate form of calming to apply and incorporate the policy into the County of Oxford Official Plan.
- ▶ In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement, particularly in school zones and community safety zones.
- ▶ Maintain the Emergency Detour Routing/Truck Routes to ensure safe and efficient movement of people and goods throughout the County at all times.
- ▶ Collaborate with municipal partners and stakeholders to develop a road safety vision/strategy that prioritizes safety for vulnerable road users (pedestrians, cyclists, and mobility devices).
- ▶ Continue to maintain a detailed database of all collisions occurring in the County. This database should include information about each collision including, but not limited to, weather conditions, time of day, date, driver(s) action(s) and extent of injuries.
- ▶ Create and maintain a database including but not limited to signage reviews (including warning signs), horizontal and vertical curve deficiencies and sightline reviews.

vi) Level of Service:

- ▶ Monitor the County road network to ensure adequate traffic control and levels of service are provided, especially in the urban centres of Woodstock, Ingersoll and Tillsonburg and in the vicinity the Highway 401 and Highway 403 corridors.
- ▶ Monitor the intersection of County Road 4/County Road 17 to ensure adequate traffic control is in place to support development and expected traffic increases on County Road 17 including installation of traffic control signals in the short term (< five years).
- ▶ Monitor the County Road 4 corridor from County Road 15 to County Road 17 to ensure adequate capacity and levels of service are provided to support proposed development within the vicinity of this major north-south arterial.
- ▶ Monitor the County Road 17 corridor from Oxford Road 59 to Oxford Road 4 to ensure adequate capacity and levels of service are provided to support proposed development within the vicinity of this east-west arterial.



- ▶ Implement and optimize traffic control signals on all designated truck routes as per OTM Book 12.

vii) Road Rationalization:

- ▶ Monitor the County road network to ensure adequate jurisdiction between Area Municipalities and the Provincial Highway network.
- ▶ Consider transfer of certain roadways to the County based on consultation and input from Area Municipalities.
- ▶ Consider the following segments for transfer to the respective Area Municipalities as they meet the road rationalization criteria:
 - Oxford Road 22 – north of Oxford Road 8 to Oxford Road 23;
 - Oxford Road 23 – east of Oxford Road 22;
 - Oxford Road 25 – west of Oxford Road 119;
 - Oxford Road 32 – south of Oxford Road 37;
 - Oxford Road 37 – east of Oxford Road 59; and
 - Oxford Road 40 – Oxford Road 59 to Oxford Road 14.

viii) Road Improvements:

- ▶ Routinely assess the need for additional capacity (turning lanes) or changes to traffic control (installation of roundabouts) at major County intersections or locations where frequent collisions occur.
- ▶ Implement ongoing capital improvements for additional network capacity, traffic control improvements, road reconstruction, rehabilitation and resurfacing when required.
- ▶ 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 the development of the Secondary Plan and Servicing Strategy for the Southeast Woodstock Study Area.
- ▶ Include the following road segments with substandard right-of-way (ROW) widths in the road capital plan for upgrading to the County standard of 30 metres:
 - High Priority – 25 roadway segments with AADT greater than 10,000 vehicles per day, totaling 11.2 kilometres.
 - Medium Priority – 68 roadway segments with AADT 5,000 to 10,000 vehicles per day, totaling 68.0 kilometres.
 - Low Priority – 195 roadway segments with AADT below 5,000 vehicles per day, totaling 276.2 kilometres.



ix) New Technologies:

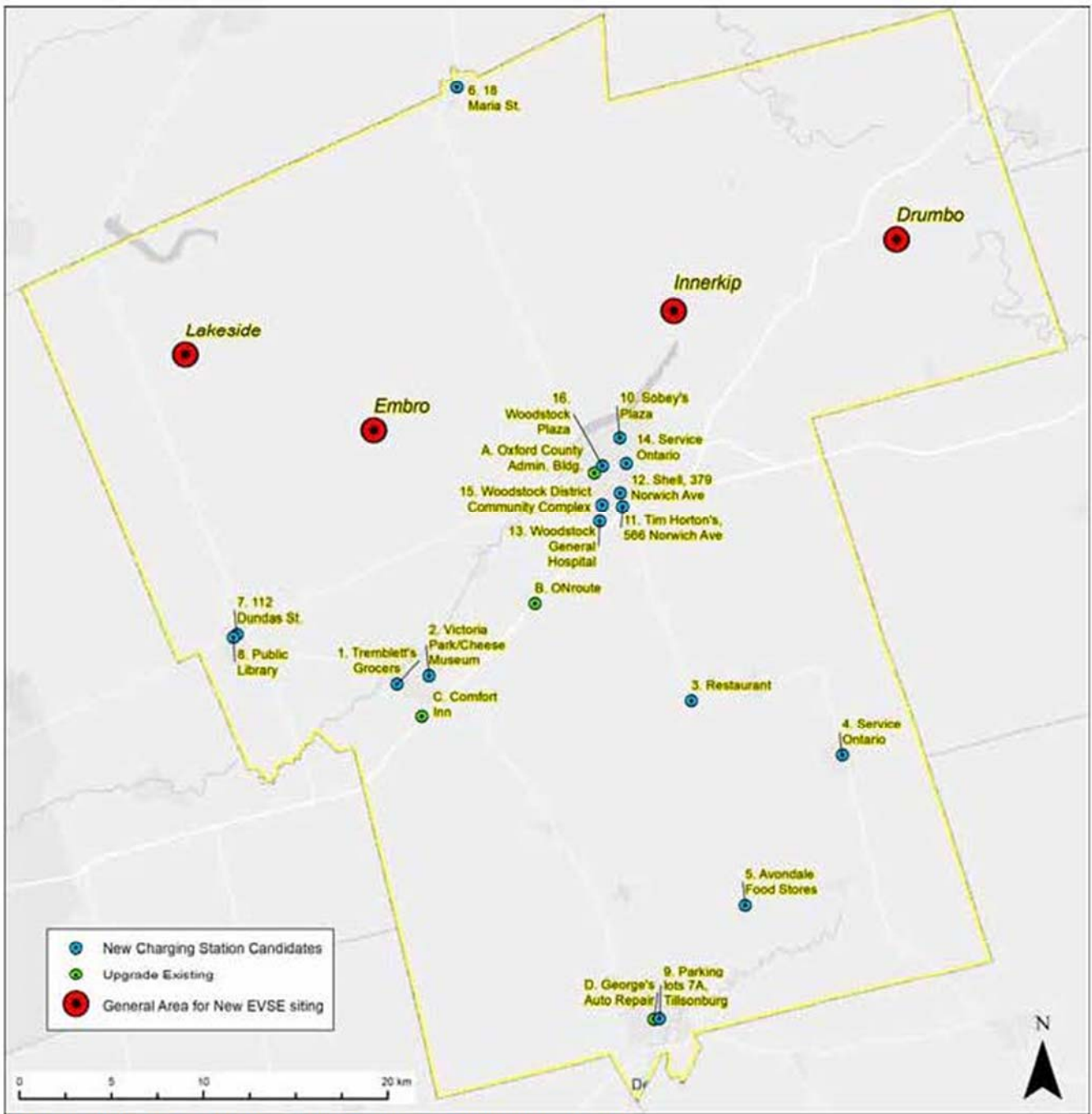
- ▶ Support the implementation of the network of EV charging stations recommended in the “*Oxford County Feasibility Study: EVSE Data Mapping & Analysis in Support of Oxford County’s Electric Vehicle Accessibility Plan (EVAP)*” report prepared by CUTRIC (**Figure S.4**).
- ▶ Explore funding for the new EV charging stations through public funds, private funds or through public-private partnerships.
- ▶ Support the implementation of EV charging stations within official carpool lots to encourage both electric vehicle and carpool use.
- ▶ Implement the autonomous vehicle (AV) network (**Figure S.5**) to facilitate the testing of Level 3 to Level 5 autonomous vehicles.
- ▶ Coordinate with the lower-tier municipalities to integrate the County AV network to the local (municipal) routes.
- ▶ Continue to work with the Ontario Good Roads Association on the development of a larger AV road network serving Southwestern Ontario.

Implementation

The successful implementation of the TMP 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 reflect changes to the Official Plan and/or resulting from the development review process or other major initiatives.





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



Recommended County-Wide EV Charging Station Locations



Proposed County-Wide Autonomous Vehicle Network

Figure S.5



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Jim Harmer Drainage Superintendent
Reviewed By:	Rodger Mordue	Date:	October31, 2018
Subject:	Monthly Report	Council Meeting Date:	November 7, 2018
Report #:	DS-18-14		

Recommendation:

That Report DS-18-14 be received as information.

Background:

Monthly activities of the Drainage Department October31, 2018

Analysis/Discussion

1. Working on drain maintenance and various site meeting to review work required with ratepayers.
2. Working with lawyer on compliance letters.
3. 30 locates for ON 1 Call in September 2018 including 2 emergency and 0 priority locates.
4. Update of drainage mapping for ON 1 Call / OMAFRA / Township Web site.
5. Commenting on various planning application.
6. Meeting with County on Storm Water Management / Asset management process.
7. Hofstetter Road Drain construction started August 14, 2018 and work is 100% complete. Working on grant application.
8. Attended staff meeting.
9. Completed blind inlet along trail in Princeton Park.
10. Asset management report for existing municipal drains in Urban areas as per Ontario Regulation 588/17

11. Attended Drainage Engineer's conference in Guelph

12. Attended All Chapters meeting of the Drainage Superintendent Assoc. in Guelph.

Financial Considerations:

None

Attachments:

None

Respectfully submitted by:

Jim Harmer Drainage Superintendent



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From: Trevor Baer
Reviewed By:	Rodger Mordue, CAO/Clerk	Date: Oct 31 2018
Subject:	Monthly Report – Oct	Council Meeting Date: Nov 7 2018
Report #:	CS-18-10	

Recommendation:

That Report CS-18-10 be received as information.

Background:

The following will provide Council with an update regarding the activities of the Community Services Department, for the month of October.

Analysis/Discussion

Arena

The arena is running has been operating with ice in it for about 6 weeks. Over all operations have been running smoothly.

Drop in Centre

This Program has been operating now for 4 weeks, it is averaging 22 participants per week for this program. We have some special guest planned for November, Fire department night, and the OPP might stop in as well.

Splash Pad

We have the Armor stones on site, the plan is to get these installed this year yet. There are 12 of them that are going around the splash pad. Next spring the path way will be going in.

Princeton Pad

There was a drain put in to remove the water from around the Pad and the water that was sitting on the walking trail. We are hoping that this looks after the problem of sitting water by the pad and trail.

Parks

We have completed the 2nd part of the Drumbo Soccer field project. This will have to be over seeded again in the spring. There is one more stage to this project and that will be completing the 3rd soccer field next year after the fall fair.

We have had a few community groups that have inquired about putting in a community rink in our parks for the winter. The Parks have been winterized for the year.

Seniors Centre

We have had 3 out of the 4 groups say that they like to be part of this program. The one group is going to let me know by Nov 14, if they would like to take part. Once that group makes up their mind, we will be coming up with the best type of program that we can offer with what we have for the seniors in our community.

Communities

We have gotten the Christmas Wreathes for the community's downtowns painted and all supplies have been picked up to start putting the Wreathes together.

Time lines for this project

Week Nov 12 build Wreathes

Week Nov 26 take down flags, put up Wreathes.

Respectfully submitted by:

Trevor Baer

THE CORPORATION OF THE
TOWNSHIP OF BLANDFORD-BLENHEIM
BY-LAW NUMBER 2099-2018

Being a By-law to confirm the proceedings of Council.

WHEREAS by Section 5 of the *Municipal Act* 2001, S.O. 2001, c.25, the powers of a municipal corporation are to be exercised by its Council.

AND WHEREAS by Section 11 of the *Municipal Act* 2001, S.O. 2001, c.25, the powers of every Council are to be exercised by by-law;

AND WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Blandford-Blenheim at this meeting be confirmed and adopted by by-law;

NOW THEREFORE the Council of the Corporation of the Township of Blandford-Blenheim hereby enacts as follows:

1. That the actions of the Council of the Corporation of the Township of Blandford-Blenheim in respect of each recommendation contained in the reports of the Committees and each motion and resolution passed and other action taken by the Council of the Corporation of the Township of Blandford-Blenheim, at this meeting held on November 7th, 2018 is hereby adopted and confirmed as if all such proceedings were expressly embodied in this by-law.
2. That the Mayor and proper officials of the Corporation of the Township of Blandford-Blenheim are hereby authorized and directed to do all things necessary to give effect to the actions of the Council referred to in the proceeding section hereof.
3. That the Mayor and the CAO / Clerk be authorized and directed to execute all documents in that behalf and to affix thereto the seal of the Corporation of the Township of Blandford-Blenheim.

By-law read a first and second time this 7th day of November, 2018.

By-law read a third time and finally passed this 7th day of November, 2018.

MAYOR
MARION WEARN

CAO / CLERK
RODGER MORDUE