

APPENDIX A

Public and Stakeholder Consultation Materials

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APPENDIX A.1

Notice of Study Commencement

Notice of Study Commencement

Oxford County Transportation Master Plan Update

Oxford County has initiated a 2024 update of its current 2019 Transportation Master Plan (TMP).

What is the Transportation Master Plan?

The TMP is a long-term strategic transportation planning document that lays out the County's vision and goals for its transportation system over the next 20 years. The TMP will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions while also considering sustainable and multi-modal transportation solutions (e.g., promoting active transportation, transportation demand strategies, and public transportation over single-occupant vehicle trips); and
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the TMP Update. Key objectives of the TMP Update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan which maximizes the use of existing infrastructure and promotes regional connectivity.

As part of the TMP Update, a corridor study of Oxford Road 4 will be completed. This corridor is a key transportation link between Highways 401/403 and the northern part of the County. Findings of this study will be incorporated into the TMP.

The TMP Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the *Municipal Class Environmental Assessment* (2000, as amended in 2007, 2011 & 2015), approved under the *Ontario Environmental Assessment Act*.

We want to hear from you

As the Project Team reviews and updates the TMP, it is important to engage with the public to identify the community's transportation needs and priorities. Those interested in this study are invited to participate by:

- Visiting the study website at www.oxfordcounty.ca/2024tmp
- Subscribing to the study mailing list to receive notices of future consultation opportunities. To be added to the mailing list, contact one of the key contacts below.
- Attend future Public Consultation Centres (PCC). PCCs will be held at various locations around the County. More details about the PCCs will be provided as they become available
- Provide your comments through the study website on *Speak Up, Oxford!* at www.oxfordcounty.ca/2024tmp, or submit to the key study contacts listed below.

Near the end of this Study, a draft TMP Study Report will be prepared and made available for public review and comment prior to its finalization.

Contacts for information

Ryan Vink, P.Eng.
Project Manager

Oxford County
rvink@oxfordcounty.ca
519-535-8471

John McGill, P.Eng., PTOE,
RSP1

Project Manager
Parsons Inc.
john.mcgill@parsons.com
905-330-9569

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

This notice issued March 21, 2022

APPENDIX A.2

Agency Contact List and Comment and Responses

**Oxford County Transportation Master Plan
Agency and Utility Contact List**

First Name	Last Name	Title	Company	Dept	Address_1	Address_2	City	Prov.	PostalCode	Phone	Fax	Email
Jack	Carello	Manager – Utilities and Flagging	Canadian Pacific Rail									jack_carello@cpwr.ca
Dusty	Underhill	General Manager/Secretary-Treasurer	Catfish Creek Conservation Authority		8079 Springwater Road	R.R. #5	Aylmer	ON	N5M 2R4	519-773-9037	519-765-1489	generalmanager@catfishcreek.ca
Harold	deHaan	City Engineer	City of Woodstock		500 Dundas Street	P.O. Box 1539	Woodstock	ON	N4S 7W5			hdehaan@cityofwoodstock.ca
To Whom it May Concern		Police/Fire Dispatcher	City of Woodstock	Police Services	615 Dundas Street		Woodstock	ON	N4S 1E1	519-537-3233		badodules@woodstockpolice.ca
To Whom it May Concern			City of Woodstock	Transit Department	944 James Street	PO Box 1539	Woodstock	ON	N4S 0A7	519-539-2382 ext. 3130 or		transit@cityofwoodstock.ca
Lori	Wolfe	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 120	519-271-6265	lwolfe@perthcountycity.ca
Michael	Bradley	Chief Administrative Officer	County of Brant		31 Mechanic Street		Paris	ON	N3L 1K1	519-442-7268		info@brant.ca
Deb	Fiddler		Middlesex County	Middlesex Connect	399 Ridout Street North		London	ON	N6A 2P1	519-434-7321		dfiddler@middlessex.ca
Amy	Smith	Director of Human Resources	Oxford County	Human Resources	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3155	519-421-4714	asmith@oxfordcounty.ca
Ben	Addley	Interim Chief Administrative Officer	Oxford County	Public Health & Emergency Services	410 Buller Street		Woodstock	ON	N4S 4N2	519-539-9800 x3000	519-539-6202	bbaddley@oxfordcounty.ca
Travis	Lockhart	Woodlands Conservation Commissioner	Oxford County	Public Works	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3			lockhart@oxfordcounty.ca
Gord	Hough	Director of Community and Strategic Planning	Oxford County	estarc	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-0015 x 3207	519-421-4712	ghough@oxfordcounty.ca
Lynn	Buchner	Director of Corporate Services	Oxford County	Corporate Services	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3007	519-421-4713	lbuchner@oxfordcounty.ca
Kelly	Black	Director of Human Services	Oxford County	Human Services	21 Reeve Street	P.O. Box 1614	Woodstock	ON	N4S 7Y3	519-539-9800 x 3301	519-421-4710	kbblack@oxfordcounty.ca
Steve	Cho	Senior Biologist	Fisheries & Oceans Canada	Ontario and Prairie Region	867 Lakeshore Rd		Burlington	ON	L7S 1A1	905-336-6248		fisheriesprotection@dfo-mpo.gc.ca>
John	Blakely	Senior Right-of-Way Agent	Enbridge Pipelines Inc.		1086 Modeland Road, Building 1050		Sarnia	ON	N7S 6L2		905-547-5237	john.blakely@enbridge.com
To Whom it May Concern			ERTH Power (Erie Thames Hydro)		143 Bell Street	P.O. Box 157	Ingersoll	ON	N5C 3K5	519-485-1820	519-485-5838	info@erthpower.com
Jeff	Soetemans	Operations Supervisor	Execulink Telecom		615 Main Street North		Burgessville	ON	N0J 1C0			jeff_soetemans@execulink.com
To Whom it May Concern			Huron-Perth Student Transportation Services		62 Chalk Street		North Seaforth	ON	N0K 1W0	519-527-0670	519-527-0289	hnstst@ed.amdsb.ca
To Whom it May Concern			Impact Assessment Agency of Canada	Ontario Office	55 York Street	6th Floor	Toronto	ON	M5J 1R7	416-952-1576	416-952-1573	ontarioregion-regionontario@iaac-aec-iac.gc.ca
Vince	Romeo	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	vromeo@lrcsb.ca
Judy	Maxwell	General Manager/Secretary-Treasurer	Long Point Region Conservation Authority		4 Elm Street		Tilsonburg	ON	N4A 0C4	519-842-4242 ext. 225		jmaxwell@lpcra.on.ca
Malvika	Rudra	Senior Manager, Network Planning	Metrolinx	Planning and Development								Malvika.Rudra@metrolinx.com
Trish	Grant	Rural Planner	Ministry of Agriculture and Food		667 Exeter Road		London	ON	N6E 1L5			trish.grant@ontario.ca
To Whom it May Concern			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
Kay	Grant		Ministry of Municipal Affairs and Housing									Kay.Grant@ontario.ca
Jasmin	Sasso	Senior Divisional Information Coordinator	Ministry of the Environment, Conservation and Parks	Operations Division	135 St. Clair Ave W	8th Floor	Toronto	ON	M4V 1P5	416-314-6378	416-314-6396	jasmin.sasso@ontario.ca
Mark	Badali	Regional Environmental Planner (REP) – Southwest Region	Ministry of the Environment, Conservation and Parks	Project Review Unit Environmental Assessment Branch	135 St Clair Ave W	7th Floor	Toronto	ON	M4V 1P5	416-457-2155	416-457-2155	Mark.Badali1@ontario.ca
Rob	Wrigley	London District Manager	Ministry of the Environment, Conservation and Parks		733 Exeter Road		London	ON	N6E 1L3	519-280-3077	519-873-5020	rob.wrigley@ontario.ca
Thomas	Thayer	Chief Administrative Officer	Municipality of Bayham		9344 Plank Road	Box 160	Stratfordville	ON	N0J 1Y0			thayer@bayham.on.ca
Mike	Henry	Chief Administrative Officer	Municipality of Thames Centre		4305 Hamilton Rd		Dorchester	ON	N0L 1G3	519-268-7334 x226	519-268-3928	mhenry@thamescentre.on.ca
To Whom it May Concern			Nor-Del Cablevision		P.O. Box 340		Norwich	ON	N0J 1P0	519-879-6527	519-879-6387	nordel@nor-del.com
Al	Meneses	Chief Administrative Officer	Norfolk County		50 Colborne Street South	P.O. Box 545	Simcoe	ON	N3Y 4N5	519-426-5870 ext. 1225	519-426-7633	al.meneses@norfolkcounty.ca
Mitch	Wilson	Aylmer District Manager	Ministry of Northern Development, Mines, Natural Resources and Forestry		615 John St N		Aylmer	ON	N5H 2S8	519-773-4710		mitch.wilson@ontario.ca
Sam	Short	Regional Planner	Ministry of Northern Development, Mines, Natural Resources and Forestry	Land Use Planning and Strategic Issues Section – Southern Region								
Nicole	Barnett	Administrator	Oxford County Federation of Agriculture (OCFA)							705-772-9329	705-772-9329	Sam.Short@ontario.ca
To Whom it May Concern			Oxford County Federation of Agriculture (OCFA)							519-533-2208		nicole.oxfordagriculture@gmail.com
To Whom it May Concern			Oxford Southland Railway		47 - 101 Southgate Parkway		St Thomas	ON	N5R 6L5		519-471-7334	info@osrinc.ca
William	VanBrugge	Principal	Oxford County Paramedic Services		377 Mill St		Woodstock	ON	N4S 7V6	519-539-9800 x 3464	519-537-1099	wns@oxfordcounty.ca
Bruce	Lauckner	Chief Administrative Officer	Oxford Reformed Christian School		333182 Plank Line	P.O. BOX 87	Mount Elgin	ON	N0J 1N0			principal@ocrsschool.ca
Kurt	Ritchie	Civil Specialist - FSC Civil Ontario	Regional Municipality of Waterloo	CAO's Office	150 Frederick Street, 1st Floor		Kitchener	ON	N2G 4J3	519-575-4758	519-575-4440	blaukner@regionofwaterloo.ca
Ronda	Stewart	Economic Development Director	Rural Oxford Economic Development							(416) 450-9638		kurt.ritchie@rci.rogers.com
Amy	Pavletic	Program Manager, Environmental Health	Southwestern Public Health	Public Health & Emergency Services	410 Buller Street		Woodstock	ON	N4S 4N2	519-619-6895	519-421-9901 x3407	director@ruraloxford.ca
Nelson	Mendes	Regional Land Representative (Eastern Region)	TC Energy (formerly Trans Canada Pipelines)		11200 Weston Road		Maple	ON	L6A 1S7			apavletic@swpublichealth.ca
Mark	Fisher	Director of Education	Thames Valley District School Board	Office of the Director	1260 Dundas Street East	P.O. Box 5888	London	ON	N6A 5L1	(519) 452-2000 x 20222	519-452-2396	m.fisher@tvdsb.on.ca
To Whom it May Concern			Tilsonburg Hydro		10 Lisgar Ave		Tilsonburg	ON	N4G 5A5	519-842-9200	519-688-0759	info@tilsonburghydro.ca
Brian	Petrie	Mayor	Town of Ingersoll		130 Oxford Street	2nd Floor	Ingersoll	ON	N5C 2V5			mayor@ingersoll.ca
Michael	Graves	Clerk Administrative Officer	Town of Ingersoll		130 Oxford Street	2nd Floor	Ingersoll	ON	N5C 2V5	519-485-0120 ext. 6222	519-485-2520	engineering@ingersoll.ca
Carlos	Reyes	Director of Operations and Development	Town of Tilsonburg		200 Broadway	Suite 204	Tilsonburg	ON	N4G 5A7	519-688-3009 ext 4400		mgravest@ingersoll.ca
Shayne	Reitsma	Manager of Engineering	Town of Tilsonburg				Tilsonburg	ON	N4G 5A7	519-688-3009 ext 4410		creyes@tilsonburg.ca
David	Droblitch	Manager of Parks and Facilities	Town of Tilsonburg				Tilsonburg	ON	N4G 5A7	519-688-3009 ext 4271		reitsma@tilsonburg.ca
Ashley	Taylor	Transit Coordinator	Town of Tilsonburg				Tilsonburg	ON	N4G 5A7	519-688-3009 ext 4461		droblitch@tilsonburg.ca
Matt	Sweetland	Director of Public Works	Township of Malahide				Malahide	ON	N4G 5A7	519-688-3009 ext 4461		ataylor@tilsonburg.ca
Adam	Betteridge	Chief Administrative Officer	Township of Malahide		87 John Street South		Aylmer	ON	N5H 2C3	519-773-5344 x223	519-773-5334	msweetland@malahide.ca
Andrew	McNeely	Chief Administrative Officer	Township of North Dumfries		2958 Greenfield Road	PO Box 1060	Ayr	ON	N0B 1E0	519-632-8800 x121	519-632-8700	abetteridge@malahide.ca
Kyle	Kruger	Chief Administrative Officer/Clerk	Township of Norwich		285767 Airport Road		Norwich	ON	N0J 1P0	519-468-2410 x 227	519-879-6385	amcneely@northdumfries.ca
Michael	Givens	Chief Administrative Officer	Township of Perth East		25 Mill Street East	P.O. Box 455	Milvorton	ON	N0K 1M0	519-595-2800 x232	519-595-2801	kruger@norwich.ca
Rebecca	Clothier	CAO/Treasurer / Deputy Clerk	Township of Perth South		3191 Road 122		St. Pauls	ON	N0K 1V0	519-271-0619 Ext 227	519-271-0647	mgivens@pertheast.ca
Mary Ellen	Greb	Chief Administrative Officer	Township of South-West Oxford		312915 Dereham Line		Mount Elgin	ON	N0J 1N0	519-485-0477 x7025	519-485-2932	rclothier@perthsouth.ca
Sharon	Chambers	Chief Administrative Officer	Township of Wilnot		60 Snyder's Road West	R.R. #1	Baden	ON	N3A 1A1	519-634-8519 ext. 9237	519-634-5522	cgreb@swox.org
Don	MacLeod	Chief Administrative Officer	Township of Zorra		274620 27th Line		Ingersoll	ON	N5C 3J6	519-485-2490 Ext. 7226	519-485-2520	sharon.chambers@wilnot.ca
Phil	Schaefer	Councillor Ward 1	Township of East Zorra-Tavistock		90 Laveys Street	Box 100	Hickson, East Zorra Tavistock	ON	N0J 1L0	(519)855-3932		dmacleod@zorra.on.ca
To Whom it May Concern			Transport Canada	Ontario Headquarters	4900 Yonge St		North York	ON	M2N 6A5	1-800-305-2059		pschaefer@ezt.ca
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	questions@tc.gc.ca
Tracy	Annet	General Manager/Secretary-Treasurer	Upper Thames River Conservation Authority		1424 Clarke Road		London	ON	N5V 5B9	519-451-2800 x 253		winfieldk@thamesriver.on.ca
Ben	Dafoe	Land Use Regulations Officer	Upper Thames River Conservation Authority		1424 Clarke Road		London	ON	N5V 5B9	(519) 451-2800 Ext 316		anneth@thamesriver.on.ca
Debra	Rasinger	Commercial Operations Manager	VIA Rail Canada		3 Place Ville Marie	Sieme Etage	Montreal	QB	H3B 2C9	514-871-6232		dafoeb@thamesriver.on.ca
Jason	Keillor	General Manager Transit Operations	Voyago					ON		519-455-4579		debra_rasinger@viarail.ca
Carol	Verbeek	Principal	Woodstock Christian School		800 Juliana Drive	P.O. Box 1597	Woodstock	ON	N4S 7W8	519-539-1492		keillor@voyagoctransportation.ca
Harold	deHaan	City Engineer (Key project contact)	Woodstock Environmental Advisory Committee		944 James Street	P.O. BOX 1539	Woodstock	ON	N4S 0A7	519-539-2382 ext. 3112	519-421-3250	info@woodstockchristian.ca
Perry	Lang	President and CEO	Woodstock General Hospital		310 Julianna Drive		Woodstock	ON	N4V 0A4	519-421-4211		plang@woodstockhospital.ca

**Oxford County Transportation Master Plan
Agency and Utility Contact List**

Chris	Marion	Director of Capital Projects	Woodstock General Hospital		310 Julianna Drive		Woodstock	ON	N4V 0A4			cmarion@woodstockhospital.ca
Allan	Hodgins	Corridor Management Planner	Ministry of Transportation					ON				allan.hodgins@ontario.ca
David	Secord		Ministry of Transportation									David.Secord@ontario.ca
Bill	Rayburn	Chief Administrative Officer	Middlesex County		399 Ridout Street North		London	ON	N6A 2P1	519-434-7321 Ext. 250	519-434-0638	CAO@midsx.ca
Andrew	Zuk		Bell					ON				andrew.zuk@bell.ca
Brian	Elbe	Contract manager	Bell					ON				brian.elbe@bell.ca
								ON				519structures@bell.ca
Rod	Wilkinson	Chief	Woodstock Police					ON		519-421-2800 ext. 2231		rwilkinson@woodstockpolice.ca
Becky	Jonker		Woodstock Police					ON				bjonker@woodstockpolice.ca
Julie	Gonyou	Chief Administrative Officer	County of Elgin	Administrative Services	450 Sunset Drive		St. Thomas	ON	N5R 5V1	519-631-1460		cao@elgin.ca
Karla	Barboza	Team Lead - Heritage (Acting)	Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries)					ON		416-660-1027		karla.barboza@ontario.ca
Mark	Renaud	Chair	Tiltsburg Regional Airport Advisory Committee					ON				m.renaud@tiltsburgbia.ca
Nadia	Facca	President and Chief Executive Officer	Alexandra Hospital, Ingersoll and Tiltsburg District Memorial Hospital		167 Rolph Street		Tiltsburg	ON	N4G 3Y9	519-842-3611 ext 5301		Nadia.Facca@tdmh.on.ca
Mike	Bastow	Chief Operating Officer and VP Finance	Alexandra Hospital, Ingersoll and Tiltsburg District Memorial Hospital		167 Rolph Street		Tiltsburg	ON	N4G 3Y9			mike.bastow@tdmh.on.ca
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 7427	519-463-5881	rmordue@blandfordblenheim.ca
Ben	Kissner	Resource Planner (Direct Point of Contact)	Grand River Conservation Authority		400 Clyde Road	PO Box 729	Cambridge	ON	N1R 5W6	519-621-2763 ext. 2237		bkissner@grandriver.ca
Fred	Natolochny							ON				fnatolochny@grandriver.ca
To Whom It May Concern			Canadian National Rail					ON				Proximity@cn.ca
To Whom It May Concern			Cogeco Inc. and Cogeco Communications Inc.		1, Place Ville-Marie	Office 3301	Montreal	QB	H3B 3N2			
To Whom It May Concern			Hydro One Limited					ON				SecondaryLandUse@HydroOne.com
To Whom It May Concern			Ontario Provincial Police					ON				OPP.Oxford.County@opp.ca
Jeff	-	Owner	Noblewood/Kingslea Transport Ltd		Regional Rd 13		Burgessville	ON	N0J 1C0			Jeff@NoblewoodKingslea.ca
Todd	-	Owner	Noblewood/Kingslea Transport Ltd		Regional Rd 13		Burgessville	ON	N0J 1C0			Todd@noblewoodkingslea.ca
Kenneth	Westcar	Secretary	Transport Action Ontario									kenwestcar@sympatico.ca
Ryan	Orton	Commander (A)- Community and Education Programs	Oxford County Paramedic Services							519-521-7350 (cell)		rorton@oxfordcounty.ca
Doug	Spooner	Director, Transit Services	Grand River Transit									dspooner@regionofwaterloo.ca

April 29, 2022 – EMAIL ONLY

Name
Address 1
Address 2
Email

**RE: Oxford County Transportation Master Plan Update and OR 4 Corridor Study
Notice of Study Commencement**

Dear <name>:

Oxford County (the County) has retained Parsons Inc. (Parsons) to complete a 2024 update of the current 2019 Transportation Master Plan (TMP). This TMP Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them.

The Master Plan will be prepared as per Master Plan Approach #1 in accordance with the Municipal Engineers Association *Municipal Class Environmental Assessment* document (October 2000, as amended in 2007, 2011 and 2015), approved under the Ontario *Environmental Assessment Act*.

The Oxford Road 4 (OR 4) Corridor Study will also be completed concurrently and included in the TMP Update. The study will examine opportunities to improve safety, implement active transportation infrastructure, increase access to the Highway 401 and Highway 403 corridors, and identify opportunities for intersection improvements.

The key outcomes of the Master Plan include:

- Assessment of existing and future transportation network conditions and performance to the year 2046, with consideration to travel demand and patterns;
- Identification of the needs of the transportation system and develop policies to address them; and
- Development of a safe, effective and financially viable integrated transportation system implementation plan which maximizes the use of existing infrastructure and promotes regional connectivity.

The purpose of this letter and the attached Notice of Study Commencement is to notify you of the TMP Update, provide project team contact information, and to request your input and participation in the study.

Specifically, we are seeking input on:

- Identification of appropriate individuals representing your agency or group and their contact information that we should include as a primary contact throughout the study progress;
- Description of existing conditions, sensitivities, or interests within the study as they relate to your agency or group's interests; and
- Specific issues, concerns and/or expectations that your agency or group may have.

For project updates, please visit Speak Up Oxford at www.oxfordcounty.ca/2024tmp.

Thank you for your participation. Should you have any questions or require additional information, please contact the undersigned by phone at 519-539-9800 ext. 3023 or email at rvink@oxfordcounty.ca.

Sincerely,



Ryan Vink, P. Eng.
Oxford County Project Manager

Enclosure: Notice of Study Commencement

cc: John McGill, Parsons Project Manager
John Grieve, Parsons Deputy Project Manager
Marianne Alden, Parsons Consultation Lead

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Agency Comment Summary

Date	Contact Name	Comment Summary	Response	Actionable Items
March 8, 2022	Ministry of the Environment, Conservation and Parks (MECP)	n/a	<p>On March 8, 2022, Ryan Vink sent:</p> <p>Request for MECP to reconfirm the appropriate Indigenous Communities which require interest-based consultation for this study, and whether MECP is aware of any asserted potential impacts to Aboriginal or treaty rights which might arise from this study project.</p> <p>Attached: Draft Notice of Study Commencement and Project Backgrounder</p>	<p>Following comment from MECP, Notice will be finalized and we will submit it along with the 'Project Information Form' to eanotification.swregion@ontario.ca (in conjunction with various circulation/publication methods to notify potential stakeholders; Indigenous Communities; public; etc.)</p> <p>Project Information Form sent to MECP June 2, 2022 by Marianne Alden</p>
March 14, 2022	Mark Badali Regional Environmental Planner (REP)- Southwest Region Ministry Ministry of the Environment, Conservation and Parks (MECP) Mark.Badali1@ontario.ca	Confirmation that the County has identified the appropriate communities. No further recommendations at the time, communities will advise if there are any concerns based on project information and archeological studies shared during the Class EA process. The ministry will provide a formal letter of acknowledgement, including guidance regarding the ministry's areas of interests, upon receipt of the finalized Notice of Commencement.		
April 29, 2022	Erick Boyd Manager Ministry of Municipal Affairs and Housing (MMAH) Erick.Boyd@ontario.ca	Thanks for circulating this notice to MMAH regarding the Oxford County TMP update. Kay Grant (copied here) in my office will be the main MMAH contact for this study.	<p>On April 29, 2022, Marianne Alden responds:</p> <p>We will add Kay Grant to the project circulation list. Would you like to remain on the list to receive project updates?</p>	Add Kay Grant to project contact list
April 29, 2022	Transport Canada Transport Canada WEBFeedback- Commentairesweb@tc.gc.ca	Thank you for contacting Transport Canada. This automated response is to assure you that your message has been received and will be reviewed as soon as possible. Please note that due to the high volume of correspondence, we will not be able to respond individually to every inquiry.	n/a	n/a
April 29, 2022	Erick Boyd Manager Ministry of Municipal Affairs and Housing (MMAH) Erick.Boyd@ontario.ca	Thanks Marianne – no need to keep me on the list.	<p>On April 29, 2022, Marianne Alden responds:</p> <p>Thanks for confirming!</p>	Remove Erick Boyd from project contact list
April 29, 2022	Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program fisheriesprotection@dfo-mpo.gc.ca	<p>Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.</p> <p>This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of</p>	n/a	n/a

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>our offices at this time unless you are unable to submit a digital version.</p> <p>Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.</p> <p>We will respond to your email as soon as possible. Thank you for your patience.</p>		
May 3, 2022	<p>Malvika Rudra Senior Manager, Network Planning Metrolinx Malvika.Rudra@metrolinx.com</p>	<p>Thank you for providing us with the opportunity to participate in your Transportation Master Plan Update. We acknowledge the importance of adequately addressing transit needs across the region; however, Oxford County is currently beyond Metrolinx's geographical mandate area of the Greater Golden Horseshoe. If you have any questions regarding our Regional Transportation Plan or require any specific input, please don't hesitate to reach out to myself at Malvika.Rudra@metrolinx.com</p>	<p>On May 4, 2022, John McGill responds:</p> <p>Thank you Malvika. Appreciate the response. Should we have any issues to discuss with Metrolinx we will be sure to contact you.</p>	Add Malvika Rudra to contact list
May 3, 2022	<p>Amy Humphries City Clerk/Director of Clerk Services City of Woodstock ahumphries@cityofwoodstock.ca</p>	<p>Thank you for the information. Harold deHaan, our City Engineer, will be the main contact for this.</p> <p>Please let me know if you require anything further.</p>	n/a	Replace Amy Humphries with Harold deHaan on contact list
May 10, 2022	<p>Ronda Stewart Economic Development Director Rural Oxford Economic Development ronda@ruraloxford.ca</p>	n/a	<p>On May 10, 2022 Ryan Vink sent:</p> <p>Oxford County and it's consultant (Parsons – CC'd) are currently working on an update to our Transportation Master Plan (TMP). We reached out via email to yourself and other Agency contacts a little over a week ago, but speaking with management we thought you might have a "top 20" or so list of focused/industry employers in the County that you could recommend/forward and we could incorporate into our mail distribution/notification lists?</p> <p>Please let me know if this is something you could provide and feel free to reach out with any questions or concerns.</p>	n/a
May 10, 2022	<p>Ronda Stewart Economic Development Director Rural Oxford Economic Development director@ruraloxford.ca</p>	<p>Apologies for missing your original email. I just left a voicemail- let's connect further for context and we'll be glad to support any way we can.</p> <p>Would you prefer a phone or video call?</p>	<p>On May 11, 2022, Ryan Vink responds:</p> <p>Thanks for the response, following up on my voicemail this morning, at this point we have just issued our Notice of Commencement (previous email from Marianne) to inform the public that the project has begun. Completion date is anticipated to be June 2023 for final TMP report, with our first Public Consultation Centre scheduled for September 2022 and our second scheduled for Spring of 2023. We don't have any specific recommendations at this point, but should have more information by the first PCC for specific comments from the public.</p> <p>Our Director David mentioned you may have, or be able to prepare a focused list on industry employers in the County who may be interested in the County's road network and future planning of the network. For example, we had representatives from Toyota come to our Economic Development Forum in April as Toyota employees both significantly impact and are impacted by the road network and recommendations from the future final 2024 TMP.</p> <p>If you had this focused list, the contact information for representatives of the noted organizations would also be really helpful for Parsons so they can add to the contact/mail list for future notifications, but if not Marianne can track this down. Doesn't have to be a catch all, we don't need every single business on a County Road. We've already identified some key industry stakeholders and employers in the area, we just want to make sure we include the employers who most impact or are most impacted by the County Road network and future planning of the network (County Road/Oxford Road users, not lower tier roads – City of Woodstock, Town of Ingersoll, etc.)</p>	n/a

Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>Parsons is also concurrently completing a corridor study on OR4 and incorporating the recommendations from this into the 2024 TMP. This is a key corridor and one of two that cross the Thames River in the City of Woodstock. It's important for goods and people movement from the 401/403 north towards Innerkip and the north part of the County. Toyota employees regularly use this road and it can get congested during shift changes. I mention this as a further example of how an industry/employer both has significant impact and is impacted by the road network, but also to note that there is specific focus on this road as part of the work being completed.</p> <p>Feel free to give me another call if you wish to speak further, I will be available but working from home this afternoon and will be back in the office all day tomorrow.</p>	
May 10, 2022	Kyle Kruger Chief Administrative Officer/Clerk The Township of Norwich kkruger@norwich.ca	n/a	<p>On May 10, 2022, Ryan Vink sent:</p> <p>Oxford County and it's consultant (Parsons – CC'd) are currently working on an update to our Transportation Master Plan (TMP). As part of our first economic development (EcDev) forum in April, it was discussed that it would be a good idea to reach out to the Mennonite community in Norwich for the opportunity to provide comment and include as a contact for future mail and project notifications. OR15 was mentioned specifically as a road that community uses quite a bit. I haven't been able to locate a point of contact for this community and I was hoping this is something you could provide?</p> <p>Your assistance is greatly appreciated. Please let me know if this is something you could provide and feel free to reach out with any questions or concerns.</p>	n/a
May 16, 2022	Adam Sheldon Regional Land Representative (Eastern Region) TC Energy adam_sheldon@tcenergy.com	I have copied my colleague Nelson, as he is now the Regional Land Representative for TC Energy in the area.	<p>On May 16, 2022, Marianne Alden responds:</p> <p>Thanks for this. We will add Nelson to the contact list for this study. Would you like to remain on the contact list as well, or do you wish to be removed?</p>	Nelson Mendes added to the contact list
May 16, 2022	Adam Sheldon Regional Land Representative (Eastern Region) TC Energy adam_sheldon@tcenergy.com	You can remove me. Thanks Marianne!	n/a	Remove Adam Sheldon from contact list
May 18, 2022	Carlos Reyes Director of Operations and Development Town of Tillsonburg creyes@tillsonburg.ca	<p>Thank you for your email and for sharing the notice of study commencement with us. We understand how important is this study for the development of the preferred transportation strategy for the County.</p> <p>As requested in the attached letter, please see below the contact information for the group that should be included as primary contact throughout the study process:</p> <p>Contact Name, Position, Email, Extension Number</p> <p>Carlos Reyes, Director of Operations and Development, creyes@tillsonburg.ca, 4400</p> <p>Shayne Reitsma, Manager of Engineering, sreitsma@tillsonburg.ca, 4410</p> <p>David Drobitch Manager of Parks and Facilities, ddrobitch@tillsonburg.ca, 4271</p> <p>Ashley Taylor, Transit Coordinator, ataylor@tillsonburg.ca, 4461</p>		<p>Add to contact list :</p> <p>Carlos Reyes, Director of Operations and Development, creyes@tillsonburg.ca, 4400</p> <p>Shayne Reitsma, Manager of Engineering, sreitsma@tillsonburg.ca, 4410</p> <p>David Drobitch Manager of Parks and Facilities, ddrobitch@tillsonburg.ca, 4271</p> <p>Ashley Taylor, Transit Coordinator, ataylor@tillsonburg.ca, 4461</p> <p>Remove from contact list: Kyle Pratt</p>

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>I will coordinate with our group and will provide you with the following two items by the end of June 2022:</p> <ul style="list-style-type: none"> •Description of the existing conditions or sensitivities within the study area as they relate to the Town of Tillsonburg's interests; and •Specific issues, concerns and/or expectations that our group may have. 		
May 20, 2022	Ronda Stewart Economic Development Director Rural Oxford Economic Development director@ruraloxford.ca	<p>It was nice to speak with you last week. Thanks again for your call.</p> <p>As promised, I would send a short contact list of rural businesses. Please see attached. (My apologies I didn't have enough time to retrieve both an email and phone for each contact).</p> <p>As well, we discussed the Trillium Network for Advanced Manufacturing: https://trilliummfg.ca/trilliumgis</p> <p>And their open asset GIS Mapping Tool with over 8000 Manufacturers in Ontario (including Oxford County): https://trilliumgis.ca</p> <p>I hope this helps your preliminary work. Please do hesitate to include director@ruraloxford.ca on your outreach and communications or contact me directly if you think I can be of assistance.</p>		Add attached contacts to contact list and send notices
May 27, 2022	Mark Badali Regional Environmental Planner (REP)- Southwest Region Ministry of the Environment, Conservation and Parks (MECP) Mark.Badali1@ontario.ca	<p>I am in receipt of your letter dated April 29 to Jasmin Sasso. Please find the attached letter of acknowledgement and supporting attachments in response to the Notice of Commencement of Oxford County's Municipal Class Environmental Assessment for the Transportation Master Plan Update.</p> <p>Please note that as of May 1, 2018, the MECP has a new mandatory notification procedure for providing Class EA notices to the MECP. Per our notification procedures: Notices of Commencement, Completion, Addendum and Statements of Completion when applicable are required to be sent to the appropriate MECP Regional Email address, and other notices such as notices of public information centres can either be sent to the Regional Email address or directly to the Regional Environmental Planner (REP) who is assigned to your project. Please</p>		PIF and Notice of Commencement sent June 2, 2022

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>review the attached Instructions documents and re-submit your notice and a Project Information Form to the appropriate MECP Regional Email address. For projects in Oxford County this would be eanotification.swregion@ontario.ca.</p> <p>Moving forward, please do not send notices to other MECP contacts besides the appropriate Regional Email address and myself, the assigned REP. The reason MECP implemented the regional email address notification procedure is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.</p>		
June 2, 2022	eanotification.swregion@ontario.ca Ministry of the Environment, Conservation and Parks (MECP)		<p>On June 2, 2022, Marianne Alden sent:</p> <p>Please find attached the PIF and Notice of Commencement for the above noted study.</p>	n/a
June 2, 2022	Brian Elbe Contact Manager Bell Canada brian.elbe@bell.ca	<p>Hi Andrew, I am not sure if this would be for you, if not can you please pass it on to the correct person.</p>		Add andrew.zuk@bell.ca to contact list
June 2, 2022	Ben Kissner Resource Planner Grand River Conservation Authority (GRCA) bkissner@grandriver.ca	<p>I have received the Notice of Study Commencement regarding the Transportation Master Plan exercise that has been initiated.</p> <p>At this time, I would request that you include the GRCA in future circulations regarding the project. I can be your direct point of contact, and in the event that I am not able to respond right away it would be worth including my supervisor Fred Natolochny, into the correspondence as well.</p>	<p>On June 2, 2022, Marianne Alden responds:</p> <p>Thanks for your response. We will add yourself and Fred Natolochny to the contact list and remove Samantha Lawson. Kindly confirm. GRCA will continue to be on future distributions concerning this project.</p>	n/a
June 2, 2022	Ben Kissner Resource Planner Grand River Conservation Authority (GRCA) bkissner@grandriver.ca	<p>Please substitute myself and Fred, for Samantha Lawson.</p>	n/a	Add Ben Kissner (bkissner@grandriver.ca) and Fred Natolochny (fnatolochny@grandriver.ca) to contact list. Remove Samantha Lawson (slawson@grandriver.ca)
June 8, 2022	Susan Hongxia Hydro One Susan.SUN@HydroOne.com (secondarylanduse@hydroone.com)	<p>Thank you for sending us notification regarding (Oxford County Transportation Master Plan Update and OR 4 Corridor Study). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions</p>	<p>On June 9, 2022, Ryan Vink responds:</p> <p>We will be sure to include the email provided in the attached response (secondarylanduse@hydroone.com) as the main point of contact for Hydro One and include your organization in future project notifications about this project. I've CC'd the County's consultant Parsons on this response and they will update our project contact list and stakeholder registrar.</p>	Send future notices to secondarylanduse@hydroone.com

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p> <p>In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning. Also, we would like to bring to your attention that should (Oxford County Transportation Master Plan Update and OR 4 Corridor Study) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking. Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.</p> <p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction</p>		

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p> <p>We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com</p>		
June 14, 2022	Sam Short Regional Planner Ministry of Northern Development, Mines, Natural Resources and Forestry Sam.Short@ontario.ca	Thank you for circulating the attached notice to our office. NDMNRF's Land Use Planning and Strategic Issues Section (LUPSIS) has received and reviewed the Notice of Study Commencement prepared for the Oxford County Transportation Master Plan Update. We provide the attached information and comments for your consideration.	On June 14, 2022 Ryan Vink responds: Thank you for your response. I've forwarded your response letter to our consultant Parsons for tracking. If there are any interests related to the sources of information noted in the attached response letter, we will be sure to reach out further for comment from the MNDMDRF.	Add Sam Short (Sam.Short@ontario.ca) to contact list.
June 23, 2022	ER-Public Works ER-Public-Works@cn.ca	This is to confirm receipt of your email. If you have been assigned a CN Public Works representative please contact them directly.	n/a	n/a
June 24, 2022	Julianne Meijaard Julianne.Meijaard@cn.ca (On Behalf Of ER-Public-Works)	Please send all EA notifications and information over to Proximity@cn.ca . This inbox is not reviewing EAs and will not be forwarding them to anyone internally. Please have this email address removed from your distribution list.	n/a	Add Proximity@cn.ca to contact list Remove ER-Public-Works@cn.ca from contact list
June 29, 2022	Canadian National Rail Proximity@cn.ca	n/a	Notice of Study Commencement sent via email by Marianne Alden.	n/a
June 29, 2022	Canadian National Rail Proximity@cn.ca	Thank you for your email. Due to higher than usual volumes, there may be delays in our response time. We appreciate your understanding.	n/a	n/a

Date	Contact Name	Comment Summary	Response	Actionable Items
July 27, 2022	Perry Lang President & CEO Woodstock General Hospital plang@woodstockhospital.ca	Please include Chris Marion, Director of Capital Projects cmarion@woodstockhospital.ca and myself as contacts for the Woodstock Hospital.	On July 27, 2022, Marianne Alden responds, We will add Chris to the contact list for future notifications. You will be continued to be circulated notifications about this study.	Add Chris Marion (cmarion@woodstockhospital.ca) to contact list
July 27, 2022	Loralee Heemskerck Executive Assistant Alexandra Hospital, Ingersoll Tillsonburg District Memorial Hospital Loralee.Heemskerck@tdmh.on.ca	Hello Ryan. Thank you for reaching out to us about this project. In follow-up to your request to identify appropriate individuals as primary contacts throughout the study process, please include Nadia Facca, President and CEO (nadia.facca@tdmh.on.ca) and Mike Bastow, Chief Operating Officer and VP Finance (mike.bastow@tdmh.on.ca) as the AHI and TDMH primary contacts. Let us know if you have any further questions.	On August 5, 2022, Ryan Vink responds, Marianne has updated our project master contact list to have Nadia and Mike as our primary contacts for TDMH.	Add Mike Bastow (mike.bastow@tdmh.on.ca) to contact list
September 7, 2022	Michael Duben Chief Administrative Officer Oxford County mduben@oxfordcounty.ca	Thank you for your message. Please note that Michael Duben is no longer with Oxford County. Please contact Ben Addley, Interim Chief Administrative Officer, at baddley@oxfordcounty.ca or 519-539-9800 extension 3000.		Remove Michael Duben (mduben@oxfordcounty.ca) and add Ben Addley (baddley@oxfordcounty.ca) or 519-539-9800 extension 3000) to contact list
September 7, 2022	Theresa Campbell Chief Administrative Officer Township of Perth East tcampbell@pertheast.ca	Theresa has retired, please update email records to email the new CAO, Michael Givens at MGivens@pertheast.ca		Remove Theresa Campbell (tcampbell@pertheast.ca) and add Michael Givens (MGivens@pertheast.ca) to contact list
September 7, 2022	Taylor Mooney Project and Communications Coordinator Middlesex County tmooney@middlesex.ca	This account is no longer monitored. For any inquiries related to Middlesex County Connects. Please contact Deb Fiddler at: dfiddler@middlesex.ca		Remove Taylor Mooney (tmooney@middlesex.ca) and add Deb Fiddler (dfiddler@middlesex.ca) to contact list
September 7, 2022	FFHPP / PPPH (DFO/MPO) DFO.FFHPP-PPPH.MPO2@dfo-mpo.gc.ca	Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program. This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of our offices at this time unless you are unable to submit a digital version. Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements. We will respond to your email as soon as possible. Thank you for your patience.		

Date	Contact Name	Comment Summary	Response	Actionable Items
September 7, 2022	Daryl Longworth Chief Woodstock Police dlongworth@woodstockpolice.ca	I have officially retired effective July 8, 2022. Should you require assistance from the Office of the Chief of Police, please contact Becky Jonker at bjonker@woodstockpolice.ca or Chief Wilkinson at rwilkinson@woodstockpolice.ca .		Remove Daryl Longworth (dlongworth@woodstockpolice.ca) and add Becky Jonker at (bjonker@woodstockpolice.ca) or Chief Wilkinson at (rwilkinson@woodstockpolice.ca) to contact list.
September 7, 2022	Andrew Zuk Bell andrew.zuk@bell.ca	For all matters where you require a response please forward your email to 519structures@bell.ca . This email will be monitored by the correct local contacts to ensure your note is received and a response is provided.		Add 519structures@bell.ca to contact list
September 8, 2022	Allan Hodgins Corridor Management Planner MTO Allan.Hodgins@ontario.ca	Prior to the Notice of Public Consultation Centre #1, can you please make the displays boards available for MTO review, with respect to the provincial highway network. This is to ensure MTO is supportive of what is being proposed/shared with the public.	On September 8, 2022 Ryan Vink responds, Thank you for your response. Please find attached our print material for the TMP 'pop-up' engagement events scheduled over the next 2 weeks. Virtual PCC1 (scheduled Tues. Sept. 27) will have a larger slide deck and we are still working on finalizing that. The full slide deck for virtual PCC1 will be made available closer to the event.	
September 12, 2022	Alan Hodgins Corridor Management Planner MTO Allan.Hodgins@ontario.ca	General Comments: <ul style="list-style-type: none">• Board 3, Highway 19 is shown within the Town of Tillsonburg, whereas the Connecting Link (limit between MTO and the Towns road authority) is located approx. 920m north of the Broadway St (Highway 19) and North St intersection.<ul style="list-style-type: none">○ 42.884834522935286, -80.75314164041099 visible change in pavement and speed limits change with small (C/L) sign in photo attached.• Board 4, at the Highway 401 and Sweaburg Rd (Mill St) interchange Clarke Rd and Athlone Ave both do not achieve spacing requirements from the interchange tramp terminals. This location should be reviewed and assessed for future needs and performance.<ul style="list-style-type: none">○ Similar issue is identified further in the presentation with respect to the Oxford Rd 4 Corridor Study, and current EA for the Patullo Ave and Norwich Ave (CR 59) intersection.		Provide future PCC boards to MTO prior to finalizing and making available to the public.

Date	Contact Name	Comment Summary	Response	Actionable Items
		<ul style="list-style-type: none"> Board 6, same comment as on Board 3 with respect to the southerly limit of Highway 19, <ul style="list-style-type: none"> 42.884834522935286, - 80.75314164041099 visible change in pavement and speed limits change with small (C/L) sign in photo attached. Board 7, MTO will be a commenting agent on the Corridor Study with respect to the deficient intersection spacing on Townline Rd (Parkinson Rd) the existing Oxford CR 4 intersection west of the Highway 401 interchange ramp terminals, any information with respect to the intersection should be reviewed by MTO prior to being made available to the public. <p>For future Public Consultation Centres, please ensure MTO has opportunity to review slides/presentation boards in advance of them being made available to the public.</p>		
September 14, 2022	Ben Dafoe Land Use Regulations Officer Upper Thames River Conservation Authority dafoeb@thamesriver.on.ca	Please see attached letter from the Upper Thames River Conservation Authority (UTRCA) regarding the Notice of Study Commencement/Notice of Public Consultation we have received in the past couple of months. Enclosed, you will find general comments regarding review of the Oxford County Transportation Master Plan. Please note the UTRCA is also a property owner within the study area. We offer these comments under these separate, but related, areas of interest.		Add Ben Dafoe(dafoeb@thamesriver.on.ca) to contact list.
September 21, 2022	Ben Kissner Resource Planner Grand River Conservation Authority bkissner@grandriver.ca	Would you be able to send me a copy of the PIC boards when they are available? I can arrange to have them reviewed as necessary and provide comments based off of that information.	On October 18, 2022, Ryan Vink responds, Thanks for reaching out and apologies for our delayed response. Our first PCC was held virtually on September 27 th , a video recording of this presentation is currently posted on our project website https://speakup.oxfordcounty.ca/2024tmp/ [speakup.oxfordcounty.ca] along with a feedback form (short survey) and an interactive map for comment (live until tomorrow). PDF of the full presentation's slides should be posted in the coming days on this website as well. Please let us know if you have any comments or concerns.	
September 28, 2022	Ken Westcar Secretary Transport Action Ontario kenwestcar@sympatico.ca	Gentlemen, I really enjoyed your two-way presentation on Tuesday evening and found it refreshing that it was not road-centric. This very recent announcement by the federal government on VIA services in SWO should be of interest: https://ontario.transportaction.ca/federal-study-of-southwestern-ontario-passenger-rail-	On September 29 ,2022, John McGill responds: Ken: I find this extremely interesting. A specialist on our team is a former VP at Metrolinx for Strategic Investments. I will confer with him on this. I particularly found the Slide #5 on the Transport Action Ontario update particularly interesting. Not sure that it will affect our recommendations on roads, but really interested in how we can give some serious thought to rail services...both passenger and freight. Very much appreciate this info. Very useful!	

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		<p>enhancement-update/ontario.transportaction.ca</p> <p>As mentioned last evening, Peter Crockett was very engaged on passenger and freight rail services within the county and lobbied both VIA and Metrolinx to clarify their longer-term plans. Neither did, but it would appear the matter has resuscitated itself with the federal study, SWO Transport Task Force recommendations (not yet released by MTO for some reason) and Doug Ford's commitment to invest \$160m in the Kitchener- London passenger rail service.</p> <p>Several months ago I suggested to the mayors of SWOX, EZT and Zorra that they consider lobbying for a new GO station at Shakespeare to serve the north of the county in addition to adjacent East Perth. It's a long-term initiative but it's necessary for the county to raise a hand before Metrolinx gets too far along with initial planning. The mayors did not respond but previous dialog indicated interest.</p> <p>An attachment to this email is a presentation I gave jointly to the Railway Users Network regarding the Chicago-Toronto passenger train service that President Biden and Amtrak are pursuing. It could have a positive impact on Woodstock's connectivity to the U.S. Midwest and the greater Great Lakes Basin community. The TAO submission to the SWO Transportation Task Force is also attached.</p> <p>Let me know if you have any interest in further submissions on passenger rail transportation. Meanwhile I will search for previous work on Woodstock truck/train intermodal.</p> <p>Best wishes</p>		
October 3,2022	Phil Schaefer Councillor Ward 1 Township of East Zorra-Tavistock pschaefer@ezt.ca	Please add me to the email list for updates regarding the Oxford County Transportation Master Plan	On October 4,2022 Ryan Vink responds: Our consultant (Parsons, Marianne CC'd) will be sure to add you to our master contact list for future notifications/updates.	Add Phil Schaefer (pschaefer@ezt.ca) to contact list
October 11, 2022	Ryan Orton Commander (A) – Community and Education Programs Oxford County Paramedic Services	I had seen recent communications regarding the Connecting Oxford Transportation Master Plan and was hoping for the opportunity to briefly discuss a transportation need that I see often	On November 7,2022 John McGill responds: Ryan...thank you for your comments. They will be included in our Summary Report on stakeholder/public input now that we have concluded the first PCC#1.	Add Ryan Orton (rorton@oxfordcounty.ca) to contact list

Date	Contact Name	Comment Summary	Response	Actionable Items
	orton@oxfordcounty.ca	<p>from the Paramedic Service/Community Paramedicine lens. Very briefly, Paramedic Services sees a lot of requests for:</p> <ul style="list-style-type: none"> - Patients requiring transportation for routine tests, doctors visits, etc. but do not have equitable access to public transportation due to a limiting condition that restrict mobility. Ex: patient who cannot get to a blood draw appointment because they cannot navigate the stairs of their walk up apartment without assistance (read: cannot get to the awaiting taxi cab, or bus stop, or paratransit vehicle without moderate assistance, transferring, or lifting) - Patients that require a stretchered vehicle (must lay flat, cannot sit, bariatric, etc), but cannot afford the several hundred dollar price tag of doing so through a patient transfer company. Even seemingly trivial distances are very expensive from my experience. (ex: patient traveling from home to long term care bed) - Patients requiring return home from hospital who are unable to afford appropriate transportation, or said transportation is unable to accommodate assistance into their home. A real world example: Recently upon return from hospital a patient was in the situation where a private transfer company would only transport them to the front door of their apartment building, unable to assist the 2 flights of stairs to the apartment. <p>As the province and the healthcare system look to align with keeping patients supported in the home for as long as possible, I feel the community and healthcare system could greatly benefit from a well communicated, affordable, and efficient way of being able to gain access to transportation when in need of moderate mobility assistance/assistance to and from the mode of transportation.</p> <p>I would be very happy to chat further if you see the above of relevance to the upcoming Master Plan.</p>	<p>We discussed these issues you raised with our team and although these are valid concerns, and important to the community, developing additional ambulatory services which would provide assisted mobility between private residence(s) and the existing transportation network, is considered beyond the scope of this Study.</p> <p>The County's role revolving around these concerns would be primarily limited to making sure that existing road infrastructure/right-of-way is sufficiently maintained and/or improved to allow for emergency vehicles (private or public) to navigate to and from private residences and emergency locations (ie. Hospitals/Pharmacy, etc.)</p> <p>Thank you for your comments and input.</p>	<p>John McGill to call and discuss further</p>

Date	Contact Name	Comment Summary	Response	Actionable Items
October 18, 2022	Harold deHaan City Engineer City of Woodstock hdehaan@cityofwoodstock.ca	<p>Below are comments on the above from city staff:</p> <ul style="list-style-type: none"> • Are warrants for traffic signals at Norwich and Pavey being met? • Springbank and Parkinson need turn lanes and traffic signal improvements • Public transit (i.e. busing) is a lower tier responsibility so should not be part of the study. Any inter-municipal transit system should be initiated and driven by the lower tier municipalities. City of Woodstock and Oxford County are currently in the courts over this matter. • It is city staff's opinion that the proposed road diet to reduce the existing 4 lanes to 3 lanes between Dundas and Henry will cause traffic congestion and stacking issues between the intersections along this corridor. We understand that the consultant has stated that the adjacent lower tier roads will become alternate routes when/if this occurs however it is not the purpose of the lower tier roads to alleviate the pressures of the county roads. The county roads are intended to be the primary travel route for through traffic which is why they are dedicated to the upper tier. If the county roads are not going to serve this function then they should not be upper tier roads. • Will the county's current policy of only one entrance onto a county road adequately support future development along CR4 with its anticipated future industrial development? Many times larger developments have multiple accesses to the road in order to separate truck and employee access and well as to facilitate one way traffic through the site (dedicated entrance and exits). 		
October 24, 2022	Susan Hongxia Secondary Land Use Department Hydro One	Please see the attached for Hydro One's Response.		Notify for future project updates

Date	Contact Name	Comment Summary	Response	Actionable Items
November 7, 2022	Ryan Orton Commander (A) – Community and Education Programs Oxford County Paramedic Services rorton@oxfordcounty.ca	Thank you for your time, and your consideration. Best of wishes with the project!		
January 18, 2023	Brian Petrie Mayor of Ingersoll mayor@ingersoll.ca	<p>Hello Ryan,</p> <p>I would like to provide comment for the 2024 TMP regarding the intersection of Clarke and Harris in the Town of Ingersoll. This intersection is already very busy with long wait times at peak times. The road alignment of Clarke across harris leads to it being awkward to use. For example, continuing east on Clarke requires the driver to turn to the left while in the intersection. This area of Harris showed the worst rating for usage to design in the entire County network. This area is slated for major growth in the very near future that will add to the already mentioned issues and in my opinion will lead to a very unsafe, underdeveloped intersection. The Town owned industrial lands on Clarke rd have been sold and DOT Foods is actively building as will Carson co241. DOT foods as a distribution center will see large amounts of heavy truck traffic moving to and from the 401. This intersection is the logical choice for access. The lands immediately to east of that are zoned for development that would lead to larger traffic in the area as are the lands immediately to the north. These are slated for commercial use and could be developed at any time adding more to the area, not to mention the new housing in the immediate area as well the new lands east of the intersection that were brought into the town through the recent boundary adjustment and are going through the secondary planning process as of this time.</p> <p>CLarke Rd was previously redeveloped to be able to handle large trucks and I have the understanding that the 401 edr was slated</p>	<p>On January 19, 2023, Ryan V. responds:</p> <p>Good afternoon Mayor Petrie,</p> <p>Thank you for your comments, I've passed them on to our consultant (Parsons) to be included in the TMP report and as part of their ongoing analysis for future recommendations. More information will be made available on the recommendations to be included in the 2024 TMP as part of our second round of public consultation scheduled for this Spring, and a draft of the final report will be posted publically in May/June.</p> <p>Intersection improvements at Clarke and Harris were previously identified in the 2019 TMP as a result of the Traffic Impact Study that was originally submitted as part of the Sifton Development (north side of Clarke). We've discussed the DOT foods site and it's anticipated impacts on traffic in the area with Parsons and the need/timing for intersection improvements in the 2024 TMP will consider this development, the information you've provided below, and other anticipated future growth in the area.</p> <p>Please let me know if you have any other comments or concerns. Thanks again,</p>	Add Brian Petrie (mayor@ingersoll.ca) to contact list.

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>at sometime to change to use that road, rather than it's current route that takes drivers way south of the 401.</p> <p>The Town is also looking at the intersection of Whiting and Clarke to see what can be done to improve that intersection. If these two intersections could be made to accommodate heavy truck traffic safely then I believe there is an opportunity to have truck bypass around the Town instead of having this traffic travel through the downtown. This would have positive impacts not only on the core from less through traffic but would put less stress at the CN rail crossing that is continually needing to be repaired in part to the heavy trucks crossing it. I think there are many positives to improving this intersection as the condition will only deteriorate the longer it's put off.</p> <p>Please accept these comments on this county intersection. If you would like any traffic data about this area the town possesses I'm sure they are willing to share it.</p>		
March 6, 2023	Jason Keillor General Manager Transit Operations Voyago jkeillor@voyageurtransportation.ca	<p>Thank you vey much for the update. If any of the parties involved with this process would like to meet with myself or key team members please let me know</p> <p>We are happy to assist in any capacity</p>		n/a
March 6, 2023	Transport Canada WEBFeedback-Commentairesweb@tc.gc.ca	<p>Thank you for contacting the Transport Canada Web Feedback. Your request is not related to Transport Canada Safety or Security.</p> <p>Kind regards,</p> <p>WEB Feedback/ Commentaires WEB</p>	n/a	n/a
March 8, 2023	Jason Keillor General Manager Transit Operations Voyageour Transportation jkeillor@voyageurtransportation.ca		<p>On March 8, 2023, John G. sends the following email:</p> <p>Good afternoon Jason,</p>	

Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>As part of our ongoing network analysis for the 2024 OC Transportation Master Plan (TMP), we have reviewed the 2021 Journey To Work data and compared this to the 2016 data included in the previous TMP. Through our review, one of the impacts we have seen is a decrease in mode share for transit. We suspect that the 2021 mode share was at least partially impacted by ongoing pandemic restrictions and temporary work from home changes. We are trying to further understand and quantify that potential impact.</p> <p>We were wondering if you have any data on the impact the pandemic had on your ridership, and more importantly how it has responded in 2022/2023 as restrictions are lifted and people are returning to more of a pre-pandemic work environment. Are ridership numbers back to pre-pandemic levels? Have they exceeded pre-pandemic numbers? Or are you still seeing an impact?</p> <p>Any insight you can give us on Voyageur's experience would be greatly appreciated.</p> <p>Regards,</p>	
March 8, 2023	Debra Rasinger Commercial Operations Manager Via Rail debra_rasinger@viarail.ca		<p>On March 8, 2023, John G. sends the following email:</p> <p>Good afternoon Debra</p> <p>As part of our ongoing network analysis for the 2024 OC Transportation Master Plan (TMP), we have reviewed the 2021 Journey To Work data and compared this to the 2016 data included in the previous TMP. Through our review, one of the impacts we have seen is a decrease in mode share for transit. We suspect that the 2021 mode share was at least partially impacted by ongoing pandemic restrictions and temporary work from home changes. We are trying to further understand and quantify that potential impact.</p> <p>We were wondering if you have any data on the impact the pandemic had on your ridership, and more importantly how it has responded in 2022/2023 as restrictions are lifted and people are returning to more of a pre-pandemic work environment. Are ridership numbers back to pre-pandemic levels? Have they exceeded pre-pandemic numbers? Or are you still seeing an impact?</p> <p>Any insight you can give us on Via's experience in/around Oxford County would be greatly appreciated.</p> <p>Regards,</p>	
March 8, 2023	Malvika Rudra Senior Manager, Network Planning Metrolinx Malvika.Rudra@metrolinx.com		<p>On March 8, 2023, John G. sends the following email:</p> <p>Good afternoon Malvika,</p> <p>As part of our ongoing network analysis for the 2024 OC Transportation Master Plan (TMP), we have reviewed the 2021 Journey To Work data and compared this to the 2016 data included in the previous TMP. Through our review, one of the impacts we have seen is a decrease in mode share for transit. We suspect that the 2021 mode share was at least partially impacted by ongoing pandemic restrictions and temporary work from home changes. We are trying to further understand and quantify that potential impact.</p>	

Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>We were wondering if you have any data on the impact the pandemic had on your ridership, and more importantly how it has responded in 2022/2023 as restrictions are lifted and people are returning to more of a pre-pandemic work environment. Are ridership numbers back to pre-pandemic levels? Have they exceeded pre-pandemic numbers? Or are you still seeing an impact?</p> <p>Any insight you can give us on Metrolinx's experience in/around Oxford County would be greatly appreciated.</p>	
March 13, 2023	Malvika Rudra Senior Manager, Network Planning Metrolinx Malvika.Rudra@metrolinx.com	We have indeed been actively tracking ridership recovery across agencies over the last couple of years. I will see if I can dig out some high level observations and send them to you in the next day or so.		
March 30, 2023	Susan Hongxia Hydro One Networks Inc Susan.SUN@HydroOne.com	Please see the attached for Hydro One's Response.		
April 6, 2023	Curtis Tighe curtis.tighe@ingersoll.ca	<p>I enjoyed the session today and appreciate the invitation to be part of the group.</p> <p>I'm still not clear when the first Ec Dev meeting was and who was invited to it. If you could let me know I'd appreciate it.</p> <p>Also, I'm not sure who decided who to invite to this meeting, but I was the only Economic Development staff on the call. I noticed Mark Renaud from Tillsonburg BIA and Kim Whitehead from the Woodstock Chamber, but missing was Len Magyar, Brad Hammond, Cephas Panschow, Ronda Stewart as well as the other Chambers/BIA representatives. If you're looking for a true response from Economic Development, the staff need to be included.</p> <p>Also I noted TMMC staff were on the call which I thought was great, but were CAMI staff invited? With the changes to the plant improvements of Thompson Rd and Ingersoll St may be warranted.</p> <p>Do you have plans to consult directly with the area municipalities? I believe our staff – Engineering, public works, CAO - Council etc. would have an interest in participating.</p> <p>I noted that you plan on improving Harris St from Clarke Rd to Highway 401, what's being proposed here and when? Also, what</p>		

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>improvements would happen to the intersection of Clarke and Harris?</p> <p>Also, the public comments your noted in your presentation aren't necessarily accurate – Clarke and Culloden Rd intersection is Town owned, not County and Pressey Road is in Tillsburg, not Ingersoll.</p> <p>Are there any intersection improvements proposed for Union Rd and Culloden Rd?</p> <p>What improvements are you looking at for Oxford Road 9 from Oxford Road 10 to the Town limits?</p> <p>What intersection improvement is proposed for Thomas St and Cty Rd 10?</p> <p>Your map indicates Halidmand-Norfolk which should be Norfolk.</p> <p>I believe the Inter Community Bus North Oxford Route is outside the sphere of jurisdiction for the County, so likely should be removed from the recommendation.</p> <p>We're currently undergoing a secondary plan for our boundary adjustment lands and have Dillon working on this plan. How will the findings of this plan and our secondary plan be integrated? Have you had any communication with Dillon regarding this?</p> <p>Happy to discuss further, these were just some of the notes I made during the presentation today.</p>		
April 11, 2023	Nicole Barnett Administrator Oxford County Federation of Agriculture Telephone: (519) 533-2208	<p>Good afternoon Mr. Vink and Mr. Grieve,</p> <p>Please see the attached letter from the Oxford County Federation of Agriculture in regards to the 2024 Transportation Master Plan.</p> <p>Feel free to contact us if you have any further questions or concerns.</p>	n/a	n/a
April 14, 2023	Meagan Lichti, RN BSCN Public Health Nurse, Chronic Disease and Injury Prevention SOUTHWESTERN PUBLIC HEALTH mlichti@swpublichealth.ca	<p>Please see the attached comments for the transportation master plan update.</p> <p>Thank you for the chance to provide comments and please reach out with any questions.</p> <p>Thanks!</p>	<p>On April 19, 2023, Ryan Vink responds:</p> <p>Thank you for your interest in our project and the comments you provided on behalf of SWPH. Marianne will be sure to include your these in our PCC2 summary.</p>	

Date	Contact Name	Comment Summary	Response	Actionable Items
Oct. 6, 2023	Jessica Conroy, MES Pl. Resource Planner Grand River Conservation Authority 519-621-2763, extension 2230 jconroy@grandriver.ca.	<p>Dear Ryan Vink,</p> <p>The Grand River Conservation Authority (GRCA) is in receipt of the draft 2024 Transportation Master Plan (TMP) (Prepared by Parsons, dated September 2023), completed as part of the Municipal Class Environmental Assessment (Class EA) Master Plan process. We understand the TMP is the overarching strategic document that provides a framework for how Oxford County will address its transportation needs to the year 2046.</p> <p>A large portion of the Township of Blandford-Blenheim and a small portion of the Townships of Norwich and East Zorra-Tavistock are located within the GRCA watershed. Information currently available at this office indicates that the study area within the GRCA's watershed contains a number of watercourses, floodplains, wetlands, erosion slopes and steep valley slopes that are areas of interest to the GRCA. A copy of our resource mapping is attached.</p> <p>Due to the presence of these features, a portion of the study area is regulated by the GRCA under Ontario Regulation 150/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation). Any development or site alteration within the areas regulated by GRCA may require a GRCA permit.</p> <p>We understand that Alternative 4 – "Combination of Alternatives 2 and 3" has been chosen as the recommended alternative, which builds on Alternatives 2 and 3 by providing both roadway improvements and alternative transportation options. We have reviewed the draft TMP and preferred strategies identified and can provide the below feedback.</p> <p>The Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update, completed in 2008, provide an account of the natural hazards and natural heritage features and functions in the associated area. The recommendations of these studies should be followed where applicable.</p> <p>The GRCA supports and encourages the development of new and/or updated comprehensive plans that assess the significance of wetlands and watercourses at a landscape or watershed scale. Comprehensive studies and plans provide general guidance for future site-specific studies that may be required by the GRCA and other regulatory agencies prior to the issuance of permits for</p>		

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>large and/or complex development projects. Such studies will typically determine whether and how future development will affect regulated hazard features and related natural heritage features and functions.</p> <p>Many projects outlined in the TMP may require GRCA permits including but not limited to road widening/urbanization, intersection upgrades, bridge and culvert replacements, multi-use paths, trails, bridge construction/reconstruction, and/or road rehabilitation. Conceptual and final design details as well as an assessment of impacts to and mitigation strategies for flooding, erosion, and water balance will be required by the GRCA. Early consultation with GRCA staff is recommended to scope project-specific permit requirements.</p> <p>Projects such as bridge and culvert replacements should demonstrate that there are no adverse hydraulic or fluvial impacts to the watercourse, there is no increase to the risk of flood damage to upstream or downstream properties, and there is no loss of flood storage. Depending on the location and scope of project, further information and studies may be required including but not limited to a hydraulic / floodplain analysis; Environmental Impact Study (EIS) to evaluate hydrological impacts to adjacent wetlands and watercourses; and / or slope stability assessment.</p> <p>We understand that 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. We further understand that project specific investigations may be required to satisfy the Municipal Class EA requirements (Phases 3 and 4) before implementation of each project (i.e. through Schedule C Class EA studies), and GRCA will comment further at that time.</p>		

Date	Contact Name	Comment Summary	Response	Actionable Items
Oct. 13, 2023	Sincerely, Joseph Harvey Heritage Planner Heritage Planning Unit 613-242-3743 joseph.harvey@ontario.ca	<p>Dear Ryan Vink:</p> <p>Thank you for making with the draft Oxford County 2024 Transportation Master Plan (TMP) (dated September 2023, by Parsons) available for the Ministry of Citizenship and Multiculturalism's (MCM) review and comment and providing the additional information via email on October 11, 2023. MCM's interest in this master plan relates to it's mandate of conserving Ontario's cultural heritage.</p> <p>Master Plan Summary Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan (TMP). This TMP Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. The Master Plan will be prepared as per Master Plan Approach #1 in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), approved under the Ontario Environmental Assessment Act.</p> <p>Comments We have reviewed the above referenced draft TMP and have the following observations and recommendations:</p> <ul style="list-style-type: none"> A Desktop Baseline Conditions Cultural Heritage Report (dated October, 2023, by ASI) was prepared for the study area. The Report identifies a total of 5 known built heritage resources (BHR) and 2 known cultural heritage landscapes (CHL) within the study area. It also indicates that additional potential BHRs and CHLs may be identified through further investigation. Section 3.5 of the TMP (Cultural Heritage) should be revised to include the findings and recommendations of the Desktop Baseline Conditions Cultural Heritage Report – copy and paste from the Report, do not summarize. This Report should replace the documentation currently included in Appendix G. For subsequent MCEAs recommended by this plan, all technical cultural heritage studies should be completed (e.g., archaeological assessments, cultural heritage evaluation reports, heritage impact assessments) as early as possible during preliminary design and prior to any ground disturbing activities. Technical cultural heritage studies are to be undertaken by a qualified person who has expertise, recent experience, and knowledge 	<p>On October 26, 2023 Ryan Vink responds:</p> <p>Good afternoon Joseph,</p> <p>Thank you for your comments on the 2024 TMP.</p> <p>Parsons is working on updating Section 3.5 (Cultural Heritage) as suggested in your comments and the Desktop Baseline Conditions Cultural Heritage Report has been updated in Appendix G.</p> <p>Regarding MCM's comment that a Preliminary Impact Assessment be completed as part of the 2024 TMP, it is respectfully noted that ASI's recommendation for Impact Assessments is for individual projects in advance of detailed design and not explicitly as part of the 2024 TMP.</p> <p>We are anticipating posting Notice of Completion for final 30 day public review period next week on Wednesday November 1 and will post the updated Final TMP version on SUO for download https://speakup.oxfordcounty.ca/2024tmp [speakup.oxfordcounty.ca]</p> <p>I hope this satisfies your comments, your Oct. 13 email response will be included in the TMP's consultation summary.</p> <p>Thanks, Ryan Vink</p>	

Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed. Archaeological assessments are to be undertaken by a licensed archaeologist.</p> <ul style="list-style-type: none"> As a best practice and consistent with the Desktop Baseline Conditions Cultural Heritage Report's recommendation, a Cultural Heritage Report Existing Conditions and Preliminary Impact Assessment should be completed as part of the TMP. If one is completed at this time, please submit the Cultural Heritage Report to MCM and Oxford County for review and comment and make it available to local organizations or individuals who have expressed interest in review. If the Cultural Heritage Report indicates direct impacts to BHR/CHL within the project area of subsequent MCEA's recommended by this plan (e.g., MCEA Schedule B and C projects), Cultural Heritage Evaluation Report(s) (CHER) should be undertaken by a qualified person to determine the cultural heritage value or interest of the property (or project area). If the property (or project area) is determined to be of cultural heritage value or interest and alterations or development is proposed, MCM recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts. HIAs should be sent to MCM and Oxford County for review and comment and be made available to local organizations or individuals who have expressed interest in review. <p>Please note that the responsibility for administration of the Ontario Heritage Act and matters related to cultural heritage have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation electronically to both Karla Barboza and myself.</p> <p>Thank you for making the draft TMP available for our review. Please contact me with any questions or concerns.</p>		

From: [Badali, Mark \(MECP\)](#)
To: [Ryan Vink](#)
Cc: [Reuben Davis](#); [Melissa Abercrombie](#); [Frank Gross](#); [Shawn Vanacker](#); [Alden, Marianne \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Mcgill, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Confirmation of Appropriate Indigenous Communities - 2024 OC TMP
Date: Monday, March 14, 2022 8:47:40 AM
Attachments: [image003.png](#)
[220308 - 2024 OC TMP - MECP Package for Indigenous Consultation.pdf](#)

Hi Ryan,

The ministry has reviewed the attached letter that was provided, and can confirm that the County has identified the appropriate communities that will need to be engaged with on an interest based level.

Given the present lack of detail on the project or results of the studies, the ministry is not in a position at this time to assess or provide any further recommendations to the County with respect to potential impacts of the project on Aboriginal or Treaty Rights. Through the sharing of project information and archeological studies during the Class EA process, it is thought that communities will advise both the proponent and Government if they have concerns with the project's potential to affect those rights.

The ministry will provide a formal letter of acknowledgement, including guidance regarding the ministry's areas of interests, upon receipt of the finalized Notice of Commencement.

Best regards,

Mark Badali ([he/him \[the519.org\]](mailto:he/him@the519.org))
Regional Environmental Planner (REP) – Southwest Region
Project Review Unit | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Mark.Badali1@ontario.ca | (416) 457-2155



From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: March 8, 2022 3:59 PM
To: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Cc: Reuben Davis <rdavis@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>; Frank Gross <fgross@oxfordcounty.ca>; Shawn Vanacker <svanacker@oxfordcounty.ca>; Marianne.Alden@parsons.com; John.Grieve@parsons.com; John.McGill@parsons.com
Subject: Confirmation of Appropriate Indigenous Communities - 2024 OC TMP

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Mark,

My colleague Jesse passed on your contact information. Oxford County is commencing an update to the County's Transportation Master Plan which must be completed following the master planning process of the Municipal Engineer's Association's Municipal Class EA satisfying Phases I and II for recommended infrastructure improvements. As per our Oxford County protocol and the attached enquiry letter, I am asking that MECP reconfirm the appropriate Indigenous Communities which require interest-based consultation for this study, and whether you are aware of any asserted potential impacts to Aboriginal or treaty rights which might arise from this study project.

A Draft Notice of Study Commencement and brief Project Background are also attached to the letter for your information and comment. Once we hear back from you, the Notice will be finalized and we will submit it along with the 'Project Information Form' to eanotification.swregion@ontario.ca (in conjunction with various circulation/publication methods to notify potential stakeholders; Indigenous Communities; public; etc.)

Your assistance with fulfilling this request at your earliest availability (and preferably by **Monday, March 14th** if at all possible) would be greatly appreciated.

Best Regards,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [can01.safelinks.protection.outlook.com] | T 519.539.9800 EXT 3023 | C 519.535.8471



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 Think about our environment. Print only if necessary.

March 8, 2022

Ministry of Environment, Conservation and Parks
Drinking Water and Environmental Compliance Division,
Southwest and West Central Region
733 Exeter Road
London ON N6E 1L3

Attention: Environmental Planner and EA Coordinator
Air, Pesticides and Environmental Planning

**RE: Oxford County Transportation Master Plan Update
Notice of Study Commencement**

To Whom it May Concern:

Oxford County has retained Parsons Inc. (Parsons) to complete a 2024 update of the current 2019 Transportation Master Plan. This Study is being carried out in accordance with the planning and design process following Approach #1 of the Master Planning Process as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended to 2015), which is approved under the Ontario *Environmental Assessment Act*.

This project is taking place in the County of Oxford. A Notice of Study Commencement is attached as well as the Project Information Form that is part of the Ministry of Environment, Conservation and Parks (MECP) Notification Process, for your reference.

Consultation for this project will follow mandatory guidelines developed by the Municipal Engineers Association (MEA) for First Nations and Aboriginal Peoples consultation as detailed in its Municipal Class Environment Assessment (EA) document (October 2000, amended to 2015) which is approved under the Ontario *Environmental Assessment Act*. Oxford County also recognizes and follows the MECP guidance protocol (Code of Practice for Consultation in Ontario's Environmental Assessment Process) for Aboriginal consultation under the Ontario *Environmental Assessment Act*.

Based on previous liaison with MECP Southwest and West Central Region, it was generally recommended to provide project notification to the following Indigenous communities (which hold elected leadership under the Indian Act or "traditional" rights) which were identified as having potential interest in this project and/or may have credible asserted Aboriginal or treaty rights in this study area:

West Central Region (Ontario)

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council (consultation is typically deferred through the Haudenosaunee Development Institute (HDI))

Southwest Region (Ontario)

- Aamjiwnaang First Nation
- Bkejwanong Territory (Walpole Island First Nation)
- Chippewas of Kettle and Stony Point First Nation
- Chippewas of the Thames First Nation
- Caldwell First Nation
- Oneida Nation of the Thames ONYOTA'A:KA
- Munsee-Delaware Nation
- Delaware Nation

Potential archaeological impacts will be identified through Stage 1 (or further) Archaeological Assessments at the project-specific EA stage rather than through the current Master Plan process. At this time, Oxford County is not aware of any potential impacts to Aboriginal or treaty rights arising from this project.

Based on the location and/or complexity of this project, we ask that you identify and reconfirm the appropriate Indigenous Communities (either elected and/or holding traditional rights) which **require interest-based consultation** on this project and whether you are aware of any asserted potential impacts to Aboriginal or treaty rights which might arise from this project. In this regard, it is recognized that you will contact the MECP Senior Advisor, Outreach & Program Support, Southwest and West Central Region in determining the appropriate Indigenous Communities to be consulted.

Through the course of the project, we understand that the MECP will further comment on Oxford County's consultation approach/records with the respective Indigenous Communities and whether the Crown's rights-based duty to consult process may be required.

Should you have any questions or require additional information, please contact the undersigned by phone at 519-535-8471 or by email at rvink@oxfordcounty.ca.

Sincerely,

Ryan Vink, P. Eng.
Oxford County Project Manager

Enclosure: Notice of Study Commencement
Project Information Form

cc: Shawn Vanacker, Oxford County Supervisor of Transportation Services
John McGill, Parsons Project Manager
John Grieve, Parsons Deputy Project Manager
Marianne Alden, Parsons Consultation Lead

Notice of Study Commencement

Oxford County Transportation Master Plan Update

Oxford County has initiated a 2024 update of its current 2019 Transportation Master Plan (TMP).

What is the Transportation Master Plan?

The TMP is a long-term strategic transportation planning document that lays out the County's vision and goals for its transportation system over the next 20 years. The TMP will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions while also considering sustainable and multi-modal transportation solutions (e.g., promoting active transportation, transportation demand strategies, and public transportation over single-occupant vehicle trips); and
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the TMP Update. Key objectives of the TMP Update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan which maximizes the use of existing infrastructure and promotes regional connectivity.

As part of the TMP Update, a corridor study of Oxford Road 4 will be completed. This corridor is a key transportation link between Highways 401/403 and the northern part of the County. Findings of this study will be incorporated into the TMP.

The TMP Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the *Municipal Class Environmental Assessment* (2000, as amended in 2007, 2011 & 2015), approved under the *Ontario Environmental Assessment Act*.

We want to hear from you

As the Project Team reviews and updates the TMP, it is important to engage with the public to identify the community's transportation needs and priorities. Those interested in this study are invited to participate by:

- Visiting the study website at www.oxfordcounty.ca/2024tmp
- Subscribing to the study mailing list to receive notices of future consultation opportunities. To be added to the mailing list, contact one of the key contacts below.
- Attend future Public Consultation Centres (PCC). PCCs will be held at various locations around the County. More details about the PCCs will be provided as they become available
- Provide your comments through the study website on *Speak Up, Oxford!* at www.oxfordcounty.ca/2024tmp, or submit to the key study contacts listed below.

Near the end of this Study, a draft TMP Study Report will be prepared and made available for public review and comment prior to its finalization.

Contacts for information

Ryan Vink, P.Eng.
Project Manager
Oxford County
rvink@oxfordcounty.ca
519-535-8471

John McGill, P.Eng., PTOE,
RSP1
Project Manager
Parsons Inc.
john.mcgill@parsons.com
905-330-9569

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

This notice issued March 14, 2022

PROJECT BACKGROUNDER

2024 OC TRANSPORTATION MASTER PLAN (TMP)

Located in the heart of south-western Ontario, Oxford County has a population of approximately 123,000 residents, living in approximately 49,000 households. Oxford is “growing stronger together” through demonstrated partnerships with residents, businesses and the eight area municipalities, comprising Blandford-Blenheim, East Zorra-Tavistock, Ingersoll, Norwich, South-West Oxford, Tillsonburg, Woodstock and Zorra. One of Ontario’s foremost farming communities, Oxford’s location at the crossroads of Highways 401 and 403 has contributed to the development of a significant commercial and industrial sector.

The County owns and maintains the County road network, which consists of 1,288 lane kilometers of roads as illustrated on the *Oxford County Roads Map* that has been included in the RFP documents. (Effective January 1, 2022, Oxford County will be acquiring an additional 43.2 lane kilometers of roads through the 2021 road rationalization undertaking). Additionally, the County owns and maintains two roundabouts, 39 signalized intersections, 94 bridges, 60 culverts (>30m span), 22 grade-level rail crossings and seven provincial highway interchanges.

The County of Oxford (the County) has initiated a five-year review and update of the *2019 TMP*; a multi-modal plan focusing on sustainable modes of transportation including walking, cycling, air, public transportation (intercommunity bus, commuter rail), carpooling and telecommuting. The TMP also supports provisions for freight/goods movements, agricultural mobility, corridor access management and low-carbon transportation.

The TMP establishes the long-term transportation vision for transportation services, assesses existing transportation system performances, forecasts future travel demands and defines policies and actions to address the needs of the existing transportation network and further reduce reliance on single-occupant-vehicle commuter trips.

The *2024 TMP* is intended to update the existing and future condition of the County’s transportation network through assessment of current data (traffic, census), review of *2019 TMP* strategies and implementation project status (e.g. active transportation, people and goods movement, sustainability and new technology, needs studies, corridor management, infrastructure upgrades and Class Environmental Assessment Studies). It will focus on creating a Master Plan that is flexible and fiscally sustainable to allow for transportation infrastructure to be delivered to the County’s thriving communities by supporting existing investments, facilitating partnerships and collaborating with other levels of government.

The County’s TMP will identify the path forward to comprehensively develop, evaluate and select preferred long-term transportation strategies to support current and future levels of population and employment. To accomplish this, the TMP will serve as the basis for determining where and what transportation infrastructure is required, and when and how this infrastructure should be implemented and prioritized based on available resources. It will identify gaps in transportation policies and provide guidelines which are needed to support the design and construction of this infrastructure. The TMP will have a definitive and realistic plan to implement the infrastructure, policies and programs needed to meet the transportation goals of the County.

From: [Alden, Marianne \[NN-CA\]](#)
To: [Boyd, Erick \(MMAH\)](#)
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Friday, April 29, 2022 1:13:03 PM

Thanks for confirming!

Marianne

From: Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>
Sent: Friday, April 29, 2022 1:11 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Thanks Marianne – no need to keep me on the list.

Erick

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: April 29, 2022 1:10 PM
To: Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com;
Grant, Kay (MMAH) <Kay.Grant@ontario.ca>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Erick,

We will add Kay Grant to the project circulation list. Would you like to remain on the list to received project updates?

Thanks,
Marianne

From: Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>
Sent: Friday, April 29, 2022 12:57 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Grant, Kay (MMAH) <Kay.Grant@ontario.ca>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi Marianne,

Thanks for circulating this notice to MMAH regarding the Oxford County TMP update. Kay Grant (copied here) in my office will be the main MMAH contact for this study.

Have a good day,
Erick

Erick Boyd, RPP, MCIP

Manager, Community Planning and Development
Ministry of Municipal Affairs and Housing
Municipal Services Office - Western
659 Exeter Road, 2nd Floor
London, ON N6E 1L3
Ph.: 226-688-9058
Fax: 519-873-4018
Email: Erick.Boyd@ontario.ca

Please consider the environment before printing this email.

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: April 29, 2022 12:36 PM
To: Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Dear Erick,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From:
To:
Subject: FW: FFHPP.CA Auto-Reply Tuesday,
Date: May 10, 2022 12:49:47 PM

From: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>
Sent: Friday, April 29, 2022 1:01 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] FFHPP.CA Auto-Reply

Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.

This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of our offices at this time unless you are unable to submit a digital version.

Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.

We will respond to your email as soon as possible. Thank you for your patience.

Merci d'avoir pris contact avec le Programme de protection du poisson et de son habitat de Pêches et Océans Canada.

Le présent courriel accuse réception du formulaire de demande d'examen ou d'avis de code de pratique que vous avez envoyé. Veuillez ne pas envoyer de copie papier à nos bureaux pour le moment à moins que vous soyez dans l'incapacité d'envoyer une version numérique.

Veuillez noter que nous recevons actuellement un volume d'envois et de demandes supérieur à la normale et que nous continuons à travailler selon des modalités adaptées.

Nous répondrons à votre courriel dès que possible. Nous vous remercions pour votre patience.

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From: [McGill, John \[NN-CA\]](#)
To: [Malvika Rudra](#); [Alden, Marianne \[NN-CA\]](#)
Cc: rvink@oxfordcounty.ca; [Filiks, Monika \[NN-CA\]](#); [Nicholas Day](#)
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Wednesday, May 4, 2022 8:15:52 AM
Attachments: [image002.png](#)
[image003.png](#)

Thank you Malvika. Appreciate the response. Should we have any issues to discuss with Metrolinx we will be sure to contact you.

Have a great day.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com

Mobile: +1 905 330 9569

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From: Malvika Rudra <Malvika.Rudra@metrolinx.com>
Sent: Tuesday, May 3, 2022 4:58 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: McGill, John [NN-CA] <John.Mcgill@parsons.com>; rvink@oxfordcounty.ca; Filiks, Monika [NN-CA] <Monika.Filiks@parsons.com>; Nicholas Day <Nicholas.Day@metrolinx.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Marianne,

Thank you for providing us with the opportunity to participate in your Transportation Master Plan Update. We acknowledge the importance of adequately addressing transit needs across the region; however, Oxford County is currently beyond Metrolinx's geographical mandate area of the Greater Golden Horseshoe. If you have any questions regarding our Regional Transportation Plan or require any specific input, please don't hesitate to reach

out to myself at Malvika.Rudra@metrolinx.com

Sincerely,

Malvika

Malvika Rudra, M.A.Sc., P.Eng.

Senior Manager, Network Planning
Planning and Development
Metrolinx
97 Front Street West | Toronto | Ontario | M5J 1E6



From: Monika.Filiks@parsons.com <Monika.Filiks@parsons.com>

Sent: Thursday, April 28, 2022 6:21:05 PM

To: Karla Avis-Birch <Karla.Avis-Birch@metrolinx.com>

Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

You don't often get email from monika.filiks@parsons.com. [Learn why this is important \[aka.ms\]](#)

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Karla.Avis-Birch@metrolinx.com

Dear Karla,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,

Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal

Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From: [Filiks, Monika \[NN-CA\]](#)
To: [Filiks, Monika \[NN-CA\]](#)
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Thursday, May 19, 2022 3:16:31 PM
Attachments: [Amy Humphries, April 29 2022.pdf](#)

Monika Filiks, B.Sc
Associate Environmental Planner
1393 North Service Road East, Suite 103
Oakville ON, L6H 1A7
Monika.Filiks@parsons.com

www.parsons.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

From: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Sent: Thursday, May 19, 2022 2:28 PM
To: Filiks, Monika [NN-CA] <Monika.Filiks@parsons.com>
Cc: Chan, Salina [NN-CA] <Salina.Chan@parsons.com>
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Track, file and update the contact list...thanks

From: Amy Humphries <ahumphries@cityofwoodstock.ca>
Sent: Tuesday, May 3, 2022 8:42 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Harold deHaan <hdehaan@cityofwoodstock.ca>
Subject: [EXTERNAL] Re: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi Marianne,

Thank you for the information. Harold deHaan, our City Engineer, will be the main contact for this.

Please let me know if you require anything further.

Thanks
Amy

Sent from my iPhone

On Apr 29, 2022, at 12:30 PM, Marianne.Alden@parsons.com wrote:

*** Exercise Caution. This is an EXTERNAL e-Mail, DO NOT open attachments or click links from unknown senders or unexpected mail. ***

Dear Amy,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
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Alden, Marianne [NN-CA]

Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

From: Amy Humphries <ahumphries@cityofwoodstock.ca>

Sent: Tuesday, May 3, 2022 8:42 PM

To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Harold deHaan <hdehaan@cityofwoodstock.ca>

Subject: [EXTERNAL] Re: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi Marianne,

Thank you for the information. Harold deHaan, our City Engineer, will be the main contact for this.

Please let me know if you require anything further.

Thanks

Amy

Sent from my iPhone

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Dear Amy,

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* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From: [Ronda Stewart](#)
To: [Ryan Vink](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#)
Subject: [EXTERNAL] Re: 2024 OC TMP - County Employers to Consider for Mail List
Date: Friday, May 20, 2022 4:20:20 PM
Attachments: [image001.png](#)
[Rural Oxford Industry Contacts.xlsx](#)

Good afternoon Ryan,

It was nice to speak with you last week. Thanks again for your call. As promised, I would send a short contact list of rural businesses. Please see attached. (My apologies I didn't have enough time to retrieve both an email and phone for each contact).

As well, we discussed the Trillium Network for Advanced Manufacturing: <https://trilliummfg.ca/trilliumgis> [trilliummfg.ca] And their open asset GIS Mapping Tool with over 8000 Manufacturers in Ontario (including Oxford County): <https://trilliumgis.ca> [trilliumgis.ca]

I hope this helps your preliminary work. Please do hesitate to include director@ruraloxford.ca on your outreach and communications or contact me directly if you think I can be of assistance.

Have a great weekend.
Kindly,

Ronda Stewart
Economic Development Director
Rural Oxford Economic Development
<https://ruraloxford.ca> [ruraloxford.ca]
519.619.6895

On Tue, May 10, 2022 at 5:18 PM Ronda Stewart <director@ruraloxford.ca> wrote:

Hi Ryan,

Apologies for missing your original email. I just left a voicemail- let's connect further for context and we'll be glad to support any way we can.

Would you prefer a phone or video call?

Ronda Stewart
Economic Development Director
Rural Oxford Economic Development
519-619-6895
RuralOxford.ca

On May 10, 2022, at 3:36 PM, Ryan Vink <rvink@oxfordcounty.ca> wrote:

Good afternoon Ronda,

Oxford County and it's consultant (Parsons – CC'd) are currently working on an update to our Transportation Master Plan (TMP). We reached out via email to yourself and other Agency contacts a little over a week ago, but speaking with management we thought you might have a “top 20” or so list of focused/industry employers in the County that you could recommend/forward and we could incorporate into our mail distribution/notification lists?

Please let me know if this is something you could provide and feel free to reach out with any questions or concerns. Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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 Think about our environment. Print only if necessary.

From:
To:
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Tuesday, May 10, 2022 12:49:31 PM

From: Web Feedback / Commentaires Web <WEBFeedback-Commentairesweb@tc.gc.ca>
Sent: Friday, April 29, 2022 12:56 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Thank you for contacting Transport Canada. This automated response is to assure you that your message has been received and will be reviewed as soon as possible. Please note that due to the high volume of correspondence, we will not be able to respond individually to every inquiry.

To get the latest information, follow developments and/or learn about new measures and directives concerning COVID-19, we invite you to consult these links:

[Government of Canada Coronavirus disease \(COVID-19\) website](#)

[\[can01.safelinks.protection.outlook.com\]](#)

[Measures, Updates and Guidance issued by Transport Canada](#)

[\[can01.safelinks.protection.outlook.com\]](#)

[COVID-19: Travel, quarantine and borders](#) [\[can01.safelinks.protection.outlook.com\]](#)

[New pre-departure COVID-19 testing requirements for all air travellers flying into Canada](#)

[\[can01.safelinks.protection.outlook.com\]](#)

[Canada's COVID-19 Economic Response Plan \(Finance Canada\)](#)

[\[can01.safelinks.protection.outlook.com\]](#)

[Transport Canada News](#) [\[can01.safelinks.protection.outlook.com\]](#)

[Boarding Flights and Trains in Canada](#) [\[can01.safelinks.protection.outlook.com\]](#)

Merci d'avoir communiqué avec Transports Canada. La présente réponse automatique vise à vous assurer que votre message a été reçu et qu'il sera examiné dès que possible. Veuillez noter qu'en raison du volume élevé de correspondance, il nous sera impossible de répondre à chaque demande individuellement.

Pour obtenir les dernières informations ou pour en apprendre davantage sur les nouvelles mesures et directives concernant la COVID-19, nous vous invitons à consulter les sites Web suivants :

[Site Web du gouvernement du Canada concernant la maladie à coronavirus \(COVID-19\)](#)

[\[can01.safelinks.protection.outlook.com\]](#)

[Mesures, mises à jour et lignes directrices publiées par Transports Canada](#)

[\[can01.safelinks.protection.outlook.com\]](#)

[COVID-19 : voyage, quarantaine et frontières](#) [\[can01.safelinks.protection.outlook.com\]](#)

[Nouvelles exigences en matière de dépistage de la COVID-19 avant le départ pour tous les voyageurs aériens qui arrivent au Canada](#) [[can01.safelinks.protection.outlook.com](#)]

[Plan d'intervention économique du Canada pour répondre à la COVID-19 \(Finances Canada\)](#) [[can01.safelinks.protection.outlook.com](#)]

[Nouvelles de Transports Canada](#) [[can01.safelinks.protection.outlook.com](#)]

[COVID-19 Monter à bord d'avions et de trains au Canada – Voyage.gc.ca](#) [[voyage.gc.ca](#)]

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From: [Kyle Kruger](#)
To: [Ryan Vink](#)
Cc: [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: 2024 OC TMP - Norwich Mennonite Community Contact Request
Date: Thursday, May 12, 2022 4:11:47 PM
Attachments: [image001.png](#)

Good afternoon Ryan,

Sorry for the delay responding, I had to put out some inquiries myself for appropriate contacts. I did get the following back from one of our Council members who is likely best acquainted with the community:

I would try [REDACTED]. He has a [REDACTED] on the south side of [REDACTED]. He is the Bishop for his community. He should be able to give you any other appropriate names for this project.

We have only the property address for [REDACTED]:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Hope that is of some assistance...

Yours truly,

Kyle

Kyle Kruger
CAO/Clerk
Township of Norwich
kkruger@norwich.ca
519-468-2410 ext 227

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: May 10, 2022 3:46 PM
To: Kyle Kruger <kkruger@norwich.ca>
Cc: John.Grieve@parsons.com; John.McGill@parsons.com; Marianne.Alden@parsons.com
Subject: 2024 OC TMP - Norwich Mennonite Community Contact Request

Good afternoon Kyle,

Oxford County and it's consultant (Parsons – CC'd) are currently working on an update to our

Transportation Master Plan (TMP). As part of our first economic development (EcDev) forum in April, it was discussed that it would be a good idea to reach out to the Mennonite community in Norwich for the opportunity to provide comment and include as a contact for future mail and project notifications. OR15 was mentioned specifically as a road that community uses quite a bit. I haven't been able to locate a point of contact for this community and I was hoping this is something you could provide?

Your assistance is greatly appreciated. Please let me know if this is something you could provide and feel free to reach out with any questions or concerns.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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 **Think about our environment. Print only if necessary.**

From: [Adam Sheldon](#)
To: [Alden, Marianne \[NN-CA\]](#); [Nelson Mendes](#)
Cc: [Ryan Vink](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Monday, May 16, 2022 11:43:37 AM

You can remove me. Thanks Marianne!

Adam Sheldon

Sr. Land Representative, Canada Land

Environment, Land & Strategy

mobile: 403-354-3852 **desk:** 403-920-7014

TCEnergy.com

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: Monday, May 16, 2022 9:32 AM
To: Adam Sheldon <adam_sheldon@tcenergy.com>; Nelson Mendes <nelson_mendes@tcenergy.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Good Morning Adam,

Thanks for this. We will add Nelson to the contact list for this study. Would you like to remain on the contact list as well, or do you wish to be removed?

Marianne

From: Adam Sheldon <adam_sheldon@tcenergy.com>
Sent: Monday, May 16, 2022 10:52 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Nelson Mendes <nelson_mendes@tcenergy.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Good morning Marianne,

I have copied my colleague Neslon, as he is now the Regional Land Representative for TC Energy in

the area.

Regards,

Adam

Adam Sheldon

Sr. Land Representative, Canada Land

Environment, Land & Strategy

mobile: 403-354-3852 **desk:** 403-920-7014

TCEnergy.com

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: Friday, April 29, 2022 10:26 AM

To: Adam Sheldon <adam_sheldon@tcenergy.com>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: [EXTERNAL] Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Dear Adam,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com

M: 226-989-6532

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Thank you

From: [Carlos Reyes](#)
To: [Alden, Marianne \[NN-CA\]](#)
Cc: "rvink@oxfordcounty.ca"; [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Kyle Pratt](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Wednesday, May 18, 2022 3:52:19 PM
Attachments: [image001.png](#)
[Kyle Pratt, April 29 2022.pdf](#)

Hi Marianne,

Thank you for your email and for sharing the notice of study commencement with us. We understand how important is this study for the development of the preferred transportation strategy for the County.

As requested in the attached letter, please see below the contact information for the group that should be included as primary contact throughout the study process:

Contact Name	Position	Email	Extension Number
Carlos Reyes	Director of Operations and Development	creyes@tillsonburg.ca	4400
Shayne Reitsma	Manager of Engineering	sreitsma@tillsonburg.ca	4410
David Drobitch	Manager of Parks and Facilities	ddrobitch@tillsonburg.ca	4271
Ashley Taylor	Transit Coordinator	ataylor@tillsonburg.ca	4461

I will coordinate with our group and will provide you with the following two items by the end of June 2022:

- Description of the existing conditions or sensitivities within the study area as they relate to the Town of Tillsonburg's interests; and
- Specific issues, concerns and/or expectations that our group may have.

Kind regards,

Carlos Reyes, CMM III, MPA, M.Eng, P.Eng

Director of Operations and Development
Town of Tillsonburg
200 Broadway, Suite 204
Tillsonburg, ON N4G 5A7
Phone: 519-688-3009 ext. 4400

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www.Tillsonburg.ca [tillsonburg.ca]
www.DiscoverTillsonburg.ca [discovertillsonburg.ca]
www.Facebook.com/TillsonburgON [facebook.com]



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From: Kyle Pratt <kpratt@tillsonburg.ca>
Sent: Tuesday, May 3, 2022 4:09 PM
To: Carlos Reyes <creyes@tillsonburg.ca>
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: April 29, 2022 12:44 PM
To: Kyle Pratt <kpratt@tillsonburg.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Dear Kyle,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532

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April 29, 2022 – EMAIL ONLY

Jasmin Sasso
Senior Divisional Information Coordinator
Operations Division
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave W
8th Floor
Toronto, ON, M4V 1P5
jasmin.sasso@ontario.ca

**RE: Oxford County Transportation Master Plan Update and OR 4 Corridor Study
Notice of Study Commencement**

Dear Jasmin Sasso:

Oxford County (the County) has retained Parsons Inc. (Parsons) to complete a 2024 update of the current 2019 Transportation Master Plan (TMP). This TMP Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them.

The Master Plan will be prepared as per Master Plan Approach #1 in accordance with the Municipal Engineers Association *Municipal Class Environmental Assessment* document (October 2000, as amended in 2007, 2011 and 2015), approved under the Ontario *Environmental Assessment Act*.

The Oxford Road 4 (OR 4) Corridor Study will also be completed concurrently and included in the TMP Update. The study will examine opportunities to improve safety, implement active transportation infrastructure, increase access to the Highway 401 and Highway 403 corridors, and identify opportunities for intersection improvements.

The key outcomes of the Master Plan include:

- Assessment of existing and future transportation network conditions and performance to the year 2046, with consideration to travel demand and patterns;
- Identification of the needs of the transportation system and develop policies to address them; and

- Development of a safe, effective and financially viable integrated transportation system implementation plan which maximizes the use of existing infrastructure and promotes regional connectivity.

The purpose of this letter and the attached Notice of Study Commencement is to notify you of the TMP Update, provide project team contact information, and to request your input and participation in the study.

Specifically, we are seeking input on:

- Identification of appropriate individuals representing your agency or group and their contact information that we should include as a primary contact throughout the study progress;
- Description of existing conditions, sensitivities, or interests within the study as they relate to your agency or group's interests; and
- Specific issues, concerns and/or expectations that your agency or group may have.

For project updates, please visit Speak Up Oxford at www.oxfordcounty.ca/2024tmp.

Thank you for your participation. Should you have any questions or require additional information, please contact the undersigned by phone at 519-539-9800 ext. 3023 or email at rvink@oxfordcounty.ca.

Sincerely,



Ryan Vink, P. Eng.
Oxford County Project Manager

Enclosure: Notice of Study Commencement

cc: John McGill, Parsons Project Manager
John Grieve, Parsons Deputy Project Manager
Marianne Alden, Parsons Consultation Lead

Notice of Study Commencement

Oxford County Transportation Master Plan Update

Oxford County has initiated a 2024 update of its current 2019 Transportation Master Plan (TMP).

What is the Transportation Master Plan?

The TMP is a long-term strategic transportation planning document that lays out the County's vision and goals for its transportation system over the next 20 years. The TMP will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions while also considering sustainable and multi-modal transportation solutions (e.g., promoting active transportation, transportation demand strategies, and public transportation over single-occupant vehicle trips); and
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the TMP Update. Key objectives of the TMP Update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan which maximizes the use of existing infrastructure and promotes regional connectivity.

As part of the TMP Update, a corridor study of Oxford Road 4 will be completed. This corridor is a key transportation link between Highways 401/403 and the northern part of the County. Findings of this study will be incorporated into the TMP.

The TMP Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the *Municipal Class Environmental Assessment* (2000, as amended in 2007, 2011 & 2015), approved under the *Ontario Environmental Assessment Act*.

We want to hear from you

As the Project Team reviews and updates the TMP, it is important to engage with the public to identify the community's transportation needs and priorities. Those interested in this study are invited to participate by:

- Visiting the study website at www.oxfordcounty.ca/2024tmp
- Subscribing to the study mailing list to receive notices of future consultation opportunities. To be added to the mailing list, contact one of the key contacts below.
- Attend future Public Consultation Centres (PCC). PCCs will be held at various locations around the County. More details about the PCCs will be provided as they become available
- Provide your comments through the study website on *Speak Up, Oxford!* at www.oxfordcounty.ca/2024tmp, or submit to the key study contacts listed below.

Near the end of this Study, a draft TMP Study Report will be prepared and made available for public review and comment prior to its finalization.

Contacts for information

Ryan Vink, P.Eng.
Project Manager

Oxford County
rvink@oxfordcounty.ca
519-535-8471

John McGill, P.Eng., PTOE,
RSP1

Project Manager
Parsons Inc.
john.mcgill@parsons.com
905-330-9569

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

This notice issued March 21, 2022

From:
To:
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Friday, June 3, 2022 11:14:05 AM
Attachments: [MECP Acknowledgement - NoC - Oxford County MCEA Transportation Master Plan Update.pdf](#) [Supporting Attachment - Species at Risk Proponents Guide to Preliminary Screening \(Draft May 2019\).pdf](#) [Jasmin Sasso, April 29 2022.pdf](#) [Instructions for Providing Class EA Notices to the Ministry of the Environment Conservation and Parks.pdf](#) [Instructions for Completing the Streamlined EA Project Information Form.pdf](#)

From: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Sent: Friday, May 27, 2022 3:28 PM
To: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>
Cc: Adrien, Pierre (MECP) <Pierre.Adrien@ontario.ca>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Good afternoon,

I am in receipt of your letter dated April 29 to Jasmin Sasso. Please find the attached letter of acknowledgement and supporting attachments in response to the Notice of Commencement of Oxford County's Municipal Class Environmental Assessment for the Transportation Master Plan Update.

Please note that as of May 1, 2018, the MECP has a new mandatory notification procedure for providing Class EA notices to the MECP. Per our notification procedures: Notices of Commencement, Completion, Addendum and Statements of Completion when applicable are required to be sent to the appropriate MECP Regional Email address, and other notices such as notices of public information centres can either be sent to the Regional Email address or directly to the Regional Environmental Planner (REP) who is assigned to your project. Please review the attached Instructions documents and re-submit your notice and a Project Information Form to the appropriate MECP Regional Email address. For projects in Oxford County this would be eanotification.swregion@ontario.ca.

Moving forward, please do not send notices to other MECP contacts besides the appropriate Regional Email address and myself, the assigned REP. The reason MECP implemented the regional email address notification procedure is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.

Thank you,

Mark Badali ([he/him \[the519.org\]](https://www.the519.org))
Regional Environmental Planner (REP) – Southwest Region
Project Review Unit | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Mark.Badali1@ontario.ca | (416) 457-2155

****I am currently unable to receive calls by phone – please feel free to email me to setup an online audio call****

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: April 29, 2022 12:40 PM

To: Sasso, Jasmin (MECP) <Jasmin.Sasso@ontario.ca>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Dear Jasmin,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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Client's Guide to Preliminary Screening for Species at Risk

***Ministry of the Environment, Conservation and Parks
Species at Risk Branch, Permissions and Compliance***

DRAFT - May 2019

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act* (ESA).

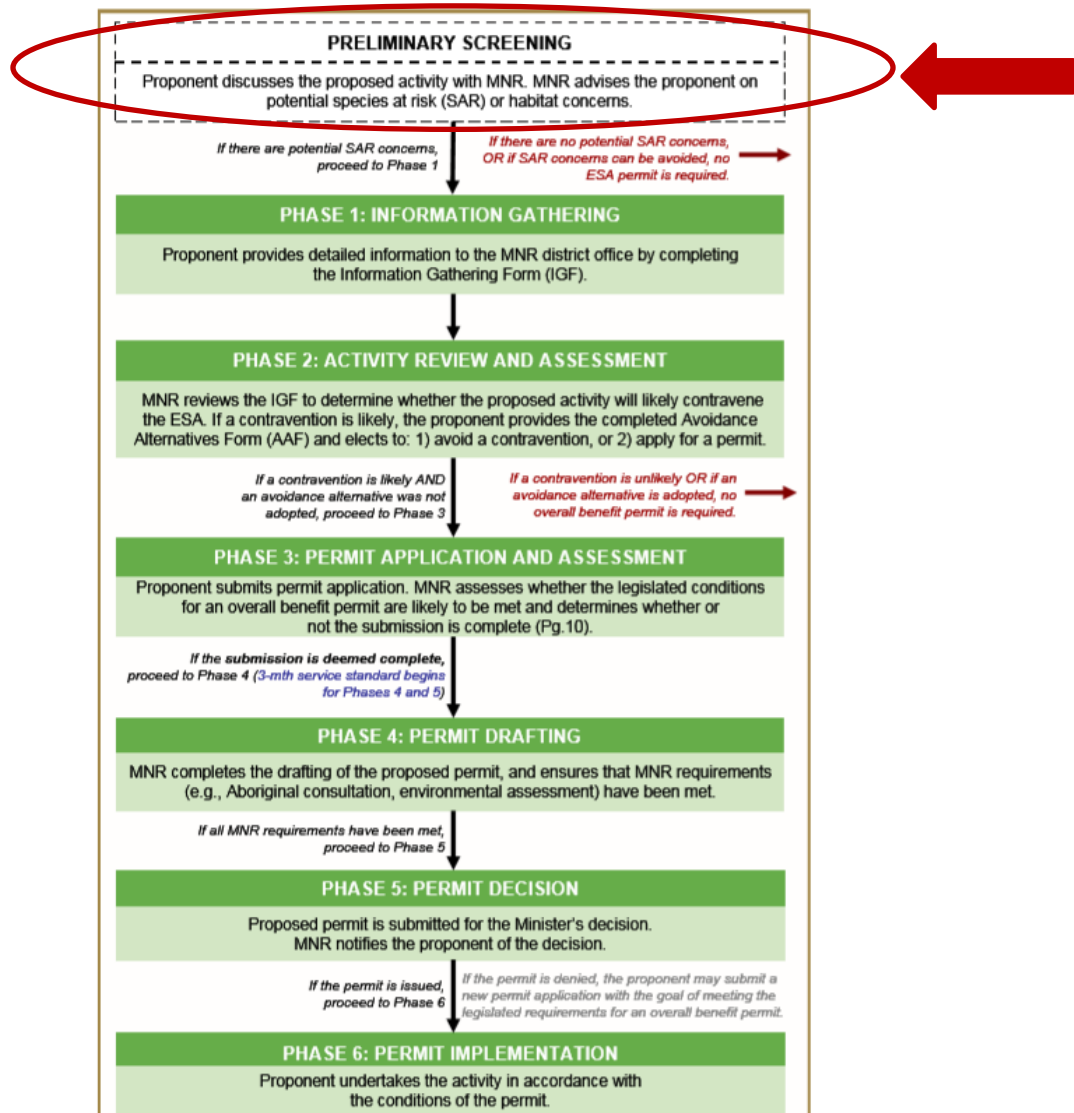
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the “Preliminary Screening” stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at <https://www.ontario.ca/page/species-risk-overall-benefit-permits>



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at <https://www.ontario.ca/page/get-natural-heritage-information>.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US) provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at <https://www.ontario.ca/page/land-information-ontario>.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at <https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home>. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data maybe restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at <http://www.birdsontario.org/atlas/index.jsp?lang=en>
- eBird can be accessed online at <https://ebird.org/home>
- iNaturalist can be accessed online at <https://www.inaturalist.org/>
- The Ontario Reptile and Amphibian Atlas can be accessed online at <https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas>
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at <https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/>

Local naturalist groups or other similar community-based organizations

- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at <https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery>

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at <https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act> and <https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act>
- A list of species at risk in Ontario is available online at <https://www.ontario.ca/page/species-risk-ontario>. On this webpage, you can find out more about each species, including where it lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted: _____

- ✓ List local naturalist groups you contacted: _____

- ✓ List local Indigenous communities you contacted: _____

- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted: _____

- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk): _____

Ministry of the Environment,
Conservation and Parks

Environmental Assessment Branch

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135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

*Direction des évaluations
environnementales*

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télééc. : 416 314-8452



Instructions for Providing Class EA Notices to the Ministry of the Environment, Conservation and Parks

The following protocol for providing Class EA notifications to the Ministry of the Environment, Conservation and Parks is in effect as of **May 1, 2018**. Important information is below. Please read carefully.

You must follow the process described below and submit an electronic version of the Notice and completed Project Information Form to the appropriate Regional EA Notification email address. These email addresses are provided below.

All Notices of Commencement and Completion are to follow this process. Please feel free to pass along this information to your colleagues. Thank you.

Notification Procedure:

The Ministry of the Environment, Conservation and Parks becomes aware of streamlined environmental assessments (e.g., class environmental assessment projects, electricity projects and waste management projects) through notifications by project owners. Notifying the ministry is an important step in the streamlined environmental assessment processes. As part of the ministry's ongoing efforts to improve processes and ensure the ministry has an opportunity to provide input on projects undergoing streamlined environmental assessments, the ministry has established dedicated email accounts in each regional office. These accounts will be used to receive notices as required in your class environmental assessment process along with a new "Project Information Form". As of May 1, 2018, proponents must use this new process.

4 Step Process for Submitting Notices for Streamlined EAs

To submit your notice, you must do the following:

- 1. Download and complete the Project Information Form.** (The Form can be found [here](#) under “Streamlined EAs”. It is an excel spreadsheet with columns that need to be filled out by the proponent. The form has been developed for ease of use (i.e. drop-down pick list for most fields). Instructions on filling out the form are contained in 2 tabs within the form itself).
- 2. Create an email. The subject line of your email must include in this order: Project location, Type of streamlined EA, and Project name**

For example:

- York Region, MEA Class EA, Elgin Mills Rd East (Bayview to Woodbine)
 - Durham Region, Electricity Screening Process, New Cogeneration Station
 - City of Ottawa, Waste Management Screening Process, Landfill Expansion
- 3. Attach the completed Project Information Form (in excel format) and a copy of your project notice (in PDF format) to the email.**
 - 4. Send by email to the appropriate ministry regional office:**

Central Region – eanotification.cregion@ontario.ca

Eastern Region – eanotification.eregion@ontario.ca

Northern Region – eanotification.nregion@ontario.ca

South West Region – eanotification.swregion@ontario.ca

West Central Region – eanotification.wcregion@ontario.ca

Notes:

- The hyperlink to the [MECP District Officer Locator](#) website, can be used to assist with determining what ministry region your project is located.
- The minimum requirement is to send project initiation and completion notices (and where applicable, Revised Notice of Completion, Notice of Filing of Addendum, Statement of Completion). All other notices (e.g. Notice of PIC/OH) can be sent to the Regional email address but not required.
- If your project is located in more than one ministry region, you need to submit your notices to all appropriate regions.

Proponent Instructions for Completing Streamline EA Project Information Form

Please follow the instructions provided below when completing your Streamline Project Information Form. Attach the Project Information Form and a PDF of your project notice to an email, and email to the region specific email address.

Column A - Class EA/Streamlined EA Process

Select the Streamline EA Process from the pick-list (see Table 1 to populate)

Column B - Proponent Name

Enter Proponent Name

Column C – Proponent Contact

Enter the name of the individual that the MOECC should contact about your project. This should be the same contact person that is listed on the notice.

Column D - Project Name

Enter the Project Name as it appears on the notice

Column E – Project Schedule

Enter the project schedule – see Table 1

Column F – Project Type

Enter the project type – see Table 1

Column G – MOECC Region

Select the MOECC Region where your project is located. If your project is located in more than one MOECC Region select all the applicable Regions

Column H - Location

Enter the name of the lower or upper tier municipality where your project is located as appropriate

Column I – Project Initiation Date

Enter the date that the streamlined EA process was initiated. This date may be when the project notice was published (e.g. newspaper).

Table 1 – List of Streamline EA processes, Project Schedule and Project Types

Column A	Column E	Column F
Streamline EA Process	Project Schedule	Project Type
CO - Remedial flood and erosion control projects	Remedial Flood Projects Erosion Control Projects	Riverine Flooding Riverine and Valley Slope Erosion Shoreline Flooding Shoreline Erosion
Go Transit – Class EA	Group A Group B	Rail station, bus terminal and/or commuter service facilities (< 12 ha) Rail route extensions (<50 km) Track or signal systems Maintenance or storage yards
Hydro One - Minor transmission facilities	Transmission Lines Transmission Stations New Technology	Transmission lines Transformer stations Telecommunication stations
Infrastructure Ontario – Public Works	Category A Category B Category C	Property Management and Development Realty Transactions and Approvals
MEA – Class EA for Municipal infrastructure projects	Schedule A Schedule A+ Schedule B Schedule C Master Plan	Municipal Road Projects Municipal Water and Wastewater Projects Municipal Transit Projects Master Plan

Column A	Column E	Column F
Streamline EA Process	Project Schedule	Project Type
MNDM - Activities of the Ministry of Northern Development and Mines under the Mining Act	Category A Category B Category C Category D	Discretionary tenure decisions Discretionary rehabilitation activities
MNRF - Forest Management on Crown Lands in Ontario (Declaration Order MNR-75)	Forest Management Plan	Forest Management
MNRF - Provincial parks and conservation reserves	Category A Category B Category C	Establish a New, Modify or Eliminate a Provincial Park or Conservation Reserve Acquire or Permanently Dispose of Land Management Projects
MNRF - Resource stewardship and facility development projects	Category A Category B Category C	Facility development projects Resource stewardship projects
MTO - Provincial transportation facilities	Group A Group B Group C	New provincial transportation facilities Major improvement to provincial transportation facilities Minor improvement to provincial transportation facilities Facility operation, routine maintenance and administration activities

Column A	Column E	Column F
Streamline EA Process	Project Schedule	Project Type
OWA - Waterpower projects	Category A Category B	Project 500 kW and under in nameplate capacity and associated with existing infrastructure or increases in efficiency; New project on managed river systems; and New project on unmanaged river systems.
O. Reg. 116/01 - Electricity Projects	Category A Category B	Biomass Cogeneration Hydroelectric Landfill Gas/Biogas Natural gas Oil
O. Reg. 101/07 - Waste Management Projects	Not Applicable	Landfill or dump Thermal treatment site Transfer Station
O. Reg. 231/08 - Transit Projects	Not Applicable	Subways Light rail Heavy rail Reserved bus lanes New stations New maintenance facilities New storage Facilities

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
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Télééc. : 416 314-8452

May 27, 2022

Ryan Vink
Project Manager
Oxford County
rvink@oxfordcounty.ca

Re: **Project Name
Oxford County
Municipal Class EA
Response to Notice of Commencement**

Dear Ryan Vink,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that Oxford County (proponent) has indicated that the study is following the approved environmental planning process for a Master Plan under the Municipal Class Environmental Assessment (Class EA).

The **updated (February 2021)** attached “Areas of Interest” document provides guidance regarding the ministry’s interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

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.

The 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 the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent 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 provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River (both Elected Council and Haudenosaunee Confederacy Chiefs Council)
- Aamjiwnaang First Nation
- Bkejwanong (Walpole Island)
- Caldwell First Nation
- Chippewas of Kettle and Stony Point
- Chippewas of the Thames First Nation
- Oneida Nation of the Thames
- Eelūnaapèewii Lahkèewiit (Delaware Nation or Moravian of the Thames)
- Munsee-Delaware Nation

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the [“Code of Practice for Consultation in Ontario's Environmental Assessment Process”](#). Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.

Please also refer to the attached document “A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities” for further information, including the MECP's expectations for EA report documentation related to consultation with communities.

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances subsequent to initial discussions with the communities identified by the MECP:

- 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 with Indigenous communities or other stakeholders has reached an impasse
- A Part II Order request is expected on the basis of impacts to Aboriginal or treaty rights

The MECP 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 should additional steps and activities be required.

A draft copy of the report should be sent directly to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments.

Please also ensure a copy of the final notice is sent to the ministry's Southwest Region EA notification email account (eanotification.swregion@ontario.ca) after the draft report is reviewed and finalized.

Should you or any members of your project team have any questions regarding the material above, please contact me at mark.badali1@ontario.ca.

Yours truly,



Mark Badali
Regional Environmental Planner – Southwest Region

Cc: Pierre Adrien, Manager (Acting), London District Office, MECP
John McGill, Project Manager, Parsons Inc.

Encl. Areas of Interest
A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with
Aboriginal Communities

AREAS OF INTEREST (v. February 2021)

It is suggested that you check off each section after you have considered / addressed it.

Planning and Policy

- Projects located in MECP Central Region are subject to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#). Parts of the study area may also be subject to the [Oak Ridges Moraine Conservation Plan \(2017\)](#), [Niagara Escarpment Plan \(2017\)](#), [Greenbelt Plan \(2017\)](#) or [Lake Simcoe Protection Plan \(2014\)](#). Applicable plans and the applicable policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- The [Provincial Policy Statement \(2020\)](#) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.
- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

Source Water Protection

The *Clean Water Act, 2006 (CWA)* aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions,

Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
 - If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and 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.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to [Conservation Ontario's website](#) where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in [section 1.1 of Ontario Regulation 287/07](#) made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

Climate Change

The document "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide) is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Proponents should review this Guide in detail.

• **The MECP expects proponents of Class EA projects to:**

1. Consider during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, a quantitative air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- If a quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#) report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- Natural heritage and hydrologic features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
 - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
 - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ **Species at Risk**

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at <https://www.ontario.ca/page/species-risk>.
- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.
- For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

□ Surface Water

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

□ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.
- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

□ **Excess Materials Management**

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled “On-Site and Excess Soil Management” (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don’t go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase

in effect on January 1, 2021. For more information, please visit <https://www.ontario.ca/page/handling-excess-soil>.

- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

Contaminated Sites

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the [MECP's D-4 guideline](#) for land use considerations near landfills and dumps.
 - Resources available may include regional/local municipal official plans and data; provincial data on [large landfill sites](#) and [small landfill sites](#); Environmental Compliance Approval information for waste disposal sites on [Access Environment](#).
- Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's [website](#)).
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

Servicing, Utilities and Facilities

- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.
- The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.
- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Mitigation and Monitoring

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout

the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).

- Please include the full stakeholder distribution/consultation list in the documentation.

□ **Class EA Process**

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**
- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.
- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address (for projects in MECP Southwest Region, the email is eanotification.swregion@ontario.ca).

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister David Piccini
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers

issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;

- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;

- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;

- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

From: [Alden, Marianne \[NN-CA\]](#)
To: eanotification.swregion@ontario.ca
Cc: Mark.Badali1@ontario.ca; [Ryan Vink](#); [Shawn Vanacker](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Bcc: [Fliks, Monika \[NN-CA\]](#); [Chan, Salina \[NN-CA\]](#)
Subject: Oxford County, Transportation Master Plan Update
Date: Thursday, June 2, 2022 9:52:00 AM
Attachments: [streamlined_ea_project_information_form_OxfordCountyTMP \(1\).xlsx](#)
[NOTICE OC TMP Study Commencement FINAL.pdf](#)
[image001.png](#)

Good Morning,

Please find attached the PIF and Notice of Commencement for the above noted study.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Thursday, June 2, 2022 10:33:00 AM
Attachments: [image003.png](#)
[Brian Elbe, June 1 2022.pdf](#)

Track and file

From: Elbe, Brian <brian.elbe@bell.ca>
Sent: Thursday, June 2, 2022 10:29 AM
To: Zuk, Andrew <andrew.zuk@bell.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi Andrew,

I am not sure if this would be for you, if not can you please pass it on to the correct person.

Thank you



On January 26, join the conversation.

bell.ca/letstalk

Brian Elbe
Structures Manager, 416 Toronto
Floor 3 West Tower Building E
5115 Creekbank Rd
Mississauga, Ontario
L4W 5R1
Office 905-614-3814
Cell 416-559-7090



From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: Wednesday, June 1, 2022 4:26 PM
To: Elbe, Brian <brian.elbe@bell.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: [EXT]Oxford County Transportation Master Plan Update - Notice of Study Commencement

Dear Brian,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
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documents joints

From: [Ben Kissner](#)
To: [Alden, Marianne \[NN-CA\]](#)
Cc: [rvink@oxfordcounty.ca](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Fred Natolochny](#); [Filiks, Monika \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Thursday, June 2, 2022 4:29:51 PM

Hi Marianne,

Please substitute myself and Fred, for Samantha Lawson.

Thanks,
Ben

Ben Kissner, M.Sc., MCIP, RPP
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2237
Toll-free: 1-866-900-4722
Fax: 519-621-4844

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From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: June 2, 2022 4:19 PM
To: Ben Kissner <bkissner@grandriver.ca>
Cc: [rvink@oxfordcounty.ca](#); [John.Mcgill@parsons.com](#); [John.Grieve@parsons.com](#); [Fred Natolochny](#) <[fnatolochny@grandriver.ca](#)>; [Monika.Filiks@parsons.com](#)
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi Ben,

Thanks for your response. We will add yourself and Fred Natolochny to the contact list and remove Samantha Lawson. Kindly confirm. GRCA will continue to be on future distributions concerning this project.

Regards,
Marianne

From: Ben Kissner <bkissner@grandriver.ca>
Sent: Thursday, June 2, 2022 3:42 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: [rvink@oxfordcounty.ca](#); [McGill, John \[NN-CA\]](#) <John.Mcgill@parsons.com>; [Grieve, John \[NN-CA\]](#) <John.Grieve@parsons.com>; [Fred Natolochny](#) <fnatolochny@grandriver.ca>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Good afternoon,

I have received the Notice of Study Commencement regarding the Transportation Master Plan exercise that has been initiated.

At this time, I would request that you include the GRCA in future circulations regarding the project. I can be your direct point of contact, and in the event that I am not able to respond right away it would be worth including my supervisor Fred Natolochny, into the correspondence as well.

Kind Regards,
Ben

Ben Kissner, M.Sc., MCIP, RPP
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2237
Toll-free: 1-866-900-4722
Fax: 519-621-4844

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From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: June 1, 2022 4:38 PM

To: Samantha Lawson <slawson@grandriver.ca>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Dear Samantha,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

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M: 226-989-6532

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From: [Ryan Vink](#)
To: [SECONDARY LAND USE Department](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Hydro One Response: 20220608-NoticeOfCommence-Oxford County Transportation Master Plan Update and OR 4 Corridor Study
Date: Thursday, June 9, 2022 3:00:46 PM
Attachments: [19486.pdf](#)
[20220608-NoticeOfCommence-Oxford County Transportation Master Plan Update and OR 4 Corridor Study.pdf](#)

Thanks you Susan,

We will be sure to include the email provided in the attached response (secondarylanduse@hydroone.com) as the main point of contact for Hydro One and include your organization in future project notifications about this project. I've CC'd the County's consultant Parsons on this response and they will update our project contact list and stakeholder registrar.

Please let me know if you have any other questions or concerns. Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA | T 519.539.9800 EXT 3023 | C 519.535.8471

-----Original Message-----

From: SUN Hongxia <Susan.SUN@HydroOne.com> On Behalf Of SECONDARY LAND USE Department
Sent: June 8, 2022 3:37 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Subject: Hydro One Response: 20220608-NoticeOfCommence-Oxford County Transportation Master Plan Update and OR 4 Corridor Study

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Please see the attached for Hydro One's Response.

Hydro One Networks Inc

SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

June 08, 2022

Re: Oxford County Transportation Master Plan Update and OR 4 Corridor Study

Attention:
Ryan Vink, P.Eng.
Project Manager
Oxford County

Thank you for sending us notification regarding (Oxford County Transportation Master Plan Update and OR 4 Corridor Study). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Oxford County Transportation Master Plan Update and OR 4 Corridor Study) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your

project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

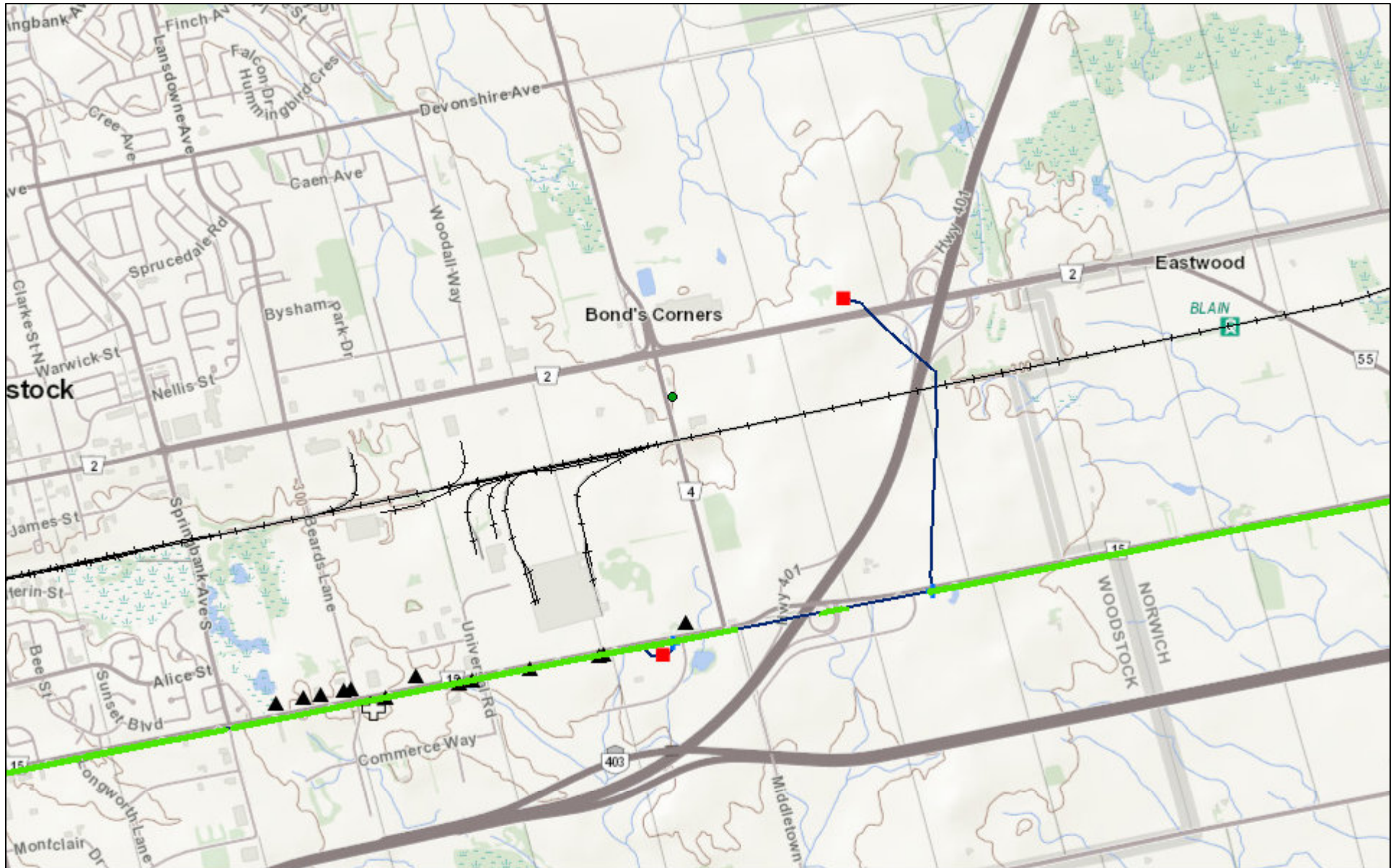
Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

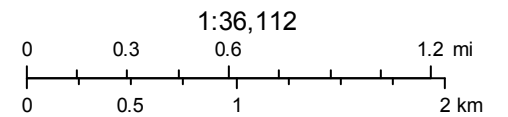
Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Landscape PDF



June 8, 2022



From: [Ryan Vink](#)
To: Sam.Short@ontario.ca
Cc: [Alden, Marianne \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Shawn Vanacker](#)
Subject: [EXTERNAL] FW: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Tuesday, June 14, 2022 2:45:37 PM
Attachments: [Mitch Wilson, April 29 2022.pdf](#)
[2022_06_14_TMP_Update_NRF_Comments.pdf](#)

Good afternoon Sam,

Thank you for your response. I've forwarded your response letter to our consultant Parsons for tracking. If there are any interests related to the sources of information noted in the attached response letter, we will be sure to reach out further for comment from the MNDMDRF.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
www.oxfordcounty.ca [[OXFORDCOUNTY.CA](mailto:oxfordcounty.ca)] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Short, Sam (NDMNRF) <Sam.Short@ontario.ca>
Sent: June 14, 2022 9:37 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Hello Ryan,

Thank you for circulating the attached notice to our office. NDMNRF's Land Use Planning and Strategic Issues Section (LUPSI) has received and reviewed the Notice of Study Commencement prepared for the Oxford County Transportation Master Plan Update. We provide the attached information and comments for your consideration.

Thank you for the opportunity to provide comments. I look forward to hearing from you.

Sam Short (he/him)
Regional Planner
Ph: 705-772-9329
Land Use Planning and Strategic Issues Section – Southern Region
Ministry of Northern Development, Mines, Natural Resources and Forestry

**Ministry of Northern Development,
Mines, Natural Resources and Forestry**

Land Use Planning and Strategic Issues
Section
Southern Region

Regional Operations Division
300 Water Street
Peterborough, ON K9J 3C7

Tel.: 705 761-4839
Fax.: 705 755-3233

**Ministère du Développement du Nord,
des Mines, des Richesses naturelles et des Forêts**

Section de l'aménagement du territoire et des
questions stratégiques
Région du Sud

Division des opérations régionales
300, rue Water
Peterborough (ON) K9J 3C7

Tél. : 705 761-4839
Télééc. : 705 755-3233



June 14, 2022

To Ryan Vink

**SUBJECT: Oxford County Transportation Master Plan Update and OR 4
Corridor Study Notice of Study Commencement**

The Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) received the Notice of Study Commencement on April 29, 2022. Thank you for circulating this to our office. Please note that we have not completed a screening of natural heritage or other resource values for the project at this time. This response, however, does provide information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, as well as engaging with the Ministry for advice as needed.

Please also note that it is the proponent's responsibility to be aware of, and comply with, all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

Natural Heritage

NDMNRF's natural heritage and natural resources GIS data layers can be obtained through the Ministry's [Land Information Ontario \(LIO\)](#) website. You may also view natural heritage information online (e.g., Provincially Significant Wetlands, ANSI's, woodlands, etc.) using the [Make a Map: Natural Heritage Areas](#) tool.

We recommend that you use the above-noted sources of information during the review of your project proposal.

Natural Hazards

A series of natural hazard technical guides developed by NDMNRF are available to support municipalities and conservation authorities implement the natural hazard policies in the Provincial Policy Statement (PPS). For example, standards to address flood risks and the potential impacts and costs from riverine flooding are addressed in the *Technical Guide River and Stream Systems: Flooding Hazard Limit (2002)*. We recommend that you consider these technical guides as you assess specific improvement projects that can be undertaken to reduce the risk of flooding.

Petroleum Wells & Oil, Gas and Salt Resources Act

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best-known data on any wells recorded by NDMNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the library website to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resources Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Fish and Wildlife Conservation Act

Please note, that should the project require:

- The relocation of fish outside of the work area, a Licence to Collect Fish for Scientific Purposes under the *Fish and Wildlife Conservation Act* will be required.
- The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the *Fish and Wildlife Conservation Act* will be required.

Public Lands Act & Lakes and Rivers Improvement Act

Some Project may be subject to the provisions of the *Public Lands Act* or *Lakes and River Improvement Act*. Please review the information on NDMNRF's web pages provided below regarding when an approval is, or is not, required. Please note that many of the authorizations under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*:
<https://www.ontario.ca/page/crown-land-work-permits>

- For more information about the *Lakes and Rivers Improvement Act*:
<https://www.ontario.ca/page/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of NDMNRF's interests stated above, there is no need to circulate any subsequent notices to our office. If you have identified any of NDMNRF's interests and/or may require permit(s) or further technical advice, please direct your specific questions to the undersigned.

If you have any questions or concerns, please feel free to contact me.

Best Regards,



Sam Short
Regional Planner
sam.short@ontario.ca
Ph: 705-772-9329
Land Use Planning and Strategic Issues Section – Southern Region
Ministry of Northern Development, Mines, Natural Resources and Forestry

From: [Julianne Meijaard](#) on behalf of [ER-Public-Works](#)
To: [Alden, Marianne \[NN-CA\]](#); [ER-Public-Works](#)
Cc: [Ryan Vink](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Friday, June 24, 2022 10:15:50 AM

Good Morning,

Please send all EA notifications and information over to Proximity@cn.ca.

This inbox is not reviewing EAs and will not be forwarding them to anyone internally. Please have this email address removed from your distribution list.

Thank you,

ER-Public-Works

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: June 23, 2022 11:42 AM
To: ER-Public-Works <ER-Public-Works@cn.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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To Whom It May Concern,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
[Parsons](#) / [LinkedIn \[linkedin.com\]](#) / [Twitter \[twitter.com\]](#) / [Facebook \[facebook.com\]](#) / [Instagram \[instagram.com\]](#)

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From: [Julianne Meijaard](#) on behalf of [ER-Public-Works](#)
To: [Alden, Marianne \[NN-CA\]](#); [ER-Public-Works](#)
Cc: [Ryan Vink](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Friday, June 24, 2022 10:15:50 AM

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This inbox is not reviewing EAs and will not be forwarding them to anyone internally. Please have this email address removed from your distribution list.

Thank you,

ER-Public-Works

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: June 23, 2022 11:42 AM
To: ER-Public-Works <ER-Public-Works@cn.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
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From: [Perry Lang](#)
To: [Alden, Marianne \[NN-CA\]; "rvink@oxfordcounty.ca"](#)
Subject: [EXTERNAL] FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Wednesday, July 27, 2022 2:22:12 PM
Attachments: [image002.png](#)
[image001.png](#)
[Perry Lang, April 29 2022.pdf](#)

Marianne/Ryan:

My apologies, I thought I had responded already.

Please include Chris Marion, Director of Capital Projects cmarion@woodstockhospital.ca and myself as contacts for the Woodstock Hospital.

Thanks

Perry Lang

(He/Him/His)

President & CEO

Woodstock General Hospital

310 Juliana Drive

Woodstock, Ontario

N4S 0A4

519-421-4239



From: Andrea Cook <acook@woodstockhospital.ca>
Sent: April 29, 2022 1:28 PM
To: Perry Lang <plang@woodstockhospital.ca>
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Perry

Forwarding this to you from hospital email.

Andrea

Andrea Cook

(She/Her/Hers)

Assistant to the VP Patient Care/Chief Nursing Officer

Woodstock Hospital

519.421.4217

acook@woodstockhospital.ca



[\[woodstock5050.ca\]](http://woodstock5050.ca)

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: Friday, April 29, 2022 12:58 PM

To: Info <info@woodstockhospital.ca>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Dear Perry,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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ATTENTION: Effective Immediately – Woodstock Hospital email addresses have changed from @wgh.on.ca to @woodstockhospital.ca.

This information is directed in confidence solely to the person named above and may contain confidential and/or privileged material. This information may not otherwise be distributed, copied or disclosed. If you have received this email in error, please notify the sender immediately via a return email and destroy the original message. Thank you for your co-operation.

From: [Loralee Heemskerk](#)
To: "rvink@oxfordcounty.ca"
Cc: [Nadia Facca](#); [Mike Bastow](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Wednesday, July 27, 2022 3:08:42 PM
Attachments: [Nadia Facca, June 1 2022.pdf](#)


Hello Ryan. Thank you for reaching out to us about this project. In follow-up to your request to identify appropriate individuals as primary contacts throughout the study process, please include Nadia Facca, President and CEO (nadia.facca@tdmh.on.ca) and Mike Bastow, Chief Operating Officer and VP Finance (mike.bastow@tdmh.on.ca) as the AHI and TDMH primary contacts. Let us know if you have any further questions.

Loralee Heemskerk

Executive Assistant

Alexandra Hospital, Ingersoll

Tillsonburg District Memorial Hospital

 **Phone** 519-842-3611 ext. 5303

 **Fax** 519-842-6733



From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: June 1, 2022 4:37 PM
To: Nadia Facca <Nadia.Facca@tdmh.on.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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If you have any questions or concerns please contact IT Helpdesk at TDMH ext. 5511 or AHI ext. 8511

Dear Nadia,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,

Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

[Parsons \[url3b.mailanyone.net\]](#) / [LinkedIn \[url3b.mailanyone.net\]](#) / [Twitter](#)

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From: [Michael Duben](#)
To: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] Automatic reply: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Wednesday, September 7, 2022 4:12:44 PM

Thank you for your message. Please note that Michael Duben is no longer with Oxford County. Please contact Ben Addley, Interim Chief Administrative Officer, at baddley@oxfordcounty.ca or 519-539-9800 extension 3000.

From: [Theresa Campbell](#)
To: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] Automatic reply: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Wednesday, September 7, 2022 4:12:52 PM

Thank you for your email,

Theresa has retired, please update email records to email the new CAO, Michael Givens at MGivens@pertheast.ca

From: [Taylor Mooney](#)
To: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] Automatic reply: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Wednesday, September 7, 2022 4:12:27 PM

This account is no longer monitored. For any inquiries related to Middlesex County Connects.

**Please contact Deb Fiddler at:
dfiddler@middlesex.ca**

From: [FFHPP / PPPH \(DFO/MPO\)](#)
To: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] FFHPP.CA Auto-Reply
Date: Wednesday, September 7, 2022 4:12:22 PM

Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.

This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of our offices at this time unless you are unable to submit a digital version.

Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.

We will respond to your email as soon as possible. Thank you for your patience.

Merci d'avoir pris contact avec le Programme de protection du poisson et de son habitat de Pêches et Océans Canada.

Le présent courriel accuse réception du formulaire de demande d'examen ou d'avis de code de pratique que vous avez envoyé. Veuillez ne pas envoyer de copie papier à nos bureaux pour le moment à moins que vous soyez dans l'incapacité d'envoyer une version numérique.

Veuillez noter que nous recevons actuellement un volume d'envois et de demandes supérieur à la normale et que nous continuons à travailler selon des modalités adaptées.

Nous répondrons à votre courriel dès que possible. Nous vous remercions pour votre patience.

From: [Daryl Longworth](#)
To: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] Automatic reply: #External: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Wednesday, September 7, 2022 4:11:48 PM

I have officially retired effective July 8, 2022.

Should you require assistance from the Office of the Chief of Police, please contact Becky Jonker at bjonker@woodstockpolice.ca or Chief Wilkinson at rwilkinson@woodstockpolice.ca.

Thank you and have a great day.

Daryl Longworth

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From: [Zuk, Andrew](#)
To: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] Automatic reply: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Wednesday, September 7, 2022 4:11:07 PM

I'm currently on PAT Leave returning April 3, 2023.

For all matters where you require a response please forward your email to 519structures@bell.ca.

This email will be monitored by the correct local contacts to ensure your note is received and a response is provided.

Andrew Zuk, P.Eng
Structures Manager
Bell Canada

From: [Alden, Marianne \[NN-CA\]](#)
To: [Syeda, Prapti \[NN-CA\]](#)
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Thursday, September 8, 2022 2:59:00 PM
Attachments: [image002.png](#)
[Pop Up Boards V1.0 \(1\).pdf](#)

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Thursday, September 8, 2022 2:58 PM
To: Hodgins, Allan (MTO) <Allan.Hodgins@ontario.ca>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Leyten, Martin (MTO) <Martin.Leyten@ontario.ca>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

Good afternoon Allan,

Thank you for your response. Please find attached our print material for the TMP 'pop-up' engagement events scheduled over the next 2 weeks. Virtual PCC1 (scheduled Tues. Sept. 27) will have a larger slide deck and we are still working on finalizing that. The full slide deck for virtual PCC1 will be made available closer to the event.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Hodgins, Allan (MTO) <Allan.Hodgins@ontario.ca>
Sent: September 8, 2022 8:50 AM
To: Marianne.Alden@parsons.com
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com; Leyten, Martin (MTO) <Martin.Leyten@ontario.ca>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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Hi Marianne,

Prior to the Notice of Public Consultation Centre #1, can you please make the displays boards available for MTO review, with respect to the provincial highway network.

This is to ensure MTO is supportive of what is being proposed/shared with the public.

Regards,

[Allan Hodgins](#) | Corridor Management Planner

Ph. (226) 973-8580 | Fax (519) 873-4228

E-mail: allan.hodgins@ontario.ca [can01.safelinks.protection.outlook.com]



The Ministry of Transportation of Ontario

West Operations Branch | Corridor Management Section, West

1st Floor | 659 Exeter Road, London, Ontario, N6E 1L3

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<https://www.hcms.mto.gov.on.ca> [[hcms.mto.gov.on.ca](https://www.hcms.mto.gov.on.ca)]

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: September 7, 2022 4:10 PM

To: Marianne.Alden@parsons.com

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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Good Afternoon,

Please find enclosed the Notice of Public Consultation Centre #1 for the Oxford County Transportation Master Plan Update. Details of upcoming consultation events happening around the County are listed in the attached. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Kind Regards,

Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal

Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

Parsons [can01.safelinks.protection.outlook.com] / [LinkedIn](#)

[can01.safelinks.protection.outlook.com] / [Twitter](#) [can01.safelinks.protection.outlook.com] / [Facebook](#)

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From: [Hodgins, Allan \(MTO\)](#)
To: [Ryan Vink](#); [Alden, Marianne \[INN-CA\]](#)
Cc: [McGill, John \[INN-CA\]](#); [Grieve, John \[INN-CA\]](#); [Leyten, Martin \(MTO\)](#); [Grant, Kay \(MMAH\)](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Monday, September 12, 2022 10:31:35 AM
Attachments: [image002.png](#)
[Pop Up Boards V1.0 \(1\).pdf](#)
[Tillsonburg north limit C-L.PNG](#)

Hi Ryan,

Thank you for providing the board graphics for review.

General Comments:

- Board 3, Highway 19 is shown within the Town of Tillsonburg, whereas the Connecting Link (limit between MTO and the Towns road authority) is located approx. 920m north of the Broadway St (Highway 19) and North St intersection.
 - 42.884834522935286, -80.75314164041099 visible change in pavement and speed limits change with small (C/L) sign in photo attached.
- Board 4, at the Highway 401 and Sweaburg Rd (Mill St) interchange Clarke Rd and Athlone Ave both do not achieve spacing requirements from the interchange tramp terminals. This location should be reviewed and assessed for future needs and performance.
 - Similar issue is identified further in the presentation with respect to the Oxford Rd 4 Corridor Study, and current EA for the Patullo Ave and Norwich Ave (CR 59) intersection.
- Board 6, same comment as on Board 3 with respect to the southerly limit of Highway 19,
 - 42.884834522935286, -80.75314164041099 visible change in pavement and speed limits change with small (C/L) sign in photo attached.
- Board 7, MTO will be a commenting agent on the Corridor Study with respect to the deficient intersection spacing on Townline Rd (Parkinson Rd) the existing Oxford CR 4 intersection west of the Highway 401 interchange ramp terminals, any information with respect to the intersection should be reviewed by MTO prior to being made available to the public.

For future Public Consultation Centres, please ensure MTO has opportunity to review slides/presentation boards in advance of them being made available to the public.

Regards,

[Allan Hodgins](#) | Corridor Management Planner

Ph. (226) 973-8580 | Fax (519) 873-4228

E-mail: allan.hodgins@ontario.ca [can01.safelinks.protection.outlook.com]



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West Operations Branch | Corridor Management Section, West
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From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: September 8, 2022 2:58 PM
To: Hodgins, Allan (MTO) <Allan.Hodgins@ontario.ca>; Marianne.Alden@parsons.com
Cc: John.McGill@parsons.com; John.Grieve@parsons.com; Leyten, Martin (MTO) <Martin.Leyten@ontario.ca>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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Good afternoon Allan,

Thank you for your response. Please find attached our print material for the TMP 'pop-up' engagement events scheduled over the next 2 weeks. Virtual PCC1 (scheduled Tues. Sept. 27) will have a larger slide deck and we are still working on finalizing that. The full slide deck for virtual PCC1 will be made available closer to the event.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [CAN01.SAFELINKS.PROTECTION.OUTLOOK.COM] | T 519.539.9800 EXT 3023 | C 519.535.8471

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Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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Hi Marianne,

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Regards,

[Allan Hodgins](#) | Corridor Management Planner

Ph. (226) 973-8580 | Fax (519) 873-4228

E-mail: allan.hodgins@ontario.ca [can01.safelinks.protection.outlook.com]



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From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

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To: Marianne.Alden@parsons.com

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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Good Afternoon,

Please find enclosed the Notice of Public Consultation Centre #1 for the Oxford County Transportation Master Plan Update. Details of upcoming consultation events happening around the County are listed in the attached. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Kind Regards,

Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal

Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

Parsons [can01.safelinks.protection.outlook.com] / [LinkedIn](#)

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From: [Ryan Vink](#)
To: [Ben Dafoe](#)
Cc: [McGill, John \[NN-CA\]](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Notice of Study Commencement/Notice of Public Consultation-Oxford County Transportation Plan
Date: Wednesday, September 14, 2022 11:51:11 AM

Thanks for the response Ben,

We will continue to keep UTRCA informed as the project progresses and our slides from virtual PCC1 will be made available on <https://speakup.oxfordcounty.ca/2024tmp/> [speakup.oxfordcounty.ca] after the virtual PCC1 on September 27th.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
www.oxfordcounty.ca [oxfordcounty.ca] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Ben Dafoe <dafoeb@thamesriver.on.ca>
Sent: September 14, 2022 11:21 AM
To: john.mcgill@parsons.com; Ryan Vink <rvink@oxfordcounty.ca>
Subject: Notice of Study Commencement/Notice of Public Consultation-Oxford County Transportation Plan

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Hi John and Ryan,

Please see attached letter from the Upper Thames River Conservation Authority (UTRCA) regarding the Notice of Study Commencement/Notice of Public Consultation we have received in the past couple of months. Enclosed, you will find general comments regarding review of the Oxford County Transportation Master Plan. Please note the UTRCA is also a property owner within the study area. We offer these comments under these separate, but related, areas of interest.

UPPER THAMES RIVER
CONSERVATION AUTHORITY

Ben Dafoe

Land Use Regulations Officer
Upper Thames River Conservation Authority
BSc. BEd.

1424 Clarke Road London, Ontario N5V 5B9
(519) 451-2800 Ext 316
dafoeb@thamesriver.on.ca

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"Inspiring a Healthy Environment"

September 14, 2022

Oxford County
21 Reeve Street, P.O. Box 1614
Woodstock, Ontario
N4S 7Y3

Attention: Ryan Vink – (via e-mail: rvink@oxfordcounty.ca)
John McGill – (via e-mail: john.mcgill@parsons.com)

Dear Mr. Vink and Mr. McGill:

**Re: Notice of Study Commencement/Notice of Public Consultation
Oxford County Transportation Master Plan
County of Oxford**

We are in receipt of the "Notice of Study Commencement" and "Notice of Public Consultation" 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

A handwritten signature in black ink, appearing to read 'BDL', with a horizontal line extending from the bottom of the 'L'.

Ben Dafoe
Land Use Regulations Officer

From: [Ryan Vink](#)
To: bkissner@grandriver.ca
Cc: [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Tuesday, October 18, 2022 2:47:04 PM
Attachments: [image001.png](#)

Good afternoon Ben,

Thanks for reaching out and apologies for our delayed response. Our first PCC was held virtually on September 27th, a video recording of this presentation is currently posted on our project website <https://speakup.oxfordcounty.ca/2024tmp/> [\[speakup.oxfordcounty.ca\]](https://speakup.oxfordcounty.ca) along with a feedback form (short survey) and an interactive map for comment (live until tomorrow). PDF of the full presentation's slides should be posted in the coming days on this website as well. Please let us know if you have any comments or concerns.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [\[OXFORDCOUNTY.CA\]](http://OXFORDCOUNTY.CA) | T 519.539.9800 EXT 3023 |

From: Ben Kissner <bkissner@grandriver.ca>
Sent: September 21, 2022 1:37 PM
To: Marianne.Alden@parsons.com
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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Good afternoon,

Would you be able to send me a copy of the PIC boards when they are available? I can arrange to have them reviewed as necessary and provide comments based off of that information.

Thank you,
Ben

Ben Kissner, M.Sc., MCIP, RPP
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2237
Toll-free: 1-866-900-4722
Fax: 519-621-4844

www.grandriver.ca [\[grandriver.ca\]](http://grandriver.ca) | [Connect with us on social \[grandriver.ca\]](#)

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: September 7, 2022 4:10 PM

To: Marianne.Alden@parsons.com

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.McGill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

Good Afternoon,

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Kind Regards,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: [Ryan Vink](#)
To: [Phil Schaefer](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Transportation Master Plan
Date: Tuesday, October 4, 2022 12:02:58 PM
Attachments: [image001.png](#)

Good afternoon Phil,

Our consultant (Parsons, Marianne CC'd) will be sure to add you to our master contact list for future notifications/updates. Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
www.oxfordcounty.ca [oxfordcounty.ca] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Phil Schaefer <pschaefer@ezt.ca>
Sent: October 3, 2022 8:00 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: Transportation Master Plan

Please add me to the email list for updates regarding the Oxford County Transportation Master Plan

Regards,

Phil Schaefer
Councillor Ward 1
Township of East Zorra-Tavistock
(519)655-3932
pschaefer@ezt.ca
www.ezt.ca [ezt.ca]



From: [Ryan Orton](#)
To: [McGill, John \[NN-CA\]](#)
Cc: [Ryan Vink](#); [Grieve, John \[NN-CA\]](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: OC TMP Input
Date: Monday, November 7, 2022 12:51:34 PM
Attachments: [image001.png](#)
[image002.png](#)

Thank you for your time, and your consideration. Best of wishes with the project!

Ryan

From: John.Mcgill@parsons.com <John.Mcgill@parsons.com>
Sent: November 7, 2022 11:05 AM
To: Ryan Orton <rorton@oxfordcounty.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Grieve@parsons.com; Marianne.Alden@parsons.com
Subject: OC TMP Input

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Ryan...thank you for your comments. They will be included in our Summary Report on stakeholder/public input now that we have concluded the first PCC#1.

We discussed these issues you raised with our team and although these are valid concerns, and important to the community, developing additional ambulatory services which would provide assisted mobility between private residence(s) and the existing transportation network, is considered beyond the scope of this Study.

The County's role revolving around these concerns would be primarily limited to making sure that existing road infrastructure/right-of-way is sufficiently maintained and/or improved to allow for emergency vehicles (private or public) to navigate to and from private residences and emergency locations (ie. Hospitals/Pharmacy, etc.)

Thank you for your comments and input.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com

Mobile: +1 905 330 9569

[Parsons](#) / [LinkedIn \[linkedin.com\]](#) / [Twitter \[twitter.com\]](#) / [Facebook \[facebook.com\]](#) / [Instagram \[instagram.com\]](#)



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From: Ryan Orton <rorton@oxfordcounty.ca>

Sent: Tuesday, October 11, 2022 3:38 PM

To: Ryan Vink <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>

Subject: [EXTERNAL] Master Plan Input

Good morning Ryan and John,

I had seen recent communications regarding the Connecting Oxford Transportation Master Plan and was hoping for the opportunity to briefly discuss a transportation need that I see often from the Paramedic Service/Community Paramedicine lens. Very briefly, Paramedic Services sees a lot of requests for:

- Patients requiring transportation for routine tests, doctors visits, etc. but do not have equitable access to public transportation due to a limiting condition that restrict mobility. Ex: patient who cannot get to a blood draw appointment because they cannot navigate the stairs of their walk up apartment without assistance (read: cannot get to the awaiting taxi cab, or bus stop, or paratransit vehicle without moderate assistance, transferring, or lifting)
- Patients that require a stretchered vehicle (must lay flat, cannot sit, bariatric, etc), but cannot afford the several hundred dollar price tag of doing so through a patient transfer company. Even seemingly trivial distances are very expensive from my experience. (ex: patient traveling from home to long term care bed)
- Patients requiring return home from hospital who are unable to afford appropriate transportation, or said transportation is unable to accommodate assistance into their home. A real world example: Recently upon return from hospital a patient was in the situation where a private transfer company would only transport them to the front door of their apartment building, unable to assist the 2 flights of stairs to the apartment.

As the province and the healthcare system look to align with keeping patients supported in the home for as long as possible, I feel the community and healthcare system could greatly benefit from a well communicated, affordable, and efficient way of being able to gain access to transportation when in need of moderate mobility assistance/assistance to and from the mode of transportation.

I would be very happy to chat further if you see the above of relevance to the upcoming Master Plan.

Thank you for your time!

Ryan Orton B.App.Bus:ES
Commander (A) – Community & Education Programs
Oxford County Paramedic Services
519-521-7350 (cell)
rorton@oxfordcounty.ca



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From: [Harold deHaan](#)
To: [Alden, Marianne \[NN-CA\]](#)
Cc: [Ryan Vink](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Dan Locke](#); [Doug Ellis](#); [Filippo D'Emilio](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Tuesday, October 18, 2022 10:42:38 AM

Below are comments on the above from city staff:

- Are warrants for traffic signals at Norwich and Pavey being met?
- Springbank and Parkinson need turn lanes and traffic signal improvements
- Public transit (i.e. busing) is a lower tier responsibility so should not be part of the study. Any inter-municipal transit system should be initiated and driven by the lower tier municipalities. City of Woodstock and Oxford County are currently in the courts over this matter.
- It is city staff's opinion that the proposed road diet to reduce the existing 4 lanes to 3 lanes between Dundas and Henry will cause traffic congestion and stacking issues between the intersections along this corridor. We understand that the consultant has stated that the adjacent lower tier roads will become alternate routes when/if this occurs however it is not the purpose of the lower tier roads to alleviate the pressures of the county roads. The county roads are intended to be the primary travel route for through traffic which is why they are dedicated to the upper tier. If the county roads are not going to serve this function then they should not be upper tier roads.
- Will the county's current policy of only one entrance onto a county road adequately support future development along CR4 with its anticipated future industrial development? Many times larger developments have multiple accesses to the road in order to separate truck and employee access and well as to facilitate one way traffic through the site (dedicated entrance and exits).

Let me know if you have any questions or comments.

Harold de Haan, P.Eng.
City Engineer
City of Woodstock
PO Box 1539
944 James St.
Woodstock, ON
N4S 0A7
Office: 519 539-2382 x3112
Fax: 519 421-3250
Email: hdehaan@cityofwoodstock.ca

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: Friday, April 29, 2022 12:38 PM
To: Harold deHaan <hdehaan@cityofwoodstock.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

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Dear Harold,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the

current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

* If you received an email on Thursday April 28, 2022 for this study, please disregard. This email is the formal Notice of Study Commencement for the Oxford County Transportation Master Plan Update.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

[Parsons](#) / [LinkedIn \[linkedin.com\]](#) / [Twitter \[twitter.com\]](#) / [Facebook \[facebook.com\]](#) / [Instagram \[instagram.com\]](#)

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From: [Ryan Vink](#)
To: [Grieve, John \[NN-CA\]](#)
Cc: [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] FW: Ingersoll comments regarding 2024 TMP
Date: Thursday, January 19, 2023 2:11:35 PM
Attachments: [Dot Foods Ingersoll .msg](#)
[RE Ingersoll comments regarding 2024 TMP.msg](#)

From: Brian Petrie <mayor@ingersoll.ca>
Sent: January 18, 2023 2:06 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: [Fwd: Ingersoll comments regarding 2024 TMP](#)

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Hello Ryan,

I would like to provide comment for the 2024 TMP regarding the intersection of Clarke and Harris in the Town of Ingersoll. This intersection is already very busy with long wait times at peak times. The road alignment of Clarke across harris leads to it being awkward to use. For example, continuing east on Clarke requires the driver to turn to the left while in the intersection. This area of Harris showed the worst rating for usage to design in the entire County network. This area is slated for major growth in the very near future that will add to the already mentioned issues and in my opinion will lead to a very unsafe, underdeveloped intersection. The Town owned industrial lands on Clarke rd have been sold and DOT Foods is actively building as will Carson co241. DOT foods as a distribution center will see large amounts of heavy truck traffic moving to and from the 401. This intersection is the logical choice for access. The lands immediately to east of that are zoned for development that would lead to larger traffic in the area as are the lands immediately to the north. These are slated for commercial use and could be developed at any time adding more to the area, not to mention the new housing in the immediate area as well the new lands east of the intersection that were brought into the town through the recent boundary adjustment and are going through the secondary planning process as of this time.

CLarke Rd was previously redeveloped to be able to handle large trucks and I have the understanding that the 401 edr was slated at sometime to change to use that road, rather than it's current route that takes drivers way south of the 401.

The Town is also looking at the intersection of Whiting and Clarke to see what can be done to improve that intersection. If these two intersections could be made to accommodate heavy truck traffic safely then I believe there is an opportunity to have truck bypass around the Town instead of having this traffic travel through the downtown. This would have positive impacts not only on the corefrom less through traffic but would put less stress at the CN rail crossing that is continually needing to be repaired in part to the heavy trucks crossing it. I think there

are many positives to improving this intersection as the condition will only deteriorate the longer it's put off.

Please accept these comments on this county intersection. If you would like any traffic data about this area the town possesses I'm sure they are willing to share it.

----- Forwarded message -----

From: **David Simpson** <dsimpson@oxfordcounty.ca>

Date: Mon, Jan 16, 2023 at 3:10 PM

Subject: Ingersoll comments regarding 2024 TMP

To: Brian Petrie <bpetrie@ingersoll.ca>

Cc: Ryan Vink <rvink@oxfordcounty.ca>

Councillor Petrie

As per our conversation, you can pass along you comments regarding Clarke Road to Ryan Vink, project manager for the 2024 TMP, to be considered as part of the technical work currently being completed.

I believe this is portion of the road network is already being analyzed for impact but would welcome any additional comments you may have in this regard.

Regards
David

DAVID SIMPSON, P.Eng., PMP (HE/HIM) | Director of Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 / 1-800-755-0394, ext 3100



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p Think about our environment. Print only if necessary.

From: [Ryan Vink](#)
To: [Ted Comiskey](#)
Cc: [Frank Gross](#); [Melissa Abercrombie](#); [David Simpson](#)
Subject: RE: Ingersoll comments regarding 2024 TMP

Good afternoon Mayor Petrie,

Thank you for your comments, I've passed them on to our consultant (Parsons) to be included in the TMP report and as part of their ongoing analysis for future recommendations. More information will be made available on the recommendations to be included in the 2024 TMP as part of our second round of public consultation scheduled for this Spring, and a draft of the final report will be posted publically in May/June.

Intersection improvements at Clarke and Harris were previously identified in the 2019 TMP as a result of the Traffic Impact Study that was originally submitted as part of the Sifton Development (north side of Clarke). We've discussed the DOT foods site and it's anticipated impacts on traffic in the area with Parsons and the need/timing for intersection improvements in the 2024 TMP will consider this development, the information you've provided below, and other anticipated future growth in the area.

Please let me know if you have any other comments or concerns. Thanks again,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

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Subject: Ingersoll comments regarding 2024 TMP

To: Brian Petrie <bpetrie@ingersoll.ca>

Cc: Ryan Vink <rvink@oxfordcounty.ca>

Councillor Petrie

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I believe this is portion of the road network is already being analyzed for impact but would welcome any additional comments you may have in this regard.

Regards
David

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From: [Grieve, John \[NN-CA\]](#)
To: jkeillor@voyageurtransportation.ca
Cc: [Alden, Marianne \[NN-CA\]](#); [Howieson, Cooper \[NN-CA\]](#)
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2
Date: Wednesday, March 8, 2023 12:46:27 PM
Attachments: [image001.png](#)

Good afternoon Jason,

As part of our ongoing network analysis for the 2024 OC Transportation Master Plan (TMP), we have reviewed the 2021 Journey To Work data and compared this to the 2016 data included in the previous TMP. Through our review, one of the impacts we have seen is a decrease in mode share for transit. We suspect that the 2021 mode share was at least partially impacted by ongoing pandemic restrictions and temporary work from home changes. We are trying to further understand and quantify that potential impact.

We were wondering if you have any data on the impact the pandemic had on your ridership, and more importantly how it has responded in 2022/2023 as restrictions are lifted and people are returning to more of a pre-pandemic work environment. Are ridership numbers back to pre-pandemic levels? Have they exceeded pre-pandemic numbers? Or are you still seeing an impact?

Any insight you can give us on Voyageur's experience would be greatly appreciated.

Regards,

JOHN GRIEVE, MCIP RPP

Manager of Transportation Planning

Pronouns: He/Him/His

john.grieve@parsons.com

Mobile: +1 289.404.5363

From: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Sent: Monday, March 6, 2023 9:52 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

Good Morning,

Please find enclosed the Notice of Public Consultation Centre #2 for the Oxford County Transportation Master Plan Update. Details of upcoming consultation events happening around the County are listed in the attached. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John Grieve, Project Manager, Parsons (john.grieve@parsons.com) if you have any questions or comments.

Kind Regards,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
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From: [Grieve, John \[NN-CA\]](#)
To: debra_rasinger@viarail.ca
Cc: [Alden, Marianne \[NN-CA\]](#); [Howieson, Cooper \[NN-CA\]](#)
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2
Date: Wednesday, March 8, 2023 12:48:46 PM
Attachments: [image001.png](#)

Good afternoon Debra

As part of our ongoing network analysis for the 2024 OC Transportation Master Plan (TMP), we have reviewed the 2021 Journey To Work data and compared this to the 2016 data included in the previous TMP. Through our review, one of the impacts we have seen is a decrease in mode share for transit. We suspect that the 2021 mode share was at least partially impacted by ongoing pandemic restrictions and temporary work from home changes. We are trying to further understand and quantify that potential impact.

We were wondering if you have any data on the impact the pandemic had on your ridership, and more importantly how it has responded in 2022/2023 as restrictions are lifted and people are returning to more of a pre-pandemic work environment. Are ridership numbers back to pre-pandemic levels? Have they exceeded pre-pandemic numbers? Or are you still seeing an impact?

Any insight you can give us on Via's experience in/around Oxford County would be greatly appreciated.

Regards,

JOHN GRIEVE, MCIP RPP
Manager of Transportation Planning
Pronouns: He/Him/His
john.grieve@parsons.com
Mobile: +1 289.404.5363

From: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Sent: Monday, March 6, 2023 9:52 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

Good Morning,

Please find enclosed the Notice of Public Consultation Centre #2 for the Oxford County Transportation Master Plan Update. Details of upcoming consultation events happening around the County are listed in the attached. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John Grieve, Project Manager, Parsons

(john.grieve@parsons.com) if you have any questions or comments.

Kind Regards,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
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From: [Malvika Rudra](#)
To: [Grieve, John \[NN-CA\]](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [Howieson, Cooper \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2
Date: Monday, March 13, 2023 10:59:12 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi John,

Thank you reaching out. We have indeed been actively tracking ridership recovery across agencies over the last couple of years. I will see if I can dig out some high level observations and send them to you in the next day or so.

Malvika

Malvika Rudra, M.A.Sc., P.Eng.

Senior Manager, Network Planning
Planning and Development
Metrolinx
97 Front Street West | Toronto | Ontario | M5J 1E6
C: (416) 475-9204



From: John.Grieve@parsons.com <John.Grieve@parsons.com>
Sent: March 8, 2023 12:51 PM
To: Malvika Rudra <Malvika.Rudra@metrolinx.com>
Cc: Marianne.Alden@parsons.com; Cooper.Howieson@parsons.com
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

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Good afternoon Malvika,

As part of our ongoing network analysis for the 2024 OC Transportation Master Plan (TMP), we have reviewed the 2021 Journey To Work data and compared this to the 2016 data included in the previous TMP. Through our review, one of the impacts we have seen is a decrease in mode share for transit. We suspect that the 2021 mode share was at least partially impacted by ongoing pandemic restrictions and temporary work from home changes. We are trying to further understand and quantify that potential impact.

We were wondering if you have any data on the impact the pandemic had on your ridership, and more importantly how it has responded in 2022/2023 as restrictions are lifted and people are returning to more of a pre-pandemic work environment. Are ridership numbers back to pre-

pandemic levels? Have they exceeded pre-pandemic numbers? Or are you still seeing an impact?

Any insight you can give us on Metrolinx's experience in/around Oxford County would be greatly appreciated.

Regards,

JOHN GRIEVE, MCIP RPP

Manager of Transportation Planning

Pronouns: He/Him/His

john.grieve@parsons.com

Mobile: +1 289.404.5363

From: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>

Sent: Monday, March 6, 2023 9:52 AM

To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>

Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

Good Morning,

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Kind Regards,

Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal

Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From: [Grieve, John \[NN-CA\]](#)
To: [Alden, Marianne \[NN-CA\]](#); [Syeda, Prapti \[NN-CA\]](#)
Subject: FW: [EXTERNAL] TMP - EcDev
Date: Tuesday, April 18, 2023 5:42:01 PM

JOHN GRIEVE, MCIP RPP

Manager of Transportation Planning
Pronouns: He/Him/His
john.grieve@parsons.com
Mobile: +1 289.404.5363

From: Curtis Tighe <curtis.tighe@ingersoll.ca>
Sent: Thursday, April 6, 2023 2:45 PM
To: Grieve, John [NN-CA] <John.Grieve@parsons.com>; rvink@oxfordcounty.ca
Subject: [EXTERNAL] TMP - EcDev

Hi John and Ryan,

I enjoyed the session today and appreciate the invitation to be part of the group.

I'm still not clear when the first Ec Dev meeting was and who was invited to it. If you could let me know I'd appreciate it.

Also, I'm not sure who decided who to invite to this meeting, but I was the only Economic Development staff on the call. I noticed Mark Renaud from Tillsonburg BIA and Kim Whitehead from the Woodstock Chamber, but missing was Len Magyar, Brad Hammond, Cephias Panschow, Ronda Stewart as well as the other Chambers/BIA representatives. If you're looking for a true response from Economic Development, the staff need to be included.

Also I noted TMMC staff were on the call which I thought was great, but were CAMI staff invited? With the changes to the plant improvements of Thompson Rd and Ingersoll St may be warranted.

Do you have plans to consult directly with the area municipalities? I believe our staff – Engineering, public works, CAO - Council etc. would have an interest in participating.

I noted that you plan on improving Harris St from Clarke Rd to Highway 401, what's being proposed here and when? Also, what improvements would happen to the intersection of Clarke and Harris?

Also, the public comments you noted in your presentation aren't necessarily accurate – Clarke and Culloden Rd intersection is Town owned, not County and Pressey Road is in Tillsonburg, not Ingersoll.

Are there any intersection improvements proposed for Union Rd and Culloden Rd?

What improvements are you looking at for Oxford Road 9 from Oxford Road 10 to the Town limits?

What intersection improvement is proposed for Thomas St and Cty Rd 10?

Your map indicates Halidmand-Norfolk which should be Norfolk.

I believe the Inter Community Bus North Oxford Route is outside the sphere of jurisdiction for the County, so likely should be removed from the recommendation.

We're currently undergoing a secondary plan for our boundary adjustment lands and have Dillon working on this plan. How will the findings of this plan and our secondary plan be integrated? Have you had any communication with Dillon regarding this?

Happy to discuss further, these were just some of the notes I made during the presentation today.

Thanks,

Curtis

Curtis Tighe

Manager, Economic Development and Tourism
Town of Ingersoll
130 Oxford Street, 2nd Floor
Ingersoll, Ontario N5C 2V5

W: (519) 485-0120 x 6225

D: (519) 485-7693

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E: curtis.tighe@ingersoll.ca



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October 6, 2023

via email

Ryan Vink, P. Eng.
Project Engineer, Public Works
Oxford County
21 Reeve Street, PO Box 1614
Woodstock, ON, N4S 7Y3
rvink@oxfordcounty.ca

**Re: Draft 2024 Transportation Master Plan (TMP)
Municipal Class Environmental Assessment
Oxford County**

Dear Ryan Vink,

The Grand River Conservation Authority (GRCA) is in receipt of the draft 2024 Transportation Master Plan (TMP) (Prepared by Parsons, dated September 2023), completed as part of the Municipal Class Environmental Assessment (Class EA) Master Plan process. We understand the TMP is the overarching strategic document that provides a framework for how Oxford County will address its transportation needs to the year 2046.

A large portion of the Township of Blandford-Blenheim and a small portion of the Townships of Norwich and East Zorra-Tavistock are located within the GRCA watershed.

Information currently available at this office indicates that the study area within the GRCA's watershed contains a number of watercourses, floodplains, wetlands, erosion slopes and steep valley slopes that are areas of interest to the GRCA. A copy of our resource mapping is attached.

Due to the presence of these features, a portion of the study area is regulated by the GRCA under Ontario Regulation 150/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation). Any development or site alteration within the areas regulated by GRCA may require a GRCA permit.

We understand that Alternative 4 – "Combination of Alternatives 2 and 3" has been chosen as the recommended alternative, which builds on Alternatives 2 and 3 by providing both roadway improvements and alternative transportation options. We have reviewed the draft TMP and preferred strategies identified and can provide the below feedback.

The Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update, completed in 2008, provide an account of the natural hazards and natural heritage features and functions in the associated area. The recommendations of these studies should be followed where applicable.

The GRCA supports and encourages the development of new and/or updated comprehensive plans that assess the significance of wetlands and watercourses at a landscape or watershed scale. Comprehensive studies and plans provide general guidance for future site-specific studies that may be required by the GRCA and other regulatory agencies prior to the issuance of permits for large and/or complex development projects. Such studies will typically determine whether and how future development will affect regulated hazard features and related natural heritage features and functions.

Many projects outlined in the TMP may require GRCA permits including but not limited to road widening/urbanization, intersection upgrades, bridge and culvert replacements, multi-use paths, trails, bridge construction/reconstruction, and/or road rehabilitation. Conceptual and final design details as well as an assessment of impacts to and mitigation strategies for flooding, erosion, and water balance will be required by the GRCA. Early consultation with GRCA staff is recommended to scope project-specific permit requirements.

Projects such as bridge and culvert replacements should demonstrate that there are no adverse hydraulic or fluvial impacts to the watercourse, there is no increase to the risk of flood damage to upstream or downstream properties, and there is no loss of flood storage. Depending on the location and scope of project, further information and studies may be required including but not limited to a hydraulic / floodplain analysis; Environmental Impact Study (EIS) to evaluate hydrological impacts to adjacent wetlands and watercourses; and / or slope stability assessment.

We understand that 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. We further understand that project specific investigations may be required to satisfy the Municipal Class EA requirements (Phases 3 and 4) before implementation of each project (i.e. through Schedule C Class EA studies), and GRCA will comment further at that time.

If you have any questions or require additional information, please contact me at 519-621-2763, extension 2230 or jconroy@grandriver.ca.

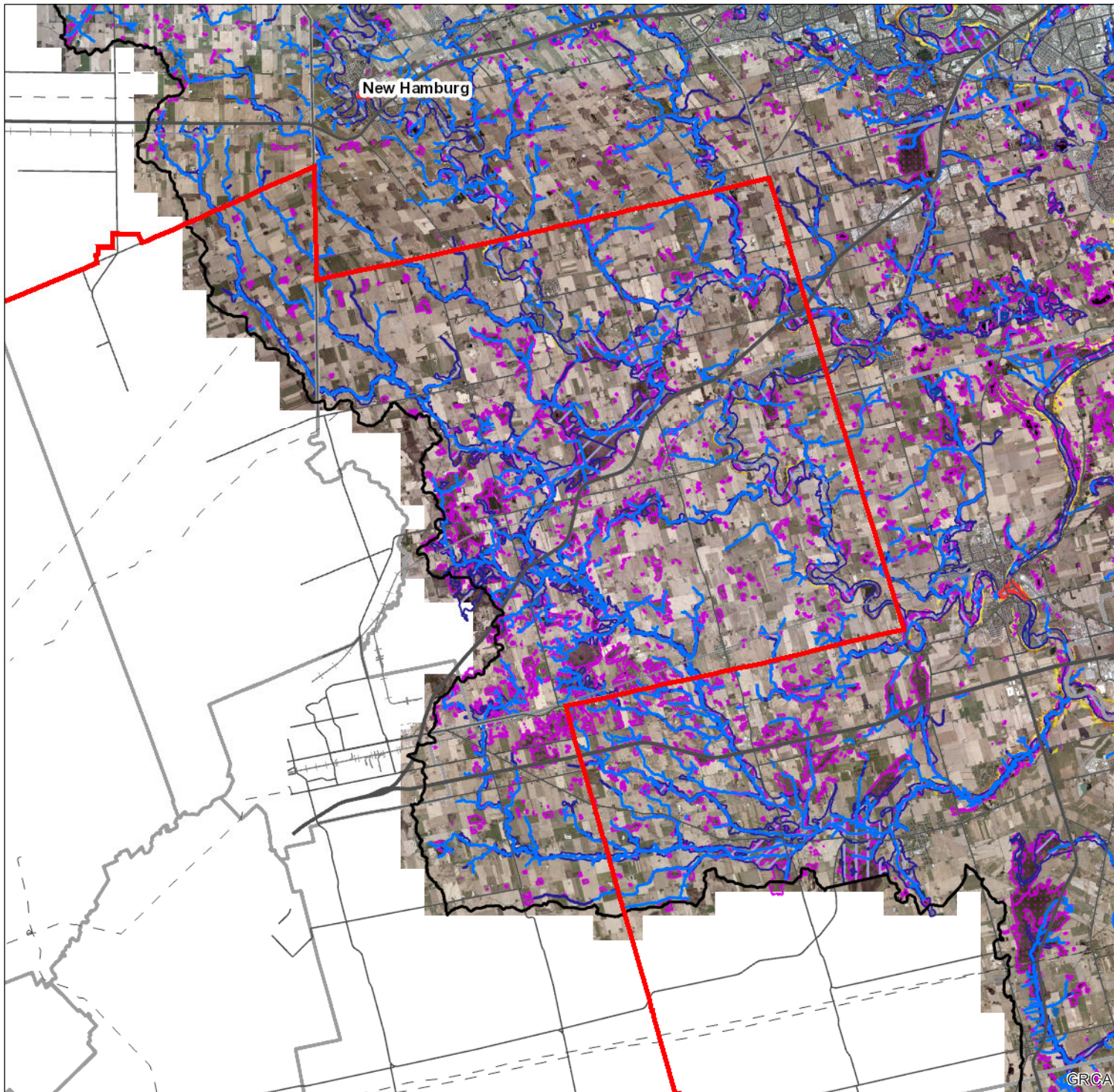
Sincerely,



Jessica Conroy, MES Pl.
Resource Planner
Grand River Conservation Authority

Enclosed: GRCA Resource Mapping

Copy: Marianne Alden, Parsons Corporation (via email)
Yannis Stogios, Parsons Corporation (via email)
Frank Gross, Oxford County (via email)
Melissa Abercrombie, Oxford County (via email)

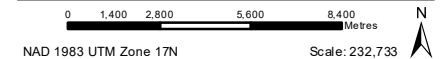


Legend

- Regulation Limit (GRCA)
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Floodplain (GRCA)
 - Engineered
 - Estimated
 - Approximate
 - Special Policy Area
- Slope Valley (GRCA)
 - Steep
 - Oversteep
 - Steep
- Slope Erosion (GRCA)
 - Oversteep
 - Toe
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)

This legend is static and may not fully reflect the layers shown on the map. The text of Ontario Regulation 150/06 supercedes the mapping as represented by these layers.

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**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Tel.: 613.242.3743

**Ministère des Affaires civiques
et du Multiculturalisme**

Unité de la planification relative au
patrimoine
Direction du patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
Tél.: 613.242.3743



October 13, 2023

VIA EMAIL ONLY

Ryan Vink, P.Eng.
Project Engineer,
Public Works
Oxford County
21 Reeve St., PO Box 1614,
Woodstock, ON, N4S 7Y3
rvink@oxfordcounty.ca

MCM File : **0016822**
Proponent : **Oxford County**
Subject : **Notice of draft Transportation Master Plan –
Master Plan Approach 1**
Project : **Oxford County 2024 Transportation Master Plan**
Location : **Oxford County**

Dear Ryan Vink:

Thank you for making with the draft Oxford County 2024 Transportation Master Plan (TMP) (dated September 2023, by Parsons) available for the Ministry of Citizenship and Multiculturalism's (MCM) review and comment and providing the additional information via email on October 11, 2023.

MCM's interest in this master plan relates to it's mandate of conserving Ontario's cultural heritage.

Master Plan Summary

Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan (TMP). This TMP Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. The Master Plan will be prepared as per Master Plan Approach #1 in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), approved under the Ontario *Environmental Assessment Act*.

Comments

We have reviewed the above referenced draft TMP and have the following observations and recommendations:

- A *Desktop Baseline Conditions Cultural Heritage Report* (dated October, 2023, by ASI) was prepared for the study area. The Report identifies a total of 5 known built heritage resources (BHR) and 2 known cultural heritage landscapes (CHL) within the study area. It also indicates that additional potential BHRs and CHLs may be identified through further investigation. Section 3.5 of the TMP (Cultural Heritage) should be revised to include the findings and recommendations of the *Desktop Baseline Conditions Cultural Heritage Report* – copy and paste from the Report, do not summarize. This Report should replace the documentation currently included in Appendix G.
- For subsequent MCEAs recommended by this plan, all technical cultural heritage studies should be completed (e.g., archaeological assessments, cultural heritage evaluation reports, heritage impact assessments) as early as possible during preliminary design and prior to any ground disturbing activities. Technical cultural heritage studies are to be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed. Archaeological assessments are to be undertaken by a licensed archaeologist.
- As a best practice and consistent with the *Desktop Baseline Conditions Cultural Heritage Report's* recommendation, a *Cultural Heritage Report Existing Conditions and Preliminary Impact Assessment* should be completed as part of the TMP. If one is completed at this time, please submit the Cultural Heritage Report to MCM and Oxford County for review and comment and make it available to local organizations or individuals who have expressed interest in review. If the Cultural Heritage Report indicates direct impacts to BHR/CHL within the project area of subsequent MCEA's recommended by this plan (e.g., MCEA Schedule B and C projects), Cultural Heritage Evaluation Report(s) (CHER) should be undertaken by a qualified person to determine the cultural heritage value or interest of the property (or project area). If the property (or project area) is determined to be of cultural heritage value or interest and alterations or development is proposed, MCM recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts. HIAs should be sent to MCM and Oxford County for review and comment and be made available to local organizations or individuals who have expressed interest in review.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation electronically to both Karla Barboza and myself.

- Karla Barboza, Team Lead - Heritage | Heritage Planning Unit (Citizenship and Multiculturalism) | 416-660-1027 | karla.barboza@ontario.ca
- Joseph Harvey, Heritage Planner | Heritage Planning Unit (Citizenship and Multiculturalism) | 613-242-3743 | joseph.harvey@ontario.ca

Thank you for making the draft TMP available for our review. Please contact me with any questions or concerns.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Copied to: Frank Gross, Oxford County
Yannis Stogios, Oxford County
Marianne Alden, Parsons

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

I think the end of the week is good! But I'll defer to Ryan.

Thanks,
Marianne

From: Tommasina Conte <tconte@oxfordcounty.ca>
Sent: Thursday, April 13, 2023 8:43 AM
To: Ryan Vink <rvink@oxfordcounty.ca>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] Survey and map

Hello, Ryan and Marianne --We're still getting a trickle of survey responses... It was supposed to close at end of Tuesday so I meant to send this yesterday. Do you want me to cut off now and pull final report, or just quietly leave it open until end of week?

TOMMASINA CONTE

Manager, Strategic Communication & Engagement

519.539.9800, ext 3503 | 1.800.755.0394

Pronouns: she/her/hers

www.oxfordcounty.ca [\[oxfordcounty.ca\]](http://oxfordcounty.ca)

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APPENDIX A.3

Public Comment and Responses

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Public Comment Summary

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
March 29, 2022	[REDACTED]	Please add my name to the update list for all information on the progress of the Oxford County Master Transportation Plan study. Also, please add my name to the list of people requesting a copy of any and all draft plans as they are made available to the public.	On April 5, 2022, Ryan Vink responds: Thank you for expressing your interest in this project. I've passed your contact information on to our consultant, Parsons, who is completing this study on behalf of the County, they will add you to the master contact list.	Add to contact list
April 4, 2022	[REDACTED] [REDACTED]	This has reference to the subject study and the attached Notice of Commencement. I kindly request to be added to the study mailing list to receive notices of future consultation opportunities. My email is: [REDACTED]	On April 5, 2022, John McGill responds: Ahmed. Thank you for your email. We will add you to our contacts list.	Add to contact list
April 4, 2022	[REDACTED] [REDACTED]	[REDACTED] is the transportation consultant for [REDACTED] and would also like to be added to the distribution list for this TMP.	On April 5, 2022, John McGill responds: Noted. Thanks for the contact. We will add your info to our list.	Add to contact list
April 11, 2022	[REDACTED]	(From Ryan Vink) I had another County resident call me today and ask to be included as part of the stakeholder list to be informed throughout the TMP/OR4 study process. Please see his contact information below. FYI - He own several parcels of land on [REDACTED] and is a key figure in the [REDACTED] area. He owns [REDACTED] and the lands to the north, and several other parcels along this corridor on the way to [REDACTED] [REDACTED] (Attachment sent. On file)	n/a	Add to contact list
May 3, 2022	[REDACTED]	Can I please be added to the mailing list for this study? If you need it my address is: [redacted]	On May 9, 2022, Ryan Vink responds: Thanks for your interest in this project. I've CC'd Marianne, John and John from our consultant (Parsons) on this response. They will be sure to add your name to the list of future notifications for this project.	Add [REDACTED] to contact list
June 1, 2022	[REDACTED]	I am sorry but I do not understand why I received this email and request for information? I am in Human Resources and have no idea the link between the two. If you could please help me out, I would appreciate it.	On June 1, 2022, Marianne Alden responds: Oxford County is in the process of updating their Transportation Master Plan. As part of the Ontario Environmental Assessment Act, all stakeholders with a potential interest in this study must be notified. Your company contact information was provided by Rural Oxford Economic Development Corporation. I would suggest passing this notice onto the general manager of your company, and advising us if [REDACTED] has an interest in this study and would like to be kept on the mailing list for future updates. More	n/a

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
			information about this study can be found at the following link: https://speakup.oxfordcounty.ca/2024tmp . If you have future questions about this study, please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com).	
June 2, 2022	[REDACTED]	Please update the contact info to myself [REDACTED] as the [REDACTED]. Please see below for the info.	On June 2, 2022, Marianne Alden responds: We will update the contact list you include yourself as the main point of contact for this study, and remove [REDACTED].	Add [REDACTED] to contact list
June 2, 2022	[REDACTED]	It was actually sent to [REDACTED] he forwarded it to her as she took over for him managing our [REDACTED]. Thanks Also I would be interested in being included in the updates on this	On June 2, 2022, Marianne Alden responds: Thanks for clarifying. As you are on the project contact list, you will receive updates on future public meetings etc. Also please check out the project website for further information: https://speakup.oxfordcounty.ca/2024tmp .	n/a
June 23, 2022	[REDACTED]	Just wondering if as part of these improvements there any consideration of has been given to adding a set of traffic lights at the corner of County Road #4 and Parkinson Road. Best case would be to include a left turn lane from Parkinson to 4 and a second left turn lane from 4 onto Parkinson.	On June 23, 2022, John McGill responds: Its still early to confirm recommendations but last week we did a site visit and that intersection was one that we noticed should receive attention. I think your ideas have merit, but we will go through a more fulsome exercise in our traffic analyses. We will likely consider operational improvement options, along with redesign options, before finalizing any recommendations. However, we appreciate your concerns and suggestions We will give them consideration.	Add Dave Vink [REDACTED] to contact list
September 8, 2022	[REDACTED]	I have forwarded your email through to [REDACTED] and [REDACTED]. They are the owners of the company.	On September 8, 2022, Marianne Alden responds: Thanks. We will add them to the mailing list. Do you wish to remain on the list?	Add [REDACTED] and [REDACTED] to contact list
September 8, 2022	[REDACTED]	Please remove me if possible.		Remove [REDACTED] from contact list
September 12, 2022	[REDACTED]	Please find attached a summary of my concerns to be included in the community feedback on the Oxford County Transportation Master Plan Update. I plan to attend the public meeting later this month. Thank you for the opportunity to participate in this study	On September 14, 2022, Ryan Vink responds: Thank you for your summary of concerns, I've passed these on to our consultant. See you (virtually) at PCC1 soon.	n/a
September 12, 2022	[REDACTED]	Ryan, thanks for the notification. I will be attending the Sept. 27 meeting and be prepared to discuss the importance of developing the Woodstock VIA Rail station as a county portal and it's potential as a rural/urban intermodal hub. My input will have the endorsement of [REDACTED]. [REDACTED] VIA Rail are aware of our intention to participate.		Add [REDACTED] to contact list.
September 15, 2022	[REDACTED]	Are there plans for a bypass for Woodstock? My views are that we need a quicker way to get around Woodstock in all directions. Currently, Woodstock is quickly becoming a drivers nightmare when trying to get around. If you live on the north side and need to get to the hospital, traffic and traffic lights are a burden.	On September 15, 2022, Ryan Vink responds: Thank-you for your comments and interest in this study. I have forwarded your comments to our consultant team, Parsons, and we are working on responding to your queries. Please join us at our virtual Public Consultation Centre #1 on Tuesday September 27, 2022 from 5:00 PM to 7:00 PM for more information. Registration details can be found at the following link: https://urldefense.com/v3/ https://speakup.oxfordcounty.ca/2024	Add [REDACTED] to contact list

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>With the growth of Woodstock and the county, it appears that stop lights are the way to control traffic, when in fact they create traffic congestion. Test have shown that roundabouts are the most efficient way to keep traffic flowing. Are roundabouts being considered instead of traffic lights?</p>	<p>tmp...:IINFAAdMAAni0vkiEE9UpiSDW6IEu-4V_zD-PM33Uv2AkNGA-6PmOEy2jv15V--wn6ROjtViL_L19YntW4foYBbFamWMHB9eaiQgi5zh\$ Hope to see you there!</p> <p>With regards to roundabouts vs traffic lights, I will say both are considered depending on the specifics of the project. The Roundabout at OR2/OR6 is a relatively new implementation of a roundabout that was constructed in the County. The TMP deals with things at a very broad/high level. Recommendations from the TMP could be things like "initiate a traffic calming study at this location, initiate an intersection study to determine if traffic controls/roundabout would be warranted at this location" as opposed to specific recommendations (like construct a roundabout) which would be recommended from future (more specific) studies that could be recommended from the TMP.</p>	
September 27, 2022	[REDACTED]	<p>I forgot to make a comment related to indigenous trails. Since a probable indigenous tree trail marker was found in Tillsonburg in the park at rolling meadows, and with the current and proposed development, it would be wise to honour and maintain an indigenous natural trail with walking path and corridor for wildlife. Neighbours have taken the probable route to the east and found evidence that may be historical camp locations along the watercourse to the east adjacent to the railway</p> <p>https://www.norfolkandtillsonburgnews.com/opinion/columnists/beechey-trail-trees-were-roads-of-the-past/wcm/0f564ebf-5802-431d-a77d-77fc106e577d/amp/?fbclid=IwAR3q28cMyt9XYrxwIXNr83tN1D9cc-MXd8rxpaB00CDrkosMtFMS4NPYfo[norfolkandtillsonburgnews.com]</p> <p>https://speakup.oxfordcounty.ca/2024tmp/maps/places[speakup.oxfordcounty.ca]</p>	n/a	Add [REDACTED] to contact list
September 28, 2022	[REDACTED]	<p>Gentlemen, I really enjoyed your two-way presentation on Tuesday evening and found it refreshing that it was not road-centric. This very recent announcement by the federal government on VIA services in SWO should be of interest: https://ontario.transportaction.ca/federal-study-of-southwestern-ontario-passenger-rail-enhancement-update/ontario.transportaction.ca</p> <p>As mentioned last evening, [REDACTED] was very engaged on passenger and freight rail services within the county and lobbied both VIA and Metrolinx to clarify their longer-term plans. Neither did, but it would appear the matter has resuscitated itself with the federal study, SWO Transport Task Force recommendations (not yet released by MTO for some reason) and Doug Ford's commitment to invest \$160m in the Kitchener- London passenger rail service.</p>	<p>On September 29, 2022, John McGill responds: [REDACTED]</p> <p>I find this extremely interesting. A specialist on our team is a former VP at Metrolinx for Strategic Investments. I will confer with him on this. I particularly found the Slide #5 on the Transport Action Ontario update particularly interesting. Not sure that it will affect our recommendations on roads, but really interested in how we can give some serious thought to rail services...both passenger and freight. Very much appreciate this info. Very useful!</p>	

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>Several months ago I suggested to the mayors of SWOX, EZT and Zorra that they consider lobbying for a new GO station at Shakespeare to serve the north of the county in addition to adjacent East Perth. It's a long-term initiative but it's necessary for the county to raise a hand before Metrolinx gets too far along with initial planning. The mayors did not respond but previous dialog indicated interest.</p> <p>An attachment to this email is a presentation I gave jointly to the Railway Users Network regarding the Chicago-Toronto passenger train service that President Biden and Amtrak are pursuing. It could have a positive impact on Woodstock's connectivity to the U.S. Midwest and the greater Great Lakes Basin community. The [redacted] submission to the SWO Transportation Task Force is also attached.</p> <p>Let me know if you have any interest in further submissions on passenger rail transportation. Meanwhile I will search for previous work on Woodstock truck/train intermodal.</p> <p>Best wishes</p>		
September 29, 2022	[redacted]	<p>Glad you found value in these submissions. I will continue to browse archived materials and forward anything I believe of value to the Oxford County TMP process.</p> <p>[redacted] – Advocating for Sustainable Public and Freight Transportation and [redacted] – Canada's leading citizen transportation advocacy group. [redacted]) have a trove of study work on rail and bus initiatives on our respective websites including some exchanges with federal and provincial ministries. Since they are in the public domain you are welcome to reference or use them.</p> <p>I have attached a further presentation I did for Gravel Watch Ontario on roads versus rails that may have some value to you.</p>	<p>On September 29, 2022, Ryan Vink responds:</p> <p>Thanks for attending our virtual PCC Tuesday night, passing this information on to our project team, and your noted interest in the 2024 TMP. We are taking some time to review everything you sent on behalf of [redacted] but I wanted to give you a response in the interim. We will ensure you as a contact for [redacted] are included in future project notifications and on our stakeholder registrar.</p>	n/a
September 30, 2022	[redacted]	<p>Ryan, one of my hats is Liaison Leader at Learning Unlimited (Oxford), an over 55s continuing education organization located at the South Gate Centre in Woodstock. We have just restarted successfully after Covid and have an audience of 180 seniors. Our fall program is full and we are now compiling a speaker series for the spring of 2023. After our virtual TMP meeting last week I believe this project would be of interest to our members whose mobility needs change with age. A 45minute presentation to our audience followed by a Q&A session would increase public interest and engagement in the planning process. The presentation could be a simplified version of last week's and discuss the aims and objectives of the TMP including</p>	<p>On October 4, 2022, Ryan Vink responds:</p> <p>Thanks for reaching out and your interest in providing this information to your organization. As we are just wrapping up our first round of public consultation and engagement events (online feedback form and comments on interactive map still active until October 19 at https://urldefense.com/v3/ https://speakup.oxfordcounty.ca/2024tmp-!!NFAdMAAnI0vk!HJ8eg2Bdw_8AhtUQvKEda-gm-mq4GmpR0bkbJxIS6pc40SsRvWauikuYsbsttx4k52nu7uEMPYQ8D7RcxiPKG6U2S) we are not yet sure of our public consultation/engagement plans for PCC2 to be held in the Spring of 2023.</p>	Potential meeting with TAO

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>environmental and sustainability considerations and the various mobility modes under consideration. Our spring 2023 program starts in March and is weekly on Wednesdays for 8 weeks. We have one speaker in the morning and one in the afternoon.</p> <p>I sincerely believe the TMP process would interest our members and would complement our fall speakers covering community rural bus services and VIA'S new trains. Let me know if this is something you and the Parsons engineers would consider.</p> <p>Thanks,</p>	<p>As we meet internally over the next few months to determine our PCC2 plans, we will consider your request below and keep you and your organization informed as we work through the process to determine.</p>	
October 16, 2022	[REDACTED]	<p>Gentlemen, you will find the attached "Economist" article useful in your TMP deliberations. It is particularly important given the increased conflict between urban sprawl and the need to preserve high-quality farmland.</p> <p>Best wishes,</p> <p>[REDACTED]</p>		n/a
October 27, 2022	[REDACTED]	<p>https://www.blogto.com/city/2022/10/toronto-area-transit-network-could-look-2040/ [blogto.com]</p> <p>This is very interesting but will require protection of abandoned or yet to be abandoned rail corridors to work. Not sure how MOT or MX will react.</p> <p>[REDACTED]</p>	<p>On October 27 ,2022, John McGill responds:</p> <p>[REDACTED]</p> <p>It's a great Vision...but not sure how real it is for 2040. As you say, a very interesting Vision.</p>	n/a
October 27, 2022	[REDACTED]	<p>John, thanks for the response. [REDACTED] has lobbied hard for the preservation of the Orangeville/Brampton and Barrie/Collingwood rail corridors, but it seems that both municipal governments and the Province are cold to lukewarm (at best) on both routes. And yet this is the sort of vision required to ensure our public transportation is scalable and prioritizes optimum land use.</p> <p>[REDACTED]</p>	<p>On October 27 ,2022, John McGill responds:</p> <p>Thanks for sharing [REDACTED]. As we prepare the TMP we will give this due consideration. Very much appreciated.</p> <p>On November 7,2022, John McGill responds:</p> <p>[REDACTED]</p> <p>Thanks for your comments and inputs. All very helpful. I just wanted to acknowledge the input you have provided as noted below:</p> <ol style="list-style-type: none"> 1. Roundabouts article...we will be developing a policy for OC on roundabouts. This article is useful. 2. The concept of a GO Network...although this plan is a bit optimistic, it does raise the issue of what we put into our TMP recommendations regarding the OC/Metrolinx relationship going forward. 3. The Gravel Watch Ontario presentation...presents some interesting thoughts. I especially noted the Root Cause slide with the comment about "Totally unbalanced freight and passenger transportation strategy (no policy direction – crisis driven)"...I don't think this TMP can rebalance but we should be able to address the unbalance in some fashion, be it policy statements or action plans. <p>As always, I appreciate your input and we will be preparing our summary report on the inputs we received from the public now that</p>	n/a

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>the PCC#1 is completed. Your comments and input will be noted in that summary report.</p> <p>Thanks and stay safe.</p>	
November 7, 2022	[REDACTED]	<p>John, thanks for the positive feedback. Regarding bullet point 3 you might want to review the attached letter sent to federal Transport Minister Alhabra and others last week commenting on the National Supply Chain Task Force Final Report. Although fairly high level, it is of significance to all municipalities in the Montreal – Windsor/Sarnia corridor subject to transportation deficiencies that affect their competitiveness, prosperity and quality of life. While I realize it's not in your Oxford County TMP remit, you might find it interesting.</p> <p>Best wishes,</p> <p>[REDACTED]</p>		
November 22, 2022	[REDACTED]	<p>Hi Ryan - I just watched your presentation - Good job</p> <p>Is there any thought to looking at the possibility of leaving the transportation map active as a form of continuing public input? I thought it was cool and encouraged others including members of local councils to use it.</p> <p>I am not sure when any feedback for comments will come back - As Ingersoll's secondary planning is going forward for the boundary expansion lands, there have been several concerns voiced regarding anticipated traffic from the DOT and future builds to the East along Clarke road.</p> <p>Cheers</p> <p>[REDACTED]</p> <p>PS - The other day I was coming back to Ingersoll along Clarke Road. It was very foggy and it was the first time I saw the street lights at Clarke and County road 6 - They are very nice in the clear air but I am not sure if it is the brightness or the angle of the fixtures but you can not see any traffic coming North or South in a dense fog. It was like being in a frosted snow globe. In my non-professional opinion, perhaps the lights should sign towards the ground more. Can you forward that concern to whomever would look at it. I imagine a good snow squall would create a similar condition.</p>	<p>On November 28 ,2022, Ryan Vink responds: Hi [REDACTED]</p> <p>Thanks for the positive feedback on the presentation and the interactive map! I thought it was a great tool as well and was really excited we were able to use it as part of the TMP consultation process.</p> <p>I would say I think it's definitely something the County will look to use on future projects (including the next TMP) that cover large areas, public consultation, and where the map is practical, but it does require significant resources and time from Communications and IT service departments to actively monitor and keep a tool like this online and I know they are both already quite busy.</p> <p>I'll pass your comment/concern about the anticipated traffic from the DOT and future builds to the East along Clarke Road to our TMP consultant to aide in their analysis and future recommendations which we anticipate will be ready for presentation to the public as part of PCC2 events scheduled next Spring.</p> <p>Lastly, I have passed on your concerns about OR6 / Clarke Road traffic lighting to our transportation department.</p> <p>Thanks again,</p>	<p>Add [REDACTED] to contact list</p>
December 1, 2022	[REDACTED]	<p>Hey Ryan, can you please arrange for my contact details to be added to the notification list for all future communications pertaining to the TMP. Please confirm receipt of this request by return email.</p>	<p>On December 1 ,2022, Ryan Vink responds:</p> <p>Thanks for reaching out [REDACTED] I've CC'd our Consultant Parsons on this response and Marianne will be sure to add you to our master contact list for the project which will include notification of future project milestones.</p>	<p>Add [REDACTED] to contact list</p>

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		Thanks and regards	Thanks again,	
December 1, 2022	[REDACTED]	Thanks and regards		
January 5, 2023	[REDACTED]		<p>On January 5, 2023 David Simpson responds: Hi [REDACTED] Thank you for your concern about road safety at OR 59/OR 33 – we really appreciate your feedback as well as the telephone discussion tonight.</p> <p>As mentioned to you, I have attached our work plan for OR 59/OR 33 intersection improvements which are currently in design and planned for construction later in 2023, pending County Council budget approval on January 11, 2023. I can assure you that this will be one of our priority projects for 2023.</p> <p>By copy of this email, I will also ask our 2023 Transportation Master Plan (TMP) project manager, Ryan Vink, to follow up with you regarding public feedback to the TMP and ask that he add you to the mailing list. Ryan, [REDACTED] can be reached at [REDACTED] and/or [REDACTED]</p> <p>Regards, David</p> <p>On January 6, 2023 Ryan Vink responds: Good morning [REDACTED]</p> <p>I've passed your noted concerns with this intersection and your contact information to our retained consultant who is currently completing the County's 2024 TMP. You will be added to the contact list and be provided future updates/information as the project progresses.</p> <p>We had our first round of public consultation events for the TMP in September last year, and we gave a summary of these events in a presentation to County Council in November. Slides from both, as well as additional information from these events are posted on our Speak-Up Oxford website on the TMP project page: https://speakup.oxfordcounty.ca/2024tmp [speakup.oxfordcounty.ca]</p> <p>Our second round of public consultation events for the TMP is anticipated in Spring 2023. Stay tuned for more information in the coming weeks on these events.</p> <p>Thanks,</p>	Add [REDACTED] to the contact list.
March 6, 2023	[REDACTED]	Thank you so much, Marianne!		n/a

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
	[REDACTED]	Best regards,		
March 27, 2023	[REDACTED]	Hi Ryan, I've been looking over the information in the Oxford Transportation Master Plan and I was curious if there are any existing plans or future draft plans for additional roads (new roads created), or creation of additional off/on ramps for the 401, or paving of roads that are currently gravel in Blandford-Blenheim Township? If so, can you provide me information on those plans? Thank you. Regards, [REDACTED]	On March 28, 2023 Ryan Vink responds: Good morning [REDACTED] Thanks for reaching out and your interest in the project. At this point, there is no existing or future plans for new <u>County</u> roads or 401 interchanges in Blandford-Blenheim. As you may or may not know, road jurisdiction within the County is split between the County and our area municipalities (in this case BB). All County owned roads are currently hard-surfaced (paved). Any existing gravel roads within BB would be under the jurisdiction of the Township of Blandford-Blenheim, so you will have to reach out to them to confirm if any of their roads are scheduled for paving. Please let me know if you have any other questions or concerns. Thanks,	n/a
April 13, 2023	[REDACTED]	Good morning Marianne, I had a resident call me this morning to give their feedback/comment. [REDACTED] lives near the intersection of OR4 and OR17 and wanted to pass on his concern for traffic at this intersection, including large queues along OR17. Frank spoke with John G., and I at PCC1 when we were at the farm show as well. I noted to him I would include his comments in our engagement summary and that OR4/OR17 is noted as needing an intersection upgrade in the TMP, as well as OR17 pegged for a Class EA. Thanks,		
June 8, 2023	[REDACTED]	Forwarded from Phil Schaefer (Mayor of Township of East Zorra-Tavistock) on June 9, 2023: We are requesting a no Jake break sign around intersection of county road 33 and 16th line near Innerkip. Also speed reduction approaching intersection due to safety concerns with speed and volume of accidents. Please call 519-469-3977 if you require any more information. Thank you, [REDACTED]	On June 12, 2023, David Simpson Responds: Hi [REDACTED] Thank you for your inquiry with the County regarding potential implementation of engine brake signs on 16th line (OR-60) near OR-33/OR-60 intersection. I understand our Roads Operations (Albert Yost) Foreman advised you of the County Council approved Engine Brake Protocols (see attached) and informed you that this area did not meet the requirements for engine brake sign installation. County staff were also contacted by the Township of East Zorra-Tavistock regarding your more recent inquiry pertaining to the road safety at the OR-33/OR-60 (16th line) intersection and surrounding area. I am following up to you on behalf of this request. We are already currently reviewing the intersection of Oxford Road 60 (16th line) and Oxford Road 33 as part of a larger Oxford Road 4 (OR 4) Corridor study. The objective of the OR 4 Corridor study is to identify	Add [REDACTED] to contact list.

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>an effective implementation strategy over the next 20 years to ensure safe and efficient movement of goods and people from the HWY 401/403 corridor to the north part of Oxford County.</p> <p>The OR 4 Corridor study work plan includes assessment of existing traffic conditions (volume/capacity, collision history, intersection level of service) as well future traffic volume projections over 5, 10, and 20 year horizons, and will include recommended implementation projects throughout the corridor to meet immediate, short term, and long term needs. Recommended implementation projects identified in the OR 4 Corridor Study will be incorporated into the County-wide road network strategy as part of the 2024 Transportation Master Plan (TMP) which is expected to be presented in draft form to County Council this July, followed by a public consultation period before being finalized. The 2024 TMP is also expected to identify timing for any potential corridor improvements of OR 60 (16th Line) to support the objectives of the OR 4 Corridor study as well as the County-wide TMP road network strategy.</p> <p>Subject to the findings and recommendations of the OR 4 Corridor study based on assessment of existing and projected future traffic conditions, the TMP implementation plan as it relates specifically to the intersection of OR 60 (16th line) and OR 33 could include ongoing intersection monitoring or recommended intersection improvements with associated timing. The 2024 TMP is expected to be finalized in September 2023 following the public comment period and the associated implementation strategy will be used to develop the County's 10 year Transportation Capital budget.</p> <p>The 2024 TMP study material is available on the County website at https://urldefense.com/v3/https://speakup.oxfordcounty.ca/2024tmp;!!NFAdMAnl0yk!B25usa2YCK1WHB0UUb_aR0S-UwP8661fPzjShvcM_km9VxiQZnl5RS--O97aDQXmir145s_TPIkR7lPqangE5o6tn\$. You are welcome to contact Ryan Vink (1-800-755-0394, ext. 3023), project manager for the TMP, should you wish to provide further feedback regarding this intersection in the context of the overall review of the OR 4 road corridor.</p> <p>Regards</p> <p>David</p>	
August 2, 2023	[REDACTED]	<p>Good morning Mr.Macleod,</p> <p>I'm writing you this email in regards to the speed limit for Brooksdale. I have lived here for the past 7 years and have witnessed many collisions, and also while on the Embro Fire Department we had many calls in Brooksdale due to people speeding causing crashes. As I drive through many small communities such as Hickson, Embro, Huntingford ect. all have a radar notifying/reminding the driver of their</p>	<p>On August 2, 2023, Don MacLeod (dmacleod@zorra.ca) wrote:</p> <p>Good Morning [REDACTED]</p> <p>Thank you for bringing your concern forward.</p> <p>As you likely know, County Road 6 is under care and control of Oxford County. When the Township receives requests like this, we typically forward these on the County Public Works staff. I will also</p>	

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>speed. Why not Brooksdale? With the thousands of families that travel through on their way to Happy Hills should be a great concern with the amount of camper turns from road 92 onto the highway with vehicles approaching quickly upon them. I can count multiple close calls every weekend due to the excessive speed. There are many kids now in Brooksdale compared to previous years, which is a concern for all us parents to allow the kids to play on our front lawn, in the feeling that a vehicle will come off the road at high speeds. Can you and the Township of Zorra please consider doing what it takes to make the community a safe place for all.</p> <p>Thank you [REDACTED]</p>	<p>send this to your Ward Councillor, Crystal Finch, so that she can reach out to you to seek support from Zorra Township Council. This typically will help when the request goes to Oxford County. Mayor Ryan is also Warden of Oxford County and he may be able to provide support as well.</p> <p>Don MacLeod</p> <p>On August 3, 2023, Marcus Ryan (mryan@zorra.ca) responds:</p> <p>Thanks for reaching out with your concerns.</p> <p>Oxford Public Works staff are currently finalizing the Oxford Master Transportation Plan. At this point in time the intersection of Zorra Road 92 and Oxford Road 6 (Embro Road) is not scheduled scheduled for any changes.</p> <p>Here is a link to the Master Transportaion Plan where there is an opportunity for input:</p> <p>https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx [oxfordcounty.ca]</p> <p>I have also copied the the Zorra Director of Public Works and the relevant Project Managers on this email, if you or they want to add anything.</p> <p>On August 17, 2023, Ryan Vink responds:</p> <p>Good morning [REDACTED]</p> <p>Thank you for sharing your concerns with speeding through Brooksdale. The County will plan to undertake a Speed Management and Road Safety Review study on Oxford Road 6/37th Line through Brooksdale for consideration of traffic calming implementation measures as deemed warranted through the results of the study. Traffic calming measures that have been implemented to date along the County road network, including but not limited to installation of electronic speed feedback signs (SFS), have been based on the findings and recommendations of similar studies that were completed in accordance with the key principles of the County-wide speed management and traffic calming approach adopted by Oxford County Council in 2019. Consistent with this approach, the Speed Management and Road Safety Review in Brooksdale will include the following work plan:</p> <ul style="list-style-type: none"> Collection of speed data (24hr/day) Review of existing traffic conditions (collision history, volume, intersection turning movements) Review of existing driving environment and geometric road design Assessment of posted speed using Transportation Association of Canada (TAC) guidelines 	

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>Review of study findings with Area Municipality (Zorra Twp) representatives and Police (OPP)</p> <p>Presentation to Zorra Twp Council</p> <p>Public notification of draft recommendations (mailout to Residents within study area)</p> <p>Recommendations presented to Oxford County Council for adoption</p> <p>Speed Management and Road Safety Reviews and subsequent traffic calming implementation measures are currently being completed in 11 different study areas throughout the County as part of 2023 operational activities. The safety review through Brooksdale will be scheduled with several other study areas to be completed in 2024.</p> <p>Oxford County is also currently in the process of completing the 2024 Transportation Master Plan (TMP) and is seeking public input on the draft TMP report that is posted on the County's website at: https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx [oxfordcounty.ca]. The proposed road network strategy identified in the draft TMP includes continuation of the County-wide speed management and traffic calming approach and further recommends expansion of this program to include intersection safety reviews. We invite you to review the draft TMP report and appreciate any feedback that you wish to provide.</p> <p>This response will be incorporated into the Public Consultation Section in the TMP Appendices along with all other correspondence received and responses sent by the project team.</p> <p>Thanks</p>	
August 4, 2023	[REDACTED]	<p>Good morning,</p> <p>I am writing this email to bring attention to the intersection of 37th Line and Road 92 (Brooksdale).</p> <p>We have been residents at [REDACTED] for over 20 years. During that period, we have seen increased traffic and speeds on this stretch of road.</p> <p>We have also witnessed several accidents at this intersection and even had an Orange helicopter land on top of the hill to attend to accident victims.</p> <p>Many "drive-through" communities in our area (Embros, Harrington, Hickson, etc.) have made efforts to mitigate speeding by installing radar speed monitors notifying drivers of their current speed.</p>	<p>On August 7, 2023, Marcus Ryan (mryan@zorra.ca) responds:</p> <p>Thanks for reaching out with your concerns.</p> <p>Oxford Public Works staff are currently finalizing the Oxford Master Transportation Plan. At this point in time the intersection of Zorra Road 92 and Oxford Road 6 (Embros Road) is not scheduled for any changes.</p> <p>Here is a link to the Master Transportation Plan where there is an opportunity for input: https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx [oxfordcounty.ca]</p> <p>I have also copied the the Zorra Director of Public Works and the relevant Project Managers on this email, if you or they want to add anything.</p>	

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>This appears to be an effective tool to bring speeds back in check.</p> <p>As mentioned above, there has been increased traffic at this intersection over the years particularly on weekends with family traffic to Happy Hills.</p> <p>I use this intersection every day and see tractor-trailers travelling in excess of 80+ km/h on a regular basis (this is a 60 km/h zone).</p> <p>We (the community) fear it is only a matter of time before something terrible happens to one of our families or someone else.</p> <p>Can the County and or Township please do something to help keep our roads/community safe?</p> <p>Thank you for your time.</p>	<p>I do not expect a response after hours or on weekends. I sent this email at my convenience and welcome a response at your convenience.</p> <p>On August 17, 2023, Ryan Vink responds: Good morning [REDACTED]</p> <p>Thank you for sharing your concerns with speeding through Brooksdale. The County will plan to undertake a Speed Management and Road Safety Review study on Oxford Road 6/37th Line through Brooksdale for consideration of traffic calming implementation measures as deemed warranted through the results of the study. Traffic calming measures that have been implemented to date along the County road network, including but not limited to installation of electronic speed feedback signs (SFS), have been based on the findings and recommendations of similar studies that were completed in accordance with the key principles of the County-wide speed management and traffic calming approach adopted by Oxford County Council in 2019. Consistent with this approach, the Speed Management and Road Safety Review in Brooksdale will include the following work plan:</p> <ul style="list-style-type: none"> - Collection of speed data (24hr/day) - Review of existing traffic conditions (collision history, volume, intersection turning movements) - Review of existing driving environment and geometric road design - Assessment of posted speed using Transportation Association of Canada (TAC) guidelines - Review of study findings with Area Municipality (Zorra Twp) representatives and Police (OPP) - Presentation to Zorra Twp Council - Public notification of draft recommendations (mailout to Residents within study area) - Recommendations presented to Oxford County Council for adoption <p>Speed Management and Road Safety Reviews and subsequent traffic calming implementation measures are currently being completed in 11 different study areas throughout the County as part of 2023 operational activities. The safety review through Brooksdale will be scheduled with several other study areas to be completed in 2024.</p> <p>Oxford County is also currently in the process of completing the 2024 Transportation Master Plan (TMP) and is seeking public input on the draft TMP report that is posted on the County's website at: https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx [oxfordcounty.ca]. The proposed road network strategy identified in the draft TMP includes continuation of the County-wide speed management and traffic calming approach and further recommends expansion of this program to include intersection safety reviews. We invite you to</p>	

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
			<p>review the draft TMP report and appreciate any feedback that you wish to provide.</p> <p>This response will be incorporated into the Public Consultation Section in the TMP Appendices along with all other correspondence received and responses sent by the project team.</p>	
Oct. 26, 2023	<p>Darlene Hornsby Legal Assistant to Russell D. Cheeseman Royal Building, Municipal Law Chambers 277 Lakeshore Road East Suite 211 Oakville, ON L6J 1H9</p>	<p>Please find attached correspondence and supporting documents from Mr. Cheeseman in respect of the above-referenced matter. Hard copies of same will be sent via overnight courier.</p> <p>Please confirm receipt of the email.</p>	<p>On October 26 David Simpson Replies: Hi Ryan</p> <p>We seemingly omitted to include the Melrose correspondence as part of the Communication and Consultation section of the 2024 TMP. Please review and ensure the full contents of the second attachment above is included as part of the 30 day public review period documentation and included as part of the final project file. Accordingly, this information will become public domain after that time while their July 5 2023 letter to County Council is already public domain.</p> <p>While the matter pertaining to their request was adequately responded to through Council at the July 12, 2023 meeting which directed staff to receive and consider the July 5 2023 letter in the 2024 TMP.</p> <p>Regards David</p>	

From: [Ryan Vink](#)
To: [REDACTED]; [Alden, Marianne \[NN-CA\]](#)
Cc: [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Study mailing list - Oxford County Transportation Master Plan
Date: Monday, May 9, 2022 3:32:30 PM

Good afternoon [REDACTED],

Thanks for your interest in this project. I've CC'd Marianne, John and John from our consultant (Parsons) on this response. They will be sure to add your name to the list of future notifications for this project.

Thanks again,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA | T 519.539.9800 EXT 3023 | C 519.535.8471

-----Original Message-----

From: [REDACTED]
Sent: May 3, 2022 11:03 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: Study mailing list - Oxford County Transportation Master Plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Hi Ryan,

Can I please be added to the mailing list for this study?

If you need it my address is:

[REDACTED]

Regards,

[REDACTED]

Sent from my iPhone

From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: [EXTERNAL] "Economist" article on the value of roundabouts in transportation planning and urban growth.
Date: Wednesday, October 26, 2022 9:55:59 AM
Attachments: [image001.png](#)

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Wednesday, October 26, 2022 9:21 AM
To: McGill, John [NN-CA] <John.McGill@parsons.com>
Cc: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: RE: [EXTERNAL] "Economist" article on the value of roundabouts in transportation planning and urban growth.

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 |

From: John.McGill@parsons.com <John.McGill@parsons.com>
Sent: October 26, 2022 8:25 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: Marianne.Alden@parsons.com; John.Grieve@parsons.com
Subject: FW: [EXTERNAL] "Economist" article on the value of roundabouts in transportation planning and urban growth.

~~John McGill, P.Eng., PTOE, RSP₁~~
Senior Program Director, Mobility Solutions



john.mcgill@parsons.com

Mobile: +1 905 330 9569

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'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited, and you should delete this message and all copies and backups thereof. The recipient may not further distribute or use any of the information contained herein without the express written authorization of the sender. If you have received this message in error, or if you have any questions regarding the use of the proprietary information contained therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'

From: [REDACTED]

Sent: Sunday, October 16, 2022 8:05 AM

To: 'Ryan Vink' <rvink@oxfordcounty.ca>; McGill, John [NN-CA] <John.Mcgill@parsons.com>

Cc: [REDACTED]

Subject: [EXTERNAL] "Economist" article on the value of roundabouts in transportation planning and urban growth.

Gentlemen, you will find the attached "Economist" article useful in your TMP deliberations. It is particularly important given the increased conflict between urban sprawl and the need to preserve high-quality farmland.

Best wishes,

[REDACTED]

From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: [EXTERNAL] A concept of an expanded GO network.
Date: Thursday, October 27, 2022 4:01:44 PM
Attachments: [image001.png](#)

From: McGill, John [NN-CA] <John.Mcgill@parsons.com>
Sent: Thursday, October 27, 2022 11:07 AM
To: [REDACTED]
Cc: 'Ryan Vink' <rvink@oxfordcounty.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; [REDACTED]
[REDACTED]
Subject: RE: [EXTERNAL] A concept of an expanded GO network.

Thanks for sharing [REDACTED]. As we prepare the TMP we will give this due consideration. Very much appreciated.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com
Mobile: +1 905 330 9569
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From: [REDACTED]
Sent: Thursday, October 27, 2022 11:01 AM
To: McGill, John [NN-CA] <John.Mcgill@parsons.com>
Cc: 'Ryan Vink' <rvink@oxfordcounty.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; [REDACTED]
[REDACTED]
Subject: RE: [EXTERNAL] A concept of an expanded GO network.

John, thanks for the response. [REDACTED] has lobbied hard for the preservation of the Orangeville/Brampton and Barrie/Collingwood rail corridors, but it seems that both municipal governments and the Province are cold to lukewarm (at best) on both routes. And yet this is the sort of vision required to ensure our public transportation is scalable and prioritizes optimum land use.

From: John.Mcgill@parsons.com <John.Mcgill@parsons.com>
Sent: Thursday, October 27, 2022 10:50 AM
To: [REDACTED]
Cc: 'Ryan Vink' <rvink@oxfordcounty.ca>; John.Grieve@parsons.com;
Marianne.Alden@parsons.com
Subject: RE: [EXTERNAL] A concept of an expanded GO network.

[REDACTED]

It's a great Vision...but not sure how real it is for 2040. As you say, a vey interesting Vision.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com
Mobile: +1 905 330 9569
[Parsons](#) / [LinkedIn \[linkedin.com\]](#) / [Twitter \[twitter.com\]](#) / [Facebook \[facebook.com\]](#) / [Instagram \[instagram.com\]](#)



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From: [REDACTED]
Sent: Thursday, October 27, 2022 10:20 AM
To: [REDACTED]
Cc: 'Ryan Vink' <rvink@oxfordcounty.ca>; [REDACTED]
[REDACTED] McGill, John [NN-CA] <John.Mcgill@parsons.com>

Subject: [EXTERNAL] A concept of an expanded GO network.

<https://www.blogto.com/city/2022/10/toronto-area-transit-network-could-look-2040/> [blogto.com]

This is very interesting but will require protection of abandoned or yet to be abandoned rail corridors to work. Not sure how MOT or MX will react.



From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: [EXTERNAL] Oxford County Master Transportation Plan.
Date: Thursday, September 29, 2022 2:27:22 PM
Attachments: [image001.png](#)
[GWO presentation.pdf](#)

Sensitive

From: [REDACTED]
Sent: Thursday, September 29, 2022 12:10 PM
To: McGill, John [NN-CA] <John.Mcgill@parsons.com>; rvink@oxfordcounty.ca
Cc: Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: RE: [EXTERNAL] Oxford County Master Transportation Plan.

Glad you found value in these submissions. I will continue to browse archived materials and forward anything I believe of value to the Oxford County TMP process.

[REDACTED] ([\[REDACTED\] – Advocating for Sustainable Public and Freight Transportation \[REDACTED\]](#)) and [\[REDACTED\] – Canada's leading citizen transportation advocacy group. \[REDACTED\]](#)) have a trove of study work on rail and bus initiatives on our respective websites including some exchanges with federal and provincial ministries. Since they are in the public domain you are welcome to reference or use them.

I have attached a further presentation I did for Gravel Watch Ontario on roads versus rails that may have some value to you.

Let me know how I can assist further.

Best wishes,

[REDACTED]
[REDACTED]

From: John.Mcgill@parsons.com <John.Mcgill@parsons.com>
Sent: Thursday, September 29, 2022 7:53 AM
To: [REDACTED]
Cc: John.Grieve@parsons.com; Marianne.Alden@parsons.com
Subject: RE: [EXTERNAL] Oxford County Master Transportation Plan.

[REDACTED]:

I find this extremely interesting. A specialist on our team is a former VP at Metrolinx for Strategic Investments. I will confer with him on this. I particularly found the Slide #5 on the Transport Action

Ontario update particularly interesting. Not sure that it will affect our recommendations on roads, but really interested in how we can give some serious thought to rail services...both passenger and freight.

Very much appreciate this info. Very useful!

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com

Mobile: +1 905 330 9569

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From: [REDACTED]
Sent: Wednesday, September 28, 2022 5:37 PM
To: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>
Subject: [EXTERNAL] Oxford County Master Transportation Plan.

Gentlemen, I really enjoyed your two-way presentation on Tuesday evening and found it refreshing that it was not road-centric. This very recent announcement by the federal government on VIA services in SWO should be of interest: <https://ontario.transportaction.ca/federal-study-of-southwestern-ontario-passenger-rail-enhancement-update/> [ontario.transportaction.ca]

As mentioned last evening, [REDACTED] was very engaged on passenger and freight rail services within the county and lobbied both VIA and Metrolinx to clarify their longer-term plans. Neither did, but it would appear the matter has resuscitated itself with the federal study, SWO Transport Task Force recommendations (not yet released by MTO for some reason) and Doug Ford's commitment to invest \$160m in the Kitchener- London passenger rail service.

Several months ago I suggested to the mayors of SWOX, EZT and Zorra that they consider lobbying for a new GO station at Shakespeare to serve the north of the county in addition to adjacent East Perth. It's a long-term initiative but it's necessary for the county to raise a hand before Metrolinx gets too far along with initial planning. The mayors did not respond but previous dialog indicated

interest.

An attachment to this email is a presentation I gave jointly to the Railway Users Network regarding the Chicago-Toronto passenger train service that President Biden and Amtrak are pursuing. It could have a positive impact on Woodstock's connectivity to the U.S. Midwest and the greater Great Lakes Basin community. The [REDACTED] submission to the SWO Transportation Task Force is also attached. Let me know if you have any interest in further submissions on passenger rail transportation. Meanwhile I will search for previous work on Woodstock truck/train intermodal.

Best wishes,

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: [EXTERNAL] Oxford County Master Transportation Plan.
Date: Thursday, September 29, 2022 2:16:04 PM
Attachments: [Railway Users" Conference.pptx](#)
[\[REDACTED\] submission to SWO Transportation Plan Task Force \(5\)-PMedits A.pptx](#)
[image001.png](#)

From: McGill, John [NN-CA] <John.Mcgill@parsons.com>
Sent: Thursday, September 29, 2022 7:56 AM
To: Howe, John <john.howe@woodplc.com>
Cc: Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Ryan Vink <rvink@oxfordcounty.ca>
Subject: FW: [EXTERNAL] Oxford County Master Transportation Plan.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions
john.mcgill@parsons.com

Mobile: +1 905 330 9569
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: [REDACTED]

Sent: Wednesday, September 28, 2022 5:37 PM

To: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>

Subject: [EXTERNAL] Oxford County Master Transportation Plan.

Gentlemen, I really enjoyed your two-way presentation on Tuesday evening and found it refreshing that it was not road-centric. This very recent announcement by the federal government on VIA services in SWO should be of interest: <https://ontario.transportaction.ca/federal-study-of-southwestern-ontario-passenger-rail-enhancement-update/> [ontario.transportaction.ca]

As mentioned last evening, [REDACTED] was very engaged on passenger and freight rail services within the county and lobbied both VIA and Metrolinx to clarify their longer-term plans. Neither did, but it would appear the matter has resuscitated itself with the federal study, SWO Transport Task Force recommendations (not yet released by MTO for some reason) and Doug Ford's commitment to invest \$160m in the Kitchener- London passenger rail service.

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An attachment to this email is a presentation I gave jointly to the Railway Users Network regarding the Chicago-Toronto passenger train service that President Biden and Amtrak are pursuing. It could have a positive impact on Woodstock's connectivity to the U.S. Midwest and the greater Great Lakes Basin community. The [REDACTED] submission to the SWO Transportation Task Force is also attached. Let me know if you have any interest in further submissions on passenger rail transportation. Meanwhile I will search for previous work on Woodstock truck/train intermodal.

Best wishes,

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: [EXTERNAL] RE: Oxford County TMP Comments
Date: Monday, November 7, 2022 10:00:31 AM
Attachments: [image001.png](#)
[\[REDACTED\] comments on Canada's Supply Chain Final Report.pdf](#)

From: [REDACTED]
Sent: Monday, November 7, 2022 9:57 AM
To: McGill, John [NN-CA] <John.Mcgill@parsons.com>
Cc: 'Ryan Vink' <rvink@oxfordcounty.ca>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: [EXTERNAL] RE: Oxford County TMP Comments

John, thanks for the positive feedback. Regarding bullet point 3 you might want to review the attached letter sent to federal Transport Minister Alghabra and others last week commenting on the National Supply Chain Task Force Final Report. Although fairly high level, it is of significance to all municipalities in the Montreal – Windsor/Sarnia corridor subject to transportation deficiencies that affect their competitiveness, prosperity and quality of life. While I realize it's not in your Oxford County TMP remit, you might find it interesting.

Best wishes,

From: John.Mcgill@parsons.com <John.Mcgill@parsons.com>
Sent: Monday, November 7, 2022 9:38 AM
To: [REDACTED]
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Marianne.Alden@parsons.com; John.Grieve@parsons.com
Subject: Oxford County TMP Comments

[REDACTED]

Thanks for your comments and inputs. All very helpful. I just wanted to acknowledge the input you have provided as noted below:

1. Roundabouts article....we will be developing a policy for OC on roundabouts. This article is useful.
2. The concept of a GO Network....although this plan is a bit optimistic, it does raise the issue of what we put into our TMP recommendations regarding the OC/Metrolinx relationship going forward.
3. The Gravel Watch Ontario presentation...presents some interesting thoughts. I especially noted the Root Cause slide with the comment about "Totally unbalanced freight and passenger transportation strategy (no policy direction – crisis driven)"I don't think this TMP can rebalance but we should be able to address the unbalance in some fashion, be it policy statements or action plans.

As always, I appreciate your input and we will be preparing our summary report on the inputs we received from the public now that the PCC#1 is completed. Your comments and input will be noted in that summary report.

Thanks and stay safe.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com

Mobile: +1 905 330 9569

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: [EXTERNAL] RE: REQUEST: Notification for Oxford County 2024 Transportation Master Plan
Date: Thursday, December 1, 2022 3:13:08 PM

From: [REDACTED]
Sent: Thursday, December 1, 2022 2:01 PM
To: 'Ryan Vink' <rvink@oxfordcounty.ca>
Cc: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: REQUEST: Notification for Oxford County 2024 Transportation Master Plan

Thanks and regards

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: December 1, 2022 1:24 PM
To: [REDACTED]
Cc: Marianne.Alden@parsons.com
Subject: RE: REQUEST: Notification for Oxford County 2024 Transportation Master Plan

Thanks for reaching out [REDACTED]. I've CC'd our Consultant Parsons on this response and Marianne will be sure to add you to our master contact list for the project which will include notification of future project milestones.

Thanks again,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: [REDACTED]
Sent: December 1, 2022 6:39 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: 'External link' <john.mcgill@parsons.com>
Subject: REQUEST: Notification for Oxford County 2024 Transportation Master Plan

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Hey Ryan, can you please arrange for my contact details to be added to the notification list for all future

communications pertaining to the TMP. **Please confirm receipt of this request by return email.**

Thanks and regards

[Redacted signature block]

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From: [McGill, John \[NN-CA\]](#)
To: [Alden, Marianne \[NN-CA\]](#)
Cc: [Grieve, John \[NN-CA\]](#)
Subject: FW: [EXTERNAL] Transportation master plan
Date: Wednesday, October 26, 2022 8:37:56 AM
Attachments: [image001.png](#)

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com
Mobile: +1 905 330 9569
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: [REDACTED]
Sent: Tuesday, September 27, 2022 8:05 PM
To: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>
Subject: [EXTERNAL] Transportation master plan

Hello

I forgot to make a comment related to indigenous trails. Since a probable indigenous tree trail marker was found in Tillsonburg in the park at rolling meadows, and with the current and proposed development, it would be wise to honour and maintain an indigenous natural trail with walking path and corridor for wildlife. Neighbours have taken the probable route to the east and found evidence that may be historical camp locations along the watercourse to the east adjacent to the railway

[https://www.norfolkandtillsonburgnews.com/opinion/columnists/beehey-trail-trees-were-roads-of-the-past/wcm/0f564ebf-5802-431d-a77d-77fc106e577d/amp/?fbclid=IwAR3q28cMyt9XYrxwIXNr83tN1D9cc-MXd8rxrpaB00CDrkosMtFMS4NPYfo\[norfolkandtillsonburgnews.com\]](https://www.norfolkandtillsonburgnews.com/opinion/columnists/beehey-trail-trees-were-roads-of-the-past/wcm/0f564ebf-5802-431d-a77d-77fc106e577d/amp/?fbclid=IwAR3q28cMyt9XYrxwIXNr83tN1D9cc-MXd8rxrpaB00CDrkosMtFMS4NPYfo[norfolkandtillsonburgnews.com])

<https://speakup.oxfordcounty.ca/2024tmp/maps/places> [speakup.oxfordcounty.ca]

Regards



From: Alden, Marianne [NN-CA]
To:
Subject: FW: 37th Line - Brooksdale
Date: Thursday, August 17, 2023 10:40:26 AM

From: Ryan Vink <rvink@oxfordcounty.ca>

Sent: Thursday, August 17, 2023 9:33 AM

To: [REDACTED]

Cc: Marcus Ryan <mryan@zorra.ca>; Don Macleod <dmacleod@zorra.ca>; Crystal Finch <cfinch@zorra.ca>; Steve Oliver <soliver@zorra.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Frank Gross <fgross@oxfordcounty.ca>

Subject: [EXTERNAL] RE: 37th Line - Brooksdale

Good morning [REDACTED],

Thank you for sharing your concerns with speeding through Brooksdale. The County will plan to undertake a Speed Management and Road Safety Review study on Oxford Road 6/37th Line through Brooksdale for consideration of traffic calming implementation measures as deemed warranted through the results of the study. Traffic calming measures that have been implemented to date along the County road network, including but not limited to installation of electronic speed feedback signs (SFS), have been based on the findings and recommendations of similar studies that were completed in accordance with the key principles of the County-wide speed management and traffic calming approach adopted by Oxford County Council in 2019. Consistent with this approach, the Speed Management and Road Safety Review in Brooksdale will include the following work plan:

- Collection of speed data (24hr/day)
- Review of existing traffic conditions (collision history, volume, intersection turning movements)
- Review of existing driving environment and geometric road design
- Assessment of posted speed using Transportation Association of Canada (TAC) guidelines
- Review of study findings with Area Municipality (Zorra Twp) representatives and Police (OPP)
- Presentation to Zorra Twp Council
- Public notification of draft recommendations (mailout to Residents within study area)
- Recommendations presented to Oxford County Council for adoption

Speed Management and Road Safety Reviews and subsequent traffic calming implementation measures are currently being completed in 11 different study areas throughout the County as part of 2023 operational activities. **The safety review through Brooksdale will be scheduled with several other study areas to be completed in 2024.**

Oxford County is also currently in the process of completing the 2024 Transportation Master Plan (TMP) and is seeking public input on the draft TMP report that is posted on the County's website at: <https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx> [oxfordcounty.ca]. The proposed road network strategy identified in the draft TMP includes continuation of the County-wide speed management and traffic calming approach and further recommends expansion of this program to include intersection safety reviews. We invite you to review the draft TMP report and appreciate any feedback that you wish to provide.

This response will be incorporated into the Public Consultation Section in the TMP Appendices along with all other correspondence received and responses sent by the project team.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Marcus Ryan <mryan@zorra.ca>

Sent: August 7, 2023 3:52 PM

To: [REDACTED]

Cc: Ryan Vink <rvink@oxfordcounty.ca>; john.grieve@parsons.com; Don Macleod <dmacleod@zorra.ca>; Crystal Finch <cfinch@zorra.ca>; Steve Oliver <soliver@zorra.ca>; Ryan Vink <rvink@oxfordcounty.ca>; john.grieve@parsons.com

Subject: Re: 37th Line - Brooksdale

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Thanks for reaching out with your concerns.

Oxford Public Works staff are currently finalizing the Oxford Master Transportation Plan. At this point in time the intersection of Zorra Road 92 and Oxford Road 6 (Embro Road) is not scheduled for any changes.

Here is a link to the Master Transportation Plan where there is an opportunity for input:

<https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx>
[[oxfordcounty.ca](https://www.oxfordcounty.ca)]

I have also copied the the Zorra Director of Public Works and the relevant Project Managers on this email, if you or they want to add anything.

I do not expect a response after hours or on weekends. I sent this email at my convenience and welcome a response at your convenience.

MARCUS RYAN

Mayor, Zorra Township | Warden, Oxford County

1.519.425.2338

Pronouns: he/him/his

www.zorra.ca [[zorra.ca](http://www.zorra.ca)]

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Please consider the environment before printing this e-mail.

On Aug 4, 2023, at 10:51 AM, Derrick Brommersma <brommersmad@tremcar.com> wrote:

Good morning,

I am writing this email to bring attention to the intersection of 37th Line and Road 92 (Brooksdale).

We have been residents at [REDACTED] [REDACTED] [REDACTED] for over 20 years. During that period, we have seen increased traffic and speeds on this stretch of road.

We have also witnessed several accidents at this intersection and even had an Orange helicopter land on top of the hill to attend to accident victims.

Many "drive-through" communities in our area (Embro, Harrington, Hickson, etc.) have made efforts to mitigate speeding by installing radar speed monitors notifying drivers of their current speed.

This appears to be an effective tool to bring speeds back in check.
As mentioned above, there has been increased traffic at this intersection over the years particularly on weekends with family traffic to Happy Hills.
I use this intersection every day and see tractor-trailers travelling in excess of 80+ km/h on a regular basis (this is a 60 km/h zone).
We (the community) fear it is only a matter of time before something terrible happens to one of our families or someone else.
Can the County and or Township please do something to help keep our roads/community safe?
Thank you for your time.

[REDACTED]

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Blandford Blenheim Township
Date: Thursday, March 30, 2023 11:31:39 AM

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Tuesday, March 28, 2023 11:07 AM
To: [REDACTED]
Cc: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: [EXTERNAL] RE: Blandford Blenheim Township

Good morning [REDACTED]

Thanks for reaching out and your interest in the project. At this point, there is no existing or future plans for new County roads or 401 interchanges in Blandford-Blenheim.

As you may or may not know, road jurisdiction within the County is split between the County and our area municipalities (in this case BB). All County owned roads are currently hard-surfaced (paved). Any existing gravel roads within BB would be under the jurisdiction of the Township of Blandford-Blenheim, so you will have to reach out to them to confirm if any of their roads are scheduled for paving.

Please let me know if you have any other questions or concerns. Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: [REDACTED]
Sent: March 27, 2023 9:14 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: Blandford Blenheim Township

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Hi Ryan,

I've been looking over the information in the Oxford Transportation Master Plan and I was curious if there are any existing plans or future draft plans for additional roads (new roads created), or creation of additional off/on ramps for the 401, or paving of roads that are currently gravel in Blandford-Blenheim Township?

If so, can you provide me information on those plans?

Thank you.

Regards,
[REDACTED]

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From: Alden, Marianne [NN-CA]
To:
Subject: FW: Corner safety and truck brake noise complaint
Date: Tuesday, June 13, 2023 10:58:42 AM
Attachments: [Enaine Brake Protocol Aug 09, 2006.pdf](#)

-----Original Message-----

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Tuesday, June 13, 2023 9:25 AM
To: Grieve, John [NN-CA] <John.Grieve@parsons.com>
Cc: Howieson, Cooper [NN-CA] <Cooper.Howieson@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] FW: Corner safety and truck brake noise complaint

-----Original Message-----

From: David Simpson <dsimpson@oxfordcounty.ca>
Sent: June 12, 2023 9:13 AM
To: [REDACTED]
Cc: Shawn Vanacker <svanacker@oxfordcounty.ca>; Frank Gross <fgross@oxfordcounty.ca>; Albert Yost <ayost@oxfordcounty.ca>; Phil Schaefer <pschaefer@ezt.ca>; Ryan Vink <rvink@oxfordcounty.ca>; Tom Lightfoot <tlightfoot@ezt.ca>
Subject: RE: Corner safety and truck brake noise complaint

Hi [REDACTED]

Thank you for your inquiry with the County regarding potential implementation of engine brake signs on 16th line (OR-60) near OR-33/OR-60 intersection. I understand our Roads Operations (Albert Yost) Foreman advised you of the County Council approved Engine Brake Protocols (see attached) and informed you that this area did not meet the requirements for engine brake sign installation.

County staff were also contacted by the Township of East Zorra-Tavistock regarding your more recent inquiry pertaining to the road safety at the OR-33/OR-60 (16th line) intersection and surrounding area. I am following up to you on behalf of this request. We are already currently reviewing the intersection of Oxford Road 60 (16th line) and Oxford Road 33 as part of a larger Oxford Road 4 (OR 4) Corridor study. The objective of the OR 4 Corridor study is to identify an effective implementation strategy over the next 20 years to ensure safe and efficient movement of goods and people from the HWY 401/403 corridor to the north part of Oxford County.

The OR 4 Corridor study work plan includes assessment of existing traffic conditions (volume/capacity, collision history, intersection level of service) as well future traffic volume projections over 5, 10, and 20 year horizons, and will include recommended implementation projects throughout the corridor to meet immediate, short term, and long term needs. Recommended implementation projects identified in the OR 4 Corridor Study will be incorporated into the County-wide road network strategy as part of the 2024 Transportation Master Plan (TMP) which is expected to be presented in draft form to County Council this July, followed by a public consultation period before being finalized. The 2024 TMP is also expected to identify timing for any potential corridor improvements of OR 60 (16th Line) to support the objectives of the OR 4 Corridor study as well as the County-wide TMP road network strategy.

Subject to the findings and recommendations of the OR 4 Corridor study based on assessment of existing and projected future traffic conditions, the TMP implementation plan as it relates specifically to the intersection of OR 60 (16th line) and OR 33 could include ongoing intersection monitoring or recommended intersection improvements with associated timing. The 2024 TMP is expected to be finalized in September 2023 following the public comment period and the associated implementation strategy will be used to develop the County's 10 year Transportation Capital budget.

The 2024 TMP study material is available on the County website at https://urldefense.com/v3/_https://speakup.oxfordcounty.ca/2024tmp_!NFAdMANf0yk!B25usa2YCK1WHB0UUb_aR0SUwP8661fPzjShvcM_km9VxiQZnl5RS-

[-O97aDOXmir145s_TPiKR7lPqanqE5o6tnS](#) . You are welcome to contact Ryan Vink (1-800-755-0394, ext. 3023), project manager for the TMP, should you wish to provide further feedback regarding this intersection in the context of the overall review of the OR 4 road corridor.

Regards
David

DAVID SIMPSON, P.Eng., PMP (HE/HIM)
Director of Public Works, OXFORD COUNTY T 519.539.9800 ext 3100

-----Original Message-----

From: [REDACTED]
Sent: June 9, 2023 9:20 AM
To: Shawn Vanacker <svanacker@oxfordcounty.ca>
Cc: Tom Lightfoot <tlightfoot@ezt.ca>
Subject: FW: Corner safety and truck brake noise complaint

Hi Shawn

I am not sure if you are the correct person to whom I should be addressing this request to. If not I apologize. This email expresses some concerns regarding the

intersection of OR-33 and the 16th Line. I have advised Mr Bender that I am forwarding his concern to Public Works.

Thank You

Phil

Phil Schaefer
Mayor
Township of East Zorra-Tavistock
90 Loveys Street, Box 100, Hickson ON N0J 1L0
519-274-4038
pschaefer@ezt.ca
https://urldefense.com/v3/_http://www.ezt.ca_!!NFAAdMAnl0yk!B25usa2YCK1WHB0UUub_aR0SUwP8661fPzjShvcM_km9VxiQZnI5RS--O97aDOXmir145s_TPiKR7IPqanvvy0Fub5

-----Original Message-----

From: [REDACTED]
Sent: Thursday, June 8, 2023 10:13 AM
To: Phil Schaefer <pschaefer@ezt.ca>
Subject: Corner safety and truck brake noise complaint

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We are requesting a no Jake break sign around intersection of county road 33 and 16th line near Innerkip. Also speed reduction approaching intersection due to safety concerns with speed and volume of accidents. Please call [REDACTED] if you require any more information. Thank you, [REDACTED]

Origin: [https://urldefense.com/v3/_https://www.ezt.ca/en/township-office/mayor.aspx_!!NFAAdMAnl0yk!B25usa2YCK1WHB0UUub_aR0SUwP8661fPzjShvcM_km9VxiQZnI5RS--O97aDOXmir145s_TPiKR7IPqanheKI7Tz\\$](https://urldefense.com/v3/_https://www.ezt.ca/en/township-office/mayor.aspx_!!NFAAdMAnl0yk!B25usa2YCK1WHB0UUub_aR0SUwP8661fPzjShvcM_km9VxiQZnI5RS--O97aDOXmir145s_TPiKR7IPqanheKI7Tz$)

This email was sent to you by [REDACTED] through
[https://urldefense.com/v3/_https://www.ezt.ca_!!NFAAdMAnl0yk!B25usa2YCK1WHB0UUub_aR0SUwP8661fPzjShvcM_km9VxiQZnI5RS--O97aDOXmir145s_TPiKR7IPqanjhbPhzV\\$](https://urldefense.com/v3/_https://www.ezt.ca_!!NFAAdMAnl0yk!B25usa2YCK1WHB0UUub_aR0SUwP8661fPzjShvcM_km9VxiQZnI5RS--O97aDOXmir145s_TPiKR7IPqanjhbPhzV$).

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Master Transportation Plan
Date: Tuesday, November 29, 2022 11:59:53 AM

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Monday, November 28, 2022 1:41 PM
To: Grieve, John [NN-CA] <John.Grieve@parsons.com>
Cc: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] FW: Master Transportation Plan

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Ryan Vink
Sent: November 28, 2022 1:38 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Master Transportation Plan

Hi [REDACTED]

Thanks for the positive feedback on the presentation and the interactive map! I thought it was a great tool as well and was really excited we were able to use it as part of the TMP consultation process.

I would say I think it's definitely something the County will look to use on future projects (including the next TMP) that cover large areas, public consultation, and where the map is practical, but it does require significant resources and time from Communications and IT service departments to actively monitor and keep a tool like this online and I know they are both already quite busy.

I'll pass your comment/concern about the anticipated traffic from the DOT and future builds to the East along Clarke Road to our TMP consultant to aide in their analysis and future recommendations which we anticipate will be ready for presentation to the public as part of PCC2 events scheduled next Spring.

Lastly, I have passed on your concerns about OR6 / Clarke Road traffic lighting to our transportation department.

Thanks again,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: [REDACTED]

Sent: November 22, 2022 2:05 PM

To: Ryan Vink <rvink@oxfordcounty.ca>

Cc: [REDACTED]

Subject: Master Transportation Plan

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Hi Ryan - I just watched your presentation - Good job

Is there any though to looking at the possibility of leaving the transportation map active as a form of continuing public input? I thought it was cool and encouraged others including members of local councils to use it.

I am not sure when any feedback for comments will come back - As Ingersoll's secondary planning is going forward for the boundary expansion lands, there have been several concerns voiced regarding anticipated traffic from the DOT and future builds to the East along Clarke road.

Cheers

[REDACTED]

PS - The other day I was coming back to Ingersoll along Clarke Road. It was very foggy and it was the first time I saw the street lights at Clarke and County road 6 - They are very nice in the clear air but I am not sure if it is the brightness or the angle of the fixtures but you can not see any traffic coming North or South in a dense fog. It was like being in a frosted snow globe. In my non-professional opinion, perhaps the lights should sign towards the ground more. Can you forward that concern to whomever would look at it. I imagine a good snow squall would create a similar condition.

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therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'

From: [Alden, Marianne \[INN-CA\]](#)
To:
Subject: FW: OC TMP presentation to Learning Unlimited (Oxford).
Date: Tuesday, October 4, 2022 11:11:26 AM

-----Original Message-----

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Tuesday, October 4, 2022 10:49 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] RE: OC TMP presentation to Learning Unlimited (Oxford).

Good morning [REDACTED]

Thanks for reaching out and your interest in providing this information to your organization. As we are just wrapping up our first round of public consultation and engagement events (online feedback form and comments on interactive map still active until October 19 at [https://urldefense.com/v3/_https://speakup.oxfordcounty.ca/2024tmp_!!NFAdMAnI0yk!HJ8eg2Bdw_8AhtUOvKEda-qm-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxIPKG6U2\\$](https://urldefense.com/v3/_https://speakup.oxfordcounty.ca/2024tmp_!!NFAdMAnI0yk!HJ8eg2Bdw_8AhtUOvKEda-qm-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxIPKG6U2$)) we are not yet sure of our public consultation/engagement plans for PCC2 to be held in the Spring of 2023.

As we meet internally over the next few months to determine our PCC2 plans, we will consider your request below and keep you and your organization informed as we work through the process to determine.

Thanks again,

Ryan Vink, P.Eng. | Project Engineer, Public Works OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
https://urldefense.com/v3/_http://WWW.OXFORDCOUNTY.CA_!!NFAdMAnI0yk!HJ8eg2Bdw_8AhtUOvKEda-qm-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxQK8nsBS | T 519.539.9800 EXT 3023 | C 519.535.8471

-----Original Message-----

From: [REDACTED]
Sent: September 30, 2022 8:36 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: [REDACTED]
Subject: OC TMP presentation to Learning Unlimited (Oxford).

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Ryan, one of my hats is Liaison Leader at Learning Unlimited (Oxford), an over 55s continuing education organization located at the South Gate Centre in Woodstock.

We have just restarted successfully after Covid and have an audience of 180 seniors. Our fall program is full and we are now compiling a speaker series for the spring of 2023.

After our virtual TMP meeting last week I believe this project would be of interest to our members whose mobility needs change with age. A 45minute presentation to our audience followed by a Q&A session would increase public interest and engagement in the planning process.

The presentation could be a simplified version of last week's and discuss the aims and objectives of the TMP including

environmental and sustainability considerations and the various mobility modes under consideration.

Our spring 2023 program starts in March and is weekly on Wednesdays for 8 weeks. We have one speaker in the morning and one in the afternoon.

I sincerely believe the TMP process would interest our members and would complement our fall speakers covering community rural bus services and VIA'S new trains.

Let me know if this is something you and the Parsons engineers would consider.

██████████

██████████

Sent from my iPhone

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: OR 59 / OR 33
Date: Friday, January 6, 2023 10:58:25 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Friday, January 6, 2023 10:39 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: Grieve, John [NN-CA] <John.Grieve@parsons.com>; Frank Gross <fgross@oxfordcounty.ca>; Shawn Vanacker <svanacker@oxfordcounty.ca>
Subject: [EXTERNAL] FW: OR 59 / OR 33

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [[OXFORDCOUNTY.CA](#)] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Ryan Vink
Sent: January 6, 2023 10:37 AM
To: [REDACTED]
Cc: Frank Gross <fgross@oxfordcounty.ca>; Shawn Vanacker <svanacker@oxfordcounty.ca>; Laura Hamulecki <lhamulecki@oxfordcounty.ca>; Randie Wright <rwright@oxfordcounty.ca>; David Simpson <dsimpson@oxfordcounty.ca>
Subject: RE: OR 59 / OR 33 Intersection work plan

Good morning [REDACTED],

I've passed your noted concerns with this intersection and your contact information to our retained consultant who is currently completing the County's 2024 TMP. You will be added to the contact list and be provided future updates/information as the project progresses.

We had our first round of public consultation events for the TMP in September last year, and we gave a summary of these events in a presentation to County Council in November. Slides from both, as well as additional information from these events are posted on our Speak-Up Oxford website on the TMP project page: <https://speakup.oxfordcounty.ca/2024tmp> [speakup.oxfordcounty.ca]

Our second round of public consultation events for the TMP is anticipated in Spring 2023. Stay tuned for more information in the coming weeks on these events.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

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From: David Simpson <dsimpson@oxfordcounty.ca>
Sent: January 5, 2023 6:36 PM
To: [REDACTED]
Cc: Frank Gross <fgross@oxfordcounty.ca>; Shawn Vanacker <svanacker@oxfordcounty.ca>; Ryan Vink <rvink@oxfordcounty.ca>; Laura Hamulecki <lhamulecki@oxfordcounty.ca>; Randie Wright

<rwright@oxfordcounty.ca>

Subject: OR 59 / OR 33 Intersection work plan

Hi [REDACTED]

Thank you for your concern about road safety at OR 59/OR 33 – we really appreciate your feedback as well as the telephone discussion tonight.

As mentioned to you, I have attached our work plan for OR 59/OR 33 intersection improvements which are currently in design and planned for construction later in 2023, pending County Council budget approval on January 11, 2023. I can assure you that this will be one of our priority projects for 2023.

By copy of this email, I will also ask our 2023 Transportation Master Plan (TMP) project manager, Ryan Vink, to follow up with you regarding public feedback to the TMP and ask that he add you to the mailing list. Ryan, [REDACTED] can be reached at [REDACTED] and/or [REDACTED].

Regards,

David

DAVID SIMPSON, P.Eng., PMP (HE/HIM) | Director of Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

www.oxfordcounty.ca [OXFORDCOUNTY.CA] | T 519.539.9800 / 1-800-755-0394, ext 3100



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From:
To: FW: OR4 Corridor Study - New Resident Stakeholder
Subject: Monday, April 18, 2022 9:00:00 PM
Date: [image001.png](#)
Attachments: [REDACTED] - [OR4 study stakeholder.png](#)

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Monday, April 11, 2022 3:50 PM
To: Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: McGill, John [NN-CA] <John.Mcgill@parsons.com>; Shawn Vanacker <svanacker@oxfordcounty.ca>
Subject: [EXTERNAL] OR4 Corridor Study - New Resident Stakeholder

Good afternoon John/Marianne,

I had another County resident call me today and ask to be included as part of the stakeholder list to be informed throughout the TMP/OR4 study process. Please see his contact information below. FYI - He own several parcels of land on [REDACTED] and is a key figure in the [REDACTED] area. He owns [REDACTED] [REDACTED] and the lands to the north, and several other parcels along this corridor on the way to Innerkip.

[REDACTED]
[REDACTED]
[REDACTED]

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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instructions!

From:
To: FW: Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List
Subject: Tuesday, April 12, 2022 3:10:22 PM
Date: [image002.png](#)
Attachments: [image003.png](#)

From: McGill, John [NN-CA] <John.Mcgill@parsons.com>
Sent: Tuesday, April 5, 2022 10:06 AM
To: [REDACTED] rvink@oxfordcounty.ca
Cc: [REDACTED] Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: RE: Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List

Noted. Thanks for the contact. We will add your info to our list.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com
Mobile: +1 905 330 9569
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: [REDACTED]
Sent: Monday, April 4, 2022 5:57 PM
To: rvink@oxfordcounty.ca
Cc: McGill, John [NN-CA] <John.Mcgill@parsons.com>; [REDACTED]
Subject: [EXTERNAL] RE: Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List

Hello Ryan,

[REDACTED] is the transportation consultant for [REDACTED] and would also like to be added to the distribution

list for this TMP.

Thank you

[Redacted]

From: [Redacted]
Sent: April 4, 2022 5:05 PM
To: rvink@oxfordcounty.ca
Cc: john.mcgill@parsons.com; [Redacted]
[Redacted]
[Redacted]
Subject: Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List

External Sender

Good afternoon Ryan,

I hope everything is well.

This has reference to the subject study and the attached Notice of Commencement. I kindly request to be added to the study mailing list to receive notices of future consultation opportunities.

My email is: [Redacted]

Best regards,

[Redacted]

[Redacted]

[Redacted] [com \[can01.safelinks.protection.outlook.com\]](mailto:[Redacted]@oxfordcounty.ca)

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From:
To: FW: Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List
Subject: Tuesday, April 12, 2022 3:11:32 PM
Date: [image002.png](#)
Attachments: [image003.png](#)

From: McGill, John [NN-CA] <John.Mcgill@parsons.com>

Sent: Tuesday, April 5, 2022 10:12 AM

To: [REDACTED] rvink@oxfordcounty.ca

Cc: [REDACTED]
[REDACTED]

Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>

Subject: RE: Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List

[REDACTED] Thank you for your email. We will add you to our contacts list.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com

Mobile: +1 905 330 9569

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From: [REDACTED]

Sent: Monday, April 4, 2022 5:05 PM

To: rvink@oxfordcounty.ca

Cc: McGill, John [NN-CA] <John.Mcgill@parsons.com>; [REDACTED]
[REDACTED]
[REDACTED]

Subject: [EXTERNAL] Oxford County 2024 TMP - Request to Subscribe to the Study Mailing List

Good afternoon Ryan,

I hope everything is well.

This has reference to the subject study and the attached Notice of Commencement. I kindly request to be added to the study mailing list to receive notices of future consultation opportunities.

My email is: [REDACTED]

Best regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] | [REDACTED] | [REDACTED]
[REDACTED]



[REDACTED] [\[REDACTED\].can01.safelinks.protection.outlook.com](mailto:[REDACTED].can01.safelinks.protection.outlook.com)

www.weloveyouconnie.com [\[REDACTED\].can01.safelinks.protection.outlook.com](mailto:[REDACTED].can01.safelinks.protection.outlook.com)

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[REDACTED]

From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Oxford County TMP update.
Date: Monday, September 12, 2022 12:33:03 PM

-----Original Message-----

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Monday, September 12, 2022 12:31 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; McGill, John [NN-CA] <John.McGill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Cc: Frank Gross <fgross@oxfordcounty.ca>; Shawn Vanacker <svanacker@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>
Subject: [EXTERNAL] FW: Oxford County TMP update.

See below from [REDACTED],

Ryan Vink, P.Eng. | Project Engineer, Public Works OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
https://urldefense.com/v3/__http://WWW.OXFORDCOUNTY.CA__;!!NFAdMAnI0yk!EMXd-gObKb5Q7Ry-

[k_TdnPrkvqwiYmSpeVLmsuDOqtzw0-495E1eSjj1UvDF0SH7VZXBi-yzYWOiJG9ohB9IRutz\\$](mailto:k_TdnPrkvqwiYmSpeVLmsuDOqtzw0-495E1eSjj1UvDF0SH7VZXBi-yzYWOiJG9ohB9IRutz$) | T
519.539.9800 EXT 3023 | C 519.535.8471

-----Original Message-----

From: [REDACTED]
Sent: September 12, 2022 4:20 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: [REDACTED]
Subject: Oxford County TMP update.

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Ryan, thanks for the notification. I will be attending the Sept. 27 meeting and be prepared to discuss the importance of developing the Woodstock VIA Rail station as a county portal and it's potential as a rural/urban intermodal hub.

My input will have the endorsement of [REDACTED]. VIA Rail are aware of our intention to participate.

Thanks and best wishes,

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Thursday, September 8, 2022 10:39:50 AM
Attachments: [image001.png](#)

From: [REDACTED]
Sent: Thursday, September 8, 2022 10:36 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Please remove me if possible.
Thanks and have a great day

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: September 8, 2022 10:20 AM
To: [REDACTED]
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Hi [REDACTED]
Thanks. We will add them to the mailing list. Do you wish to remain on the list?
Marianne

From: [REDACTED]
Sent: Thursday, September 8, 2022 9:58 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Hi Marianne:
I have forwarded your email through to [REDACTED] and [REDACTED]. They are the owners of the company.
Thanks,

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: September 8, 2022 9:44 AM
To: Marianne.Alden@parsons.com

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

Good Morning,

Please find enclosed the Notice of Public Consultation Centre #1 for the Oxford County Transportation Master Plan Update. Details of upcoming consultation events happening around the County are listed in the attached. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Kind Regards,

Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal

Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2
Date: Monday, March 6, 2023 10:42:38 AM
Attachments: [image002.png](#)
[image003.png](#)

From: [REDACTED]
Sent: Monday, March 6, 2023 10:12 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

Thank you so much, Marianne!

Best regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] | [REDACTED] | [REDACTED]
[REDACTED]

[REDACTED] [\[can01.safelinks.protection.outlook.com\]](#)
[www.weloveyouconnie.com \[can01.safelinks.protection.outlook.com\]](#)

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[REDACTED]

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: Monday, March 6, 2023 10:05 AM
To: Marianne.Alden@parsons.com
Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

Good Morning,

Please find enclosed the Notice of Public Consultation Centre #2 for the Oxford County Transportation Master Plan Update. Details of upcoming consultation events happening around the County are listed in the attached. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation

system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John Grieve, Project Manager, Parsons (john.grieve@parsons.com) if you have any questions or comments.

Kind Regards,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From:
To: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Subject: Friday, June 3, 2022 11:52:55 AM
Date: [image001.jpg](#)
Attachments:

From: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Sent: Thursday, June 2, 2022 11:42 AM
To: [REDACTED]
Cc: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi [REDACTED],

Thanks for clarifying. As you are on the project contact list, you will receive updates on future public meetings etc. Also please check out the project website for further information:

<https://speakup.oxfordcounty.ca/2024tmp>.

Thanks,
Marianne

From: [REDACTED]
Sent: Thursday, June 2, 2022 11:36 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

It was actually sent to [REDACTED] he forwarded it to her as she took over for him managing our [REDACTED]

Thanks

Also I would be interested in being included in the updates on this



[REDACTED]

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From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: June 2, 2022 11:33 AM
To: [REDACTED]
Cc: rvink@oxfordcounty.ca; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

*** PROCEED WITH CAUTION - This message originated from outside Sylvite ***

Hi [REDACTED]

We will update the contact list you include yourself as the main point of contact for this study, and remove [REDACTED].

Thanks,
Marianne

From: [REDACTED]
Sent: Thursday, June 2, 2022 11:30 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Please update the contact info to myself [REDACTED] as the [REDACTED] of our [REDACTED]

Please see below for the info.



[REDACTED]

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From: [REDACTED]
Sent: June 2, 2022 10:30 AM
To: [REDACTED]
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement

FYI



[REDACTED]

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From: [REDACTED]
Sent: Thursday, June 2, 2022 7:39 AM
To: [REDACTED]
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement



[REDACTED]

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From: Marianne.Alden@parsons.com
Sent: Wednesday, June 1, 2022 4:26 PM
To: [REDACTED]
Cc: Ryan Vink <[REDACTED]>
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

* PROCEED WITH CAUTION - This message originated from outside Sylvite *

Dear [REDACTED]

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From:
To: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Subject: Friday, June 3, 2022 11:49:52 AM
Date: [image001.jpg](#)
Attachments:

From: Alden, Marianne [NN-CA]
Sent: Thursday, June 2, 2022 11:33 AM
To: [REDACTED]
Cc: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Hi [REDACTED]

We will update the contact list you include yourself as the main point of contact for this study, and remove [REDACTED].

Thanks,
Marianne

From: [REDACTED]
Sent: Thursday, June 2, 2022 11:30 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: rvink@oxfordcounty.ca; McGill, John [NN-CA] <John.Mcgill@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Please update the contact info to myself [REDACTED] as the [REDACTED] of our [REDACTED]

Please see below for the info.



[REDACTED]

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From: [REDACTED]
Sent: June 2, 2022 10:30 AM
To: [REDACTED]
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement

FYI



[REDACTED]

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From: [REDACTED]
Sent: Thursday, June 2, 2022 7:39 AM
To: [REDACTED]
Subject: FW: Oxford County Transportation Master Plan Update - Notice of Study Commencement



[REDACTED]

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From: Marianne.Alden@parsons.com
Sent: Wednesday, June 1, 2022 4:26 PM
To: [REDACTED]
Cc: Ryan Vink <
Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

*** PROCEED WITH CAUTION - This message originated from outside Sylvite ***

Dear [REDACTED],

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Oxford County Transportation Master Plan Update
Date: Wednesday, September 14, 2022 3:06:31 PM

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Wednesday, September 14, 2022 3:03 PM
To: [REDACTED]
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update

Good afternoon [REDACTED],

Thank you for your summary of concerns, I've passed these on to our consultant. See you (virtually) at PCC1 soon.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: [REDACTED]
Sent: September 11, 2022 10:37 AM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: Re: Oxford County Transportation Master Plan Update

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Ryan Vink

Please find attached a summary of my concerns to be included in the community feedback on the Oxford County Transportation Master Plan Update. I plan to attend the public meeting later this month. Thank you for the opportunity to participate in this study

Iva MacCausland
[REDACTED]
[REDACTED]

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Oxford County Transportation plan
Date: Thursday, September 15, 2022 1:28:54 PM

-----Original Message-----

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Thursday, September 15, 2022 1:25 PM
To: [REDACTED]
Subject: [EXTERNAL] RE: Oxford County Transportation plan

Hi [REDACTED]

Thank-you for your comments and interest in this study. I have forwarded your comments to our consultant team, Parsons, and we are working on responding to your queries. Please join us at our virtual Public Consultation Centre #1 on Tuesday September 27, 2022 from 5:00 PM to 7:00 PM for more information. Registration details can be found at the following link:

[https://urldefense.com/v3/___https://speakup.oxfordcounty.ca/2024tmp___:!!NFAdMAnI0yk!EE9UpISDW6IEu-4V_zD-PM33Uv2AkNGA-6PmOEy2jv15V--wn6R0jtViL_L19YNtW4foyBbFAMWMHB9eaiQgj5zh\\$](https://urldefense.com/v3/___https://speakup.oxfordcounty.ca/2024tmp___:!!NFAdMAnI0yk!EE9UpISDW6IEu-4V_zD-PM33Uv2AkNGA-6PmOEy2jv15V--wn6R0jtViL_L19YNtW4foyBbFAMWMHB9eaiQgj5zh$) Hope to see you there!

With regards to roundabouts vs traffic lights, I will say both are considered depending on the specifics of the project. The Roundabout at OR2/OR6 is a relatively new implementation of a roundabout that was constructed in the County.

The TMP deals with things at a very broad/high level. Recommendations from the TMP could be things like "initiate a traffic calming study at this location, initiate an intersection study to determine if traffic controls/roundabout would be warranted at this location" as opposed to specific recommendations (like construct a roundabout) which would be recommended from future (more specific) studies that could be recommended from the TMP.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3 WWW.OXFORDCOUNTY.CA | T 519.539.9800 EXT 3023 | C 519.535.8471

-----Original Message-----

From: [REDACTED]
Sent: September 15, 2022 12:57 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: Oxford County Transportation plan

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Hi Ryan

Are there plans for a bypass for Woodstock? My views are that we need a quicker way to get around Woodstock in all directions. Currently, Woodstock is quickly becoming a drivers nightmare when trying to get around. If you live

on the north side and need to get to the hospital, traffic and traffic lights are a burden.

With the growth of Woodstock and the county, it appears that stop lights are the way to control traffic, when in fact they create traffic congestion. Test have shown that roundabouts are the most efficient way to keep traffic flowing. Are roundabouts being considered instead of traffic lights?

Thank you,

██████████

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From: [Alden, Marianne \[NN-CA\]](#)
To:
Subject: FW: Speed Limit Warnings
Date: Thursday, August 17, 2023 10:40:13 AM
Attachments: [image001.jpg](#)

From: Ryan Vink <rvink@oxfordcounty.ca>

Sent: Thursday, August 17, 2023 9:37 AM

To: [REDACTED]

Cc: Marcus Ryan <mryan@zorra.ca>; Crystal Finch <cfinch@zorra.ca>; Steve Oliver <soliver@zorra.ca>; Grieve, John [NN-CA] <John.Grieve@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Frank Gross <fgross@oxfordcounty.ca>

Subject: [EXTERNAL] RE: Speed Limit Warnings

Good morning [REDACTED]

Thank you for sharing your concerns with speeding through Brooksdale. The County will plan to undertake a Speed Management and Road Safety Review study on Oxford Road 6/37th Line through Brooksdale for consideration of traffic calming implementation measures as deemed warranted through the results of the study. Traffic calming measures that have been implemented to date along the County road network, including but not limited to installation of electronic speed feedback signs (SFS), have been based on the findings and recommendations of similar studies that were completed in accordance with the key principles of the County-wide speed management and traffic calming approach adopted by Oxford County Council in 2019. Consistent with this approach, the Speed Management and Road Safety Review in Brooksdale will include the following work plan:

- Collection of speed data (24hr/day)
- Review of existing traffic conditions (collision history, volume, intersection turning movements)
- Review of existing driving environment and geometric road design
- Assessment of posted speed using Transportation Association of Canada (TAC) guidelines
- Review of study findings with Area Municipality (Zorra Twp) representatives and Police (OPP)
- Presentation to Zorra Twp Council
- Public notification of draft recommendations (mailout to Residents within study area)
- Recommendations presented to Oxford County Council for adoption

Speed Management and Road Safety Reviews and subsequent traffic calming implementation measures are currently being completed in 11 different study areas throughout the County as part of 2023 operational activities. **The safety review through Brooksdale will be scheduled with several other study areas to be completed in 2024.**

Oxford County is also currently in the process of completing the 2024 Transportation Master Plan (TMP) and is seeking public input on the draft TMP report that is posted on the County's website at: <https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx> [[oxfordcounty.ca](https://www.oxfordcounty.ca)]. The proposed road network strategy identified in the draft TMP includes continuation of the County-wide speed management and traffic calming approach and further recommends expansion of this program to include intersection safety reviews. We invite you to review the draft TMP report and appreciate any feedback that you wish to provide.

This response will be incorporated into the Public Consultation Section in the TMP Appendices along with all other correspondence received and responses sent by the project team.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

www.oxfordcounty.ca [[oxfordcounty.ca](http://www.oxfordcounty.ca)] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Marcus Ryan <mryan@zorra.ca>

Sent: August 3, 2023 8:38 AM

To: [REDACTED]

Cc: Crystal Finch <cfinch@zorra.ca>; Steve Oliver <soliver@zorra.ca>; Ryan Vink <rvink@oxfordcounty.ca>; john.grieve@parsons.com

Subject: Re: Speed Limit Warnings

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Thanks for reaching out with your concerns.

Oxford Public Works staff are currently finalizing the Oxford Master Transportation Plan. At this point in time the intersection of Zorra Road 92 and Oxford Road 6 (Embroid Road) is not scheduled for any changes.

Here is a link to the Master Transportation Plan where there is an opportunity for input:

<https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx>
[[oxfordcounty.ca](http://www.oxfordcounty.ca)]

I have also copied the the Zorra Director of Public Works and the relevant Project Managers on this email, if you or they want to add anything.

I do not expect a response after hours or on weekends. I sent this email at my convenience and welcome a response at your convenience.

MARCUS RYAN

Mayor, Zorra Township | Warden, Oxford County

1.519.425.2338

Pronouns: he/him/his

www.zorra.ca [[zorra.ca](http://www.zorra.ca)]

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Please consider the environment before printing this e-mail.

On Aug 2, 2023, at 8:15 AM, Don MacLeod <dmacleod@zorra.ca> wrote:

Good Morning [REDACTED]

Thank you for bringing your concern forward.

As you likely know, County Road 6 is under care and control of Oxford County. When the Township receives requests like this, we typically forward these on the County Public Works staff. I will also send this to your Ward Councillor, Crystal Finch, so that she can reach out to you to seek support from Zorra Township Council. This typically will help when the request goes to Oxford County. Mayor Ryan is also Warden of Oxford County and he may be able to provide support as well.

Don MacLeod



From: [REDACTED]
Sent: Wednesday, August 2, 2023 8:07 AM
To: Don MacLeod <dmacleod@zorra.ca>
Subject: Speed Limit Warnings

Good morning Mr.Macleod,

I'm writing you this email in regards to the speed limit for Brooksdale. I have lived here for the past 7 years and have witnessed many collisions, and also while on the Embro Fire Department we had many calls in Brooksdale due to people speeding causing crashes. As I drive through many small communities such as Hickson, Embro, Huntingford ect. all have a radar notifying/reminding the driver of their speed. Why not Brooksdale? With the thousands of families that travel through on their way to Happy Hills should be a great concern with the amount of camper turns from road 92 onto the highway with vehicles approaching quickly upon them. I can count multiple close calls every weekend due to the excessive speed. There are many kids now in Brooksdale compared to previous years, which is a concern for all us parents to allow the kids to play on our front lawn, in the feeling that a vehicle will come off the road at high speeds. Can you and the Township of Zorra please consider doing what it takes to make the community a safe place for all.

Thank you

[REDACTED]

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From:
To:
Subject: FW: Transportation Master Plan Study updates
Date: Tuesday, April 12, 2022 3:12:33 PM

From: Ryan Vink <rvink@oxfordcounty.ca>

Sent: Tuesday, April 5, 2022 11:11 AM

To: [REDACTED]

Cc: McGill, John [NN-CA] <John.Mcgill@parsons.com>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>; Grieve, John [NN-CA] <John.Grieve@parsons.com>

Subject: [EXTERNAL] RE: Transportation Master Plan Study updates

Good morning [REDACTED],

Thank you for expressing your interest in this project. I've passed your contact information on to our consultant, Parsons, who is completing this study on behalf of the County, they will add you to the master contact list.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: [REDACTED]

Sent: March 29, 2022 10:26 PM

To: Ryan Vink <rvink@oxfordcounty.ca>

Subject: Transportation Master Plan Study updates

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Attention Ryan Vink

Please add my name to the update list for all information on the progress of the Oxford County Master Transportation Plan study.

Also, please add my name to the list of people requesting a copy of any and all draft plans as they are made available to the public.

Many thanks,

[REDACTED]

[REDACTED]

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From: McGill, John [NN-CA]

Sent: Thursday, June 23, 2022 11:40 AM

To: [REDACTED]

Cc: Grieve, John [NN-CA] <John.Grieve@parsons.com>

Subject: RE: Oxford County TMP & OR4 Corridor Study - Economic Development Forum Meeting - Thank you

[REDACTED]:

Its still early to confirm recommendations but last week we did a site visit and that intersection was one that we noticed should receive attention. I think your ideas have merit, but we will go through a more fulsome exercise in our traffic analyses. We will likely consider operational improvement options, along with redesign options, before finalizing any recommendations.

However, we appreciate your concerns and suggestions We will give them consideration.

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com
Mobile: +1 905 330 9569
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: [REDACTED]
Sent: Thursday, June 23, 2022 11:08 AM
To: McGill, John [NN-CA] <John.Mcgill@parsons.com>
Subject: [EXTERNAL] RE: Oxford County TMP & OR4 Corridor Study - Economic Development Forum Meeting - Thank you

John,
Just wondering if as part of these improvements there any consideration of has been given to adding a set of traffic lights at the corner of County Road #4 and Parkinson Road.
Best case would be to include a left turn lane from Parkinson to 4 and a second left turn lane from 4 onto Parkinson.

[REDACTED]

From: John.Mcgill@parsons.com <John.Mcgill@parsons.com>
Sent: Monday, June 20, 2022 10:28 AM
To: [REDACTED]

[REDACTED]

Cc: rvink@oxfordcounty.ca; fgross@oxfordcounty.ca; pmichiels@oxfordcounty.ca;
tconte@oxfordcounty.ca; mabercrombie@oxfordcounty.ca; jlavallee@oxfordcounty.ca;
John.McGill@parsons.com; John.Grieve@parsons.com; Marianne.Alden@parsons.com

Subject: [EXTERNAL] Oxford County TMP & OR4 Corridor Study - Economic Development Forum Meeting - Thank you

Thank-you for taking the time to attend the Oxford County Transportation Master Plan Update - Economic Development Forum on April 5, 2022. This was the first round of two meetings, with the second to be held in Winter 2023. Your input is important to the Transportation Master Plan Update. Comments are invited for the duration of the study, and updates and contact information can be found at the following link: <https://speakup.oxfordcounty.ca/2024tmp>. Attached are the presentation and minutes from the meeting for your information.

Again, we thank you for your time and valuable input to this important study.

Regards,

John McGill, P.Eng., PTOE, RSP₁
Senior Program Director, Mobility Solutions

john.mcgill@parsons.com

Mobile: +1 905 330 9569

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From: [Alden, Marianne \[NN-CA\]](#)
To: [REDACTED]
Cc: [Ryan Vink](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement
Date: Thursday, June 2, 2022 10:02:52 AM

Good Morning [REDACTED],

Oxford County is in the process of updating their Transportation Master Plan. As part of the Ontario *Environmental Assessment Act*, all stakeholders with a potential interest in this study must be notified. Your company contact information was provided by Rural Oxford Economic Development Corporation. I would suggest passing this notice onto the general manager of your company, and advising us if [REDACTED] has an interest in this study and would like to be kept on the mailing list for future updates. More information about this study can be found at the following link: <https://speakup.oxfordcounty.ca/2024tmp>.

If you have future questions about this study, please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com).

Thanks,
Marianne

From: [REDACTED]
Sent: Wednesday, June 1, 2022 4:54 PM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Good afternoon Marianne:

I am sorry but I do not understand why I received this email and request for information? I am in [REDACTED] and have no idea the link between the two.

If you could please help me out, I would appreciate it.

Thanks,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>

Sent: June 1, 2022 4:29 PM

To: [REDACTED]

Cc: Ryan Vink <rvink@oxfordcounty.ca>; John.Mcgill@parsons.com; John.Grieve@parsons.com

Subject: Oxford County Transportation Master Plan Update - Notice of Study Commencement

Dear Donna,

Please find attached the Notice of Study Commencement for the Oxford County Transportation Master Plan Update. Oxford County has retained Parsons Inc. to complete a 2024 update of the current 2019 Transportation Master Plan. This Update will assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com) if you have any questions or comments.

Thanks,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure

marianne.alden@parsons.com

M: 226-989-6532

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From:
To: [Alden, Marianne \[NN-CA\]](#)
Subject: RE: Survey and map
Date: Thursday, May 4, 2023 4:12:00 PM

From: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Sent: Thursday, April 13, 2023 11:28 AM
To: Syeda, Prapti [NN-CA] <Prapti.Syeda@parsons.com>
Subject: FW: Survey and map

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Thursday, April 13, 2023 11:04 AM
To: Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Cc: Grieve, John [NN-CA] <John.Grieve@parsons.com>; Tommasina Conte <tconte@oxfordcounty.ca>
Subject: [EXTERNAL] RE: Survey and map

Good morning Marianne,

I had a resident call me this morning to give their feedback/comment. [REDACTED] lives near the intersection of [REDACTED] wanted to pass on his concern for traffic at this intersection, including large queues along OR17. Frank spoke with John G., and I at PCC1 when we were at the farm show as well. I noted to him I would include his comments in our engagement summary and that OR4/OR17 is noted as needing an intersection upgrade in the TMP, as well as OR17 pegged for a Class EA.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Marianne.Alden@parsons.com <Marianne.Alden@parsons.com>
Sent: April 13, 2023 8:49 AM
To: Tommasina Conte <tconte@oxfordcounty.ca>; Ryan Vink <rvink@oxfordcounty.ca>
Cc: John.Grieve@parsons.com
Subject: RE: Survey and map

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Hi Tommy,

I think the end of the week is good! But I'll defer to Ryan.

Thanks,
Marianne

From: Tommasina Conte <tconte@oxfordcounty.ca>
Sent: Thursday, April 13, 2023 8:43 AM
To: Ryan Vink <rvink@oxfordcounty.ca>; Alden, Marianne [NN-CA] <Marianne.Alden@parsons.com>
Subject: [EXTERNAL] Survey and map

Hello, Ryan and Marianne --We're still getting a trickle of survey responses... It was supposed to close at end of Tuesday so I meant to send this yesterday. Do you want me to cut off now and pull final report, or just quietly leave it open until end of week?

TOMMASINA CONTE

Manager, Strategic Communication & Engagement

519.539.9800, ext 3503 | 1.800.755.0394

Pronouns: she/her/hers

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October 26, 2023

VIA E-MAIL AND COURIER

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Ms. Senior:

**Re: Oxford County Draft 2024 Transportation Master Plan -Extended
Consultation
Public Works Report PW 2023-40**

As I am sure you are aware, we are the solicitors for [REDACTED], the owners of land located at the intersection of Oxford Road 4 and Parkinson Road/Towerline Road, in the City of Woodstock.

We have had the opportunity to review Public Works Report PW 2023-40 which was dealt with by County Council at its meeting of October 11, 2023. We understand that Council of the County of Oxford adopted the Recommendations of staff that were set out in that Report, and that it has endorsed, in principle, the draft 2024 Transportation Master Plan (TMP) and further has directed 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.

Upon our examination of Report PW 2023-40, we note that some of our client's correspondence was not mentioned as having being received, despite the fact that our client has gone out of its way to ensure that its concern and comments had been sent to staff leading up to the preparation of Report PW 2023-40. In fact, our client had made four (4) written submissions to the County, to ensure that its concerns were made known to the County and its consultants. Given the fact that some of them were not made mention of in the Report prepared by Staff, our client has requested that we write to you and bring this to the attention to County Council.

The list of correspondence, copies of which are included along with this letter are as follows:

1. Letter dated April 11, 2023 addressed to Mr. Ryan Vink, Project Manager, from [REDACTED], Project Management, Properties Division, Melrose Investments Inc.;

Royal Building
277 Lakeshore Road East, Suite 211
Oakville ON L6J 1H9



Toronto Meeting Rooms
Brookfield Place, 161 Bay Street, Suite 2700
Toronto ON M5J 2S1

2. E-mail dated April 17, 2023 from Ryan Vick to [REDACTED]
3. E-mail dated April 17, 2023 from [REDACTED] to Ryan Vick;
4. Letter dated July 5, 2023 from [REDACTED], President of [REDACTED] Inc., to the County Clerk and Members of County Council, enclosing:
 - the stamped approved Site Plans for the North and South parcels owned by Melrose,
 - the Conceptual Road Realignment Overlay,
 - Blow up of the Conceptual Road Realignment Overlay;
5. Letter dated September 20, 2023 from [REDACTED] to Ryan Vink, enclosing:
 - Previous correspondence of April 11, and April 17 (cited above) and,
 - Oxford Road 4 and Parkinson Road/Towerline Road Realignment Study prepared by LEA Consulting, dated September 15, 2023.

Given the fact that some of these pieces of correspondence were not mentioned in Report PW 2023-40, this letter will serve as our formal request to have these matters placed before County Council, as part of the public agenda, at the next regularly scheduled meeting of County Council. We would also ask that a copy of this letter and its attachments be distributed to each member of County Council prior to the next meeting.

Thank you for your cooperation in respect of this matter. If you have any questions or need any clarification, please do not hesitate to contact the undersigned directly.

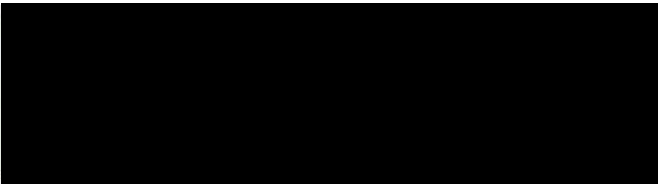
Yours very truly,

[REDACTED]

[REDACTED]

Encl.

cc. [REDACTED] (via e-mail)



April 11, 2023

Ryan Vink, P.Eng.
Project Manager
Oxford County

John Grieve, MCIP, RPP
Manager, Transportation Planning
Parsons Inc.

Re: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback

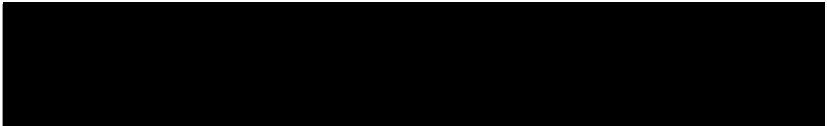
Dear Mr. Vink and Mr. Grieve,

This has reference to the Oxford County 2024 Transportation Master Plan Update (TMP), and the Virtual Public Consultation Centre (PCC) #1 and #2, which were conducted on September 27, 2022, and March 21, 2023, respectively. These PCCs were prepared by Parsons, on behalf of Oxford County.

Our representatives have attended both PCCs and during the first PCC, there was no mention or recommendation on the necessity of the realignment of Oxford Road 4 at the Parkinson Road/Towerline Road intersection. However, during the second PCC, it was stated that realignment of the Oxford Road 4 and Parkinson Road/Towerline Road intersection is recommended. Unfortunately, the proposed location of the intersection realignment remains unclear as no technical information or drawings have been provided.

To date, there has been no presentation of technical data in support of the need for the realignment. The only mention of the necessity for the realignment was during the second PCC when it was verbally suggested that the spacing issues between the Highway 401 ramps and the existing Oxford Road 4 intersection along Parkinson Road/Towerline Road necessitated the realignment.

It is pertinent to note that LEA Consulting Ltd., acting on behalf of [REDACTED] inc., had previously prepared a Transportation Impact Study (TIS) for SPA submission in July 2022, in support of a site plan application located at 1491 Parkinson Road (now 1495 Parkinson Rd and 250 Oxford Rd 4). Subsequently, the site plan application was reviewed and approved by the Oxford County and City of Woodstock in October 2022 without consideration of a realignment of Oxford Road 4. It is evident that the County TMP Update was already underway when the County



approved the site plan for 1491 Parkinson Road. Furthermore, it should be noted that the County had not identified any intersection spacing issues through the site plan application process in which the July 2022 TIS report was reviewed and approved.

In light of the above and given the approved site plan, [REDACTED] the Owner of the subject site, strongly opposes the recommendation to realign the said intersection to the west as the realignment would significantly impact the approved site plan and would entirely hold up our development plans for the site.

We urge you to reconsider the recommendation to realign the intersection considering the above.

Sincerely,

[REDACTED]

Project Management, Properties Division

cc: Frank Gross
Manager, Transportation & Waste Management
Oxford County

Melissa Abercrombie
Manager, Engineering Services
Oxford County

From: [Ryan Vink](#)
To: [REDACTED]
Cc: [Frank Gross](#); [Melissa Abercrombie](#); John.Grieve@parsons.com; david.secord@ontario.ca
Subject: RE: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Date: Monday, April 17, 2023 9:44:08 AM
Attachments: [image001.png](#)
[OR4 Conditions Analysis.pdf](#)
[2023-04-11_PCC2 Feedback.pdf](#)

Good morning [REDACTED]

We have reviewed your letter dated April 11, 2023 and note the following:

- The intention of the first round of public engagement (including PCC1 presentation in September 2022) was to collect feedback on the existing transportation systems of the County and identify areas for improvement. No recommendations were presented (or yet available to present) at this time.
 - In October 2022, Recommendations were still not available, as the project team was reviewing feedback received from public engagement events in September 2022 and just beginning the network analysis.
- A recommendation to initiate an intersection control feasibility study at OR4 / OR15 was included in the 2019 TMP and analysis of this intersection was included in the OR4 corridor study by Parsons. Results of this study (which is being completed concurrently by Parsons) will be incorporated into the 2024 TMP.
- As noted in the attached PDF (presented as part of PCC2), the OR4/OR15 intersection was identified to have a yellow/red level of service (LOS) under current conditions. Parsons' network analysis included review of existing traffic using this intersection, the capacity of the road network, and residential/employment growth projections to estimate increases in traffic on the roadway in the future. From this analysis, and considering the intersection is currently on the verge of having a LOS of E/F, it was determined signalization of the intersection was required.
 - The recommendation for signalization can only be accommodated with a re-alignment of the corridor, as MTO has previously noted, as the existing intersection spacing from the 401 interchange is inadequate;
 - The OR4/OR15 intersection's close proximity to the 401 interchange was also identified in the Woodstock SE Secondary Plan.
 - Based on the need to facilitate MTO's Access Management Policy spacing requirements; a potential requirement to re-align the Oxford Road 4 corridor was indicated by County Staff during the early stages of site plan application; and,
 - In PCC2 recommendations presented, OR4 / OR15 intersection has also been identified as requiring a Class EA in the near future.
- Content discussed at the ExTAC2 meeting was the same as that presented at PCC2 (which currently has slides and video recording post on Speak-Up! Oxford project page). Minutes from the ExTAC2 meeting are not yet compiled, but will be included in the draft final report that will be made available for public review in the coming months.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA | T 519.539.9800 EXT 3023 | C 519.535.8471

From: [REDACTED]
Sent: April 11, 2023 3:56 PM
To: Ryan Vink <rvink@oxfordcounty.ca>; John.Grieve@parsons.com
Cc: Frank Gross <fgross@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>
Subject: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Importance: High

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Good afternoon Ryan and John,

I hope this finds you well.

With reference to the 2024 TMP, kindly see attached our feedback on the PCC #2.

Best regards,

[REDACTED]

Project Management, Properties Division

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



www.weloveyouconnie.com

You may withdraw your consent to continue receiving emails at any time by replying to optout@melroseinvestments.com

From: [REDACTED]
To: [Ryan Vink](#)
Cc: [Frank Gross](#); [Melissa Abercrombie](#); John.Grieve@parsons.com; david.secord@ontario.ca
Subject: RE: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Date: Monday, April 17, 2023 10:33:00 AM
Attachments: [image001.png](#)
[2021-12-17 Letter to Oxford County.pdf](#)

Good morning Ryan,

Thank you for your reply.

- Could you please let us know what is the MTO spacing requirements from the 401 Interchange to the Intersection?
- We understand that a comment regarding a potential re-alignment of Oxford Road 4 was indicated by County Staff during the early stages of site plan application, to which we responded to, along with other comments, via WSP's Letter to Oxford County, dated Dec. 17, 2021 (attached for easy reference).
- Later during the SPA second, third, and fourth submissions, the potential re-alignment comment was never raised.
- Furthermore, the Issues List, submitted by the City of Woodstock as part of the Procedural Order for OLT Hearing, had no mention of any road re-alignment issues.

Given the above, it is reasonable for us to believe that any road and/or intersection improvements would not have any impact on the approved site plan.

We urge you to consider other alternatives in your study that do not impact our approved plan.

Best regards,

[REDACTED]

Project Management, Properties Division

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

www.weloveyouconnie.com

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[REDACTED]

From: Ryan Vink <rvink@oxfordcounty.ca>

Sent: Monday, April 17, 2023 9:42 AM

To: [REDACTED]

Cc: Frank Gross <fgross@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>; John.Grieve@parsons.com; david.secord@ontario.ca
Subject: RE: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback

Good morning [REDACTED]

We have reviewed your letter dated April 11, 2023 and note the following:

- The intention of the first round of public engagement (including PCC1 presentation in September 2022) was to collect feedback on the existing transportation systems of the County and identify areas for improvement. No recommendations were presented (or yet available to present) at this time.
 - In October 2022, Recommendations were still not available, as the project team was reviewing feedback received from public engagement events in September 2022 and just beginning the network analysis.
- A recommendation to initiate an intersection control feasibility study at OR4 / OR15 was included in the 2019 TMP and analysis of this intersection was included in the OR4 corridor study by Parsons. Results of this study (which is being completed concurrently by Parsons) will be incorporated into the 2024 TMP.
- As noted in the attached PDF (presented as part of PCC2), the OR4/OR15 intersection was identified to have a yellow/red level of service (LOS) under current conditions. Parsons' network analysis included review of existing traffic using this intersection, the capacity of the road network, and residential/employment growth projections to estimate increases in traffic on the roadway in the future. From this analysis, and considering the intersection is currently on the verge of having a LOS of E/F, it was determined signalization of the intersection was required.
 - The recommendation for signalization can only be accommodated with a re-alignment of the corridor, as MTO has previously noted, as the existing intersection spacing from the 401 interchange is inadequate;
 - The OR4/OR15 intersection's close proximity to the 401 interchange was also identified in the Woodstock SE Secondary Plan.
 - Based on the need to facilitate MTO's Access Management Policy spacing requirements; a potential requirement to re-align the Oxford Road 4 corridor was indicated by County Staff during the early stages of site plan application; and,
 - In PCC2 recommendations presented, OR4 / OR15 intersection has also been identified as requiring a Class EA in the near future.
- Content discussed at the ExTAC2 meeting was the same as that presented at PCC2 (which currently has slides and video recording post on Speak-Up! Oxford project page). Minutes from the ExTAc2 meeting are not yet compiled, but will be included in the draft final report that will be made available for public review in the coming months.

Thanks,

Ryan Vink, P.Eng. | **Project Engineer, Public Works**
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

From: [REDACTED]
Sent: April 11, 2023 3:56 PM
To: Ryan Vink <rvink@oxfordcounty.ca>; John.Grieve@parsons.com
Cc: Frank Gross <fgross@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>
Subject: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Importance: High

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Good afternoon Ryan and John,

I hope this finds you well.

With reference to the 2024 TMP, kindly see attached our feedback on the PCC #2.

Best regards,

[REDACTED]



[REDACTED] www.weloveyouconnie.com

You may withdraw your consent to continue receiving emails at any time by replying to

[REDACTED]



July 05, 2023

County Clerk - Oxford County
21 Reeve Street,
Woodstock, Ontario N4S 7Y3

Attention: Warden Marcus Ryan and Members of County Council

**Re: Oxford County Transportation Master Plan (TMP)
Oxford Road No. 4 Realignment**

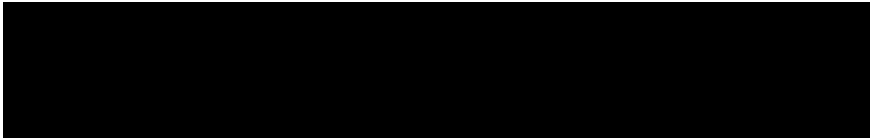
Dear Warden Ryan and Councillors,

[REDACTED] has been in the business of developing and leasing major commercial/industrial properties since 1973 and currently manages and leases approximately 2.6 million sq. ft. in Oakville, Burlington, Vaughan, and other areas. [REDACTED] retains and leases out all the commercial/industrial properties it develops. Therefore, it is critical that such properties be of the highest quality and be located in highly desirable locations. [REDACTED] Head Office are located in the Town of Oakville.

In 2020 and 2021 [REDACTED] purchased two parcels of land in the City of Woodstock, with a total acreage of approximately 86 acres, comprising 39 acres on the Southerly Parcel and 47 acres on the Northerly Parcel. At the time of acquisition, the said lands were designated in the County and City of Woodstock Official Plan as Industrial Area and zoned in the City Zoning By-law 8626-10 as M3-13(H) General Industrial, permitting their development for industrial purposes subject to holding provision for environmental and archeological constraint purposes. After completing the required necessary studies, the holding provision was removed from the zoning by-law on June 16, 2022.

Upon acquisition, in August 2021, [REDACTED] applied for Site Plan Approval and submitted to the County and the City its development plan for the property. The submitted plans were circulated by the County Planning Department to all reviewing agencies, including MTO. The proposed [REDACTED] Industrial Park comprises 2 industrial buildings on the “Southerly Parcel” with a total leasable area of 762,240 sq. ft., and 2 industrial buildings on the “Northerly Parcel”, with a total leasable area of 743,384 sq. ft., all as shown on the Stamped Site Plans attached hereto (Appendix 1). In our opinion, the development as proposed would be highly desirable and marketable as a prime industrial business park and of great economic benefit to the County and the City.

In support of the site plan application, [REDACTED] had retained Crozier Consulting Engineers to undertake the necessary transportation studies, submitted to the County and City in August 2021. Later in the process, [REDACTED] hired LEA Consulting Ltd to undertake an updated transportation impact study, which was submitted in July 2022. Both Transportation Consultants recommended signalization of Oxford Road #4 and Oxford Road #15 intersection to accommodate future traffic,



with no reference to the need for realignment. However, MTO and County Staff initially took the position that Site Plan Approval was premature until the final decision on the County Road #4 realignment had been made.

When a decision on the issue had not been made [REDACTED] appealed to the Ontario Land Tribunal (“OLT”). Prior to a hearing the City advised that they had directed that the approval for the Site Plan Application be granted. Neither the County nor MTO sought status at the OLT resulting in the Delegated Official at the County issuing Site Plan Approval on October 21, 2022, for both Southerly and Northerly Parcels. Given the above, Melrose assumed that the County and MTO had decided that the [REDACTED] lands were not required for the realignment. On October 28, 2022, [REDACTED] applied to MTO for a Building and Land Use Permit for the Southerly Parcel. The Northerly Parcel is not subject to MTO’s jurisdiction and does not require any permissions from them.

On April 4, 2023, MTO advised [REDACTED] that they would not issue the said Permit. [REDACTED] had to await a final decision by the County on the TMP, and the Class Environmental Assessment (EA), and subject to the results of the Class EA, the approval by the County of the final working drawings for the proposed realignment before they would make any decision on the said Permit. This delay could easily amount to 6 to 10 years.

From our discussions with the County Staff, we understand that a possible location of the realigned road would traverse south to north through the [REDACTED] Lands, as shown on the conceptual road realignment overlay attached hereto (Appendix 2 & 3). In our opinion, this proposed realignment renders the Southerly Parcel highly undesirable for industrial use. Where the realigned road intercepts the south-east corner on the Northerly Parcel such will have serious affects on site access, driveway, and the building layout. While these affects can be mitigated to some degree the resulting development will not be ideal nor as marketable. The most significant impact is that without the development of the Southerly Parcel, which has better exposure to Highway #401 and is considered the entranceway to the entire development, our development plans for the Northerly Parcel would be compromised.

If it were not for the need for the MTO Permit for the Southerly Parcel, [REDACTED] would be able to obtain building permits for the 2 buildings for the Southerly Parcel and commence construction in 2023 proceeding with buildings from south to north. If [REDACTED] is unable to commence construction for the Southerly Parcel until 2030, that is, 7-year delay from our original plan, we anticipate a loss of gross rental income of at least [REDACTED] for the Southerly Parcel, in addition to [REDACTED] for the Northerly Parcel. If the proposed realignment is approved through the [REDACTED] Lands, it is highly questionable that the Northerly Parcel can be developed as a premium business park, thereby putting the entire development at risk. In our correspondence with MTO we suggested that if they are not prepared to issue the Permit, they should alternatively negotiate with us to purchase the said lands or expropriate same. They responded that because these lands are not directly required for MTO purposes they had no jurisdiction to do either. That means only the County has such jurisdiction. We have had preliminary discussions with our appraiser, and he advises that the retail value for just the Southerly Parcel would be approximately [REDACTED] This does not include reimbursement for our consulting, administrative, and legal fees to date of



approximately [REDACTED] nor for the negative impact on the Northerly Parcel, nor any other damages or financial losses incurred.

We were informed by County Staff that on July 12, 2023, the draft Transportation Master Plan will be presented to your Council for review. Based on the County's presentation during the 2nd Virtual Public Consultation Centre (PCC#2), the draft TMP will be recommending various traffic and environmental studies pertaining to a number of road intersections, one of which is Oxford Road #4 and Oxford Road #15, where a study to determine the need for realigning Oxford Road #4 will be recommended.

We hereby, strongly request that the Council do not approve any recommendation for future studies intended for the said road realignment. The present road functions properly, and with minor improvements to the intersection it can easily accommodate the future traffic requirements, as clearly presented in the Transportation Impact Study submitted by both Crozier Consulting Engineers and LEA Consulting Ltd through Melrose and accepted by the County and the City during the process of site plan approval.

Ontario is now facing a land supply crisis, yet our response to this challenge seems to involve excessive and unnecessary studies, that in many cases, serve no purpose other than redundant caution. There is no need to explore the options for a road realignment and a roundabout, which may offer aesthetic benefits but come with exorbitant costs that may range anywhere from \$50 to \$100 million, while causing significant delays to a development project worth [REDACTED] without any discernible justification. These types of delays amount to a state of "paralysis by analysis" and represent the primary catalyst behind of the real estate crisis we are facing today.

We fully understand and appreciate that municipal staff is often directed to study all and every different possibility for public wellbeing and to make everyone more comfortable in their decision. The decision on this intersection has already been made by the County and the City and it is time to move forward with implementation of this decision. Please do not add to the land supply crisis by adding more studies to this area.

We greatly appreciate the County and City Staff, and we ask instead that the County and City assist [REDACTED] in obtaining the permit from MTO. MTO has no rationalization to refuse providing our permit. If you move forward with the said studies, MTO will be in the position that they cannot provide a permit until you complete the studies. In this particular case, you will be causing MTO to stop this development.

Sincerely,

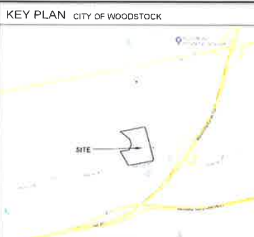
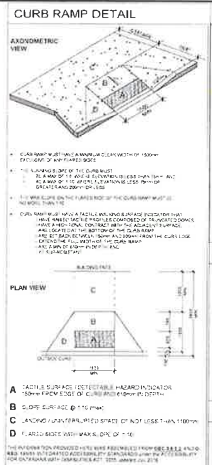
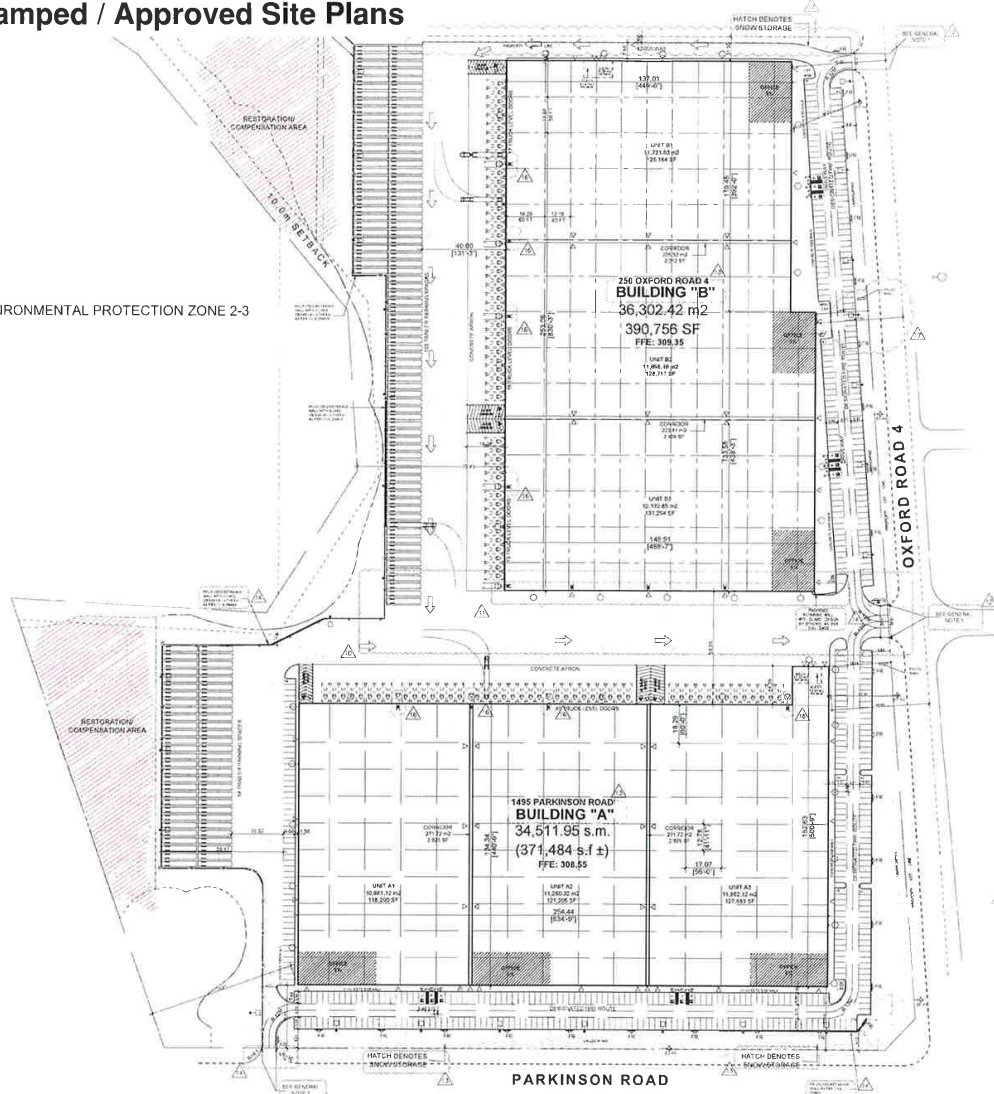
[REDACTED]
President / GM

Attachments: Appendix 1: Stamped / Approved Site Plans for South and North Parcels
Appendix 2: Conceptual Road Realignment Overlay
Appendix 3: Blow-up of the Conceptual Road Realignment Overlay

[REDACTED]

Appendix-1 (1 of 2) Stamped / Approved Site Plans

ENVIRONMENTAL PROTECTION ZONE 2-3



LEGAL DESCRIPTION
 LOT 14 REGISTRATION COMPLETED PLAN No. 1620
 CITY OF WOODSTOCK COUNTY OF OXFORD
 PROJECT NORTH

SITE STATISTICS

TOTAL SITE AREA	157,658.45 m ²	or	39.02 Ac.
RESTORATION AREA (NORTH)	2,700.03 m ²	or	0.67 Ac.
RESTORATION AREA (SOUTH)	5,700.56 m ²	or	1.43 Ac.
ENVIRONMENTAL PROTECTION SETBACK	6,563.11 m ²	or	1.62 Ac.
ENVIRONMENTAL OFFSET	3,063.71 m ²	or	0.76 Ac.
DEVELOPMENT SITE AREA	129,848.05 m ²	or	32.56 Ac.
TOTAL SITE AREA	157,658.45 m ²	or	39.02 Ac.
ZONING	M3-13 - GENERAL INDUSTRIAL		
	REQUIRED	PROVIDED	
LOT FRONTAGE (PARKINSON ROAD)	20.8 m	4366.36 m	
FRONT YARD (PARKINSON RD)	15.0 m	29.92 m	
INTERIOR YARD (WEST EP 2-3)	7.5 m	70.07 m	
REAR YARD (NORTH)	7.5 m	11.50 m	
REAR YARD (SOUTH)	23.0 m	25.07 m	

BUILDING A	34,511.95 m ²	or	371,484.57
BUILDING B	36,302.42 m ²	or	390,756.57
TOTAL GROSS FLOOR AREA	70,814.34 m ²	or	762,239.57
LOT COVERAGE MAX 70%			44.85%
LANDSCAPED AREA MIN 5%	13,930.07 m ²	or	3.22%
PAVED AND RESTORATION AREA	18,045.41 m ²	or	4.42%
PAVED AREA	55,014.65 m ²	or	14.56%
	REQUIRED	PROVIDED	
BUILDING HEIGHT (MAX)	15.0 m		15.6 m
BUILDING A	173 Spaces		364 Spaces
BUILDING B	182 Spaces		173 Spaces
TOTAL	476 Spaces		535 Spaces
ACCESSIBLE PARKING REQ'D	12 Spaces		12 Spaces
TRAILER PARKING	N/A		161 Spaces
BICYCLE PARKING	N/A		10 BIKIE RACKS
SNOW STORAGE AREA	3,150.21 m ²	or	2.29% of site area

GENERAL NOTES
 1. BARRIER CURB TO BE TERMINATED AT RIGHT OF WAY LINE AT ALL ENTRANCES. END TREATMENT TO TRANSITION TO ASPHALT GRADE OVER 400mm LENGTH (TYP.)

SYMBOL LEGEND

▶	MAN DOOR LOCATIONS	◻	SNOW STORAGE AREA
○	LANDSCAPED SIGN LOCATIONS	⬆	ROOF TOP MECHANICAL UNIT
⬆	DRIVE-IN OR OVERHEAD DOORS	⬆	PACKAGE UNIT HYDRO TRANSFORMER
⬆	FIRE HYDRANT & VALVE	⬆	REF. ELECTRICAL DAVIS
⬆	CATCH BASIN	⬆	LIGHT STAND (TYP)
⬆	DOUBLE CATCH BASIN	⬆	CURB RAMP (REF. CURB RAMP DETAIL)
⬆	SANITARY MANHOLE	⬆	LOADING SPACE 9.0 m x 2.5 m @ 4.5 m H
⬆	CATCH BASIN / MANHOLE	⬆	CONC. FILLED STEEL ROLLAND
⬆	STORM MANHOLE	⬆	FIRE DEPARTMENT GANTRY CONNECTION
⬆	HYDRO POLE STANDARD / UTILITY POLE	⬆	FIRE DEPARTMENT GANTRY CONNECTION
⬆	BICYCLE RING 0.6m x 1.8m x 1.0m H	⬆	BARRIER FREE PARKING SIGN
⬆	ACCESSIBLE PARKING SPACE (A & B TYPES)	⬆	FIRE ROUTE SIGN 30° x 45° TO THE APPROX. 90° TO THE SIGN
⬆	BANK OF GAS METERS	⬆	STOP SIGN
⬆	DIRECTION OF TRAFFIC FLOW	⬆	PROPOSED LANDSCAPED ISLAND W/ CONC. CURB
		⬆	PROPOSED GRADES

No.	ISSUED	DATE
1	ISSUED FOR COORDINATION	JUL 16 2021
2	ISSUED FOR COORDINATION	JULY 26 2021
3	ISSUED FOR CLIENT REVIEW	AUG 6 2021
4	ISSUED FOR COORDINATION	AUG 13 2021
5	ISSUED FOR SPA	AUG 16 2021
6	ISSUED FOR COORDINATION	NOV 24 2021
7	ISSUED FOR COORDINATION	JAN 17 2022
8	REISSUED FOR SPA	JAN 24 2022
9	ISSUED FOR CLIENT REVIEW	JUNE 1 2022
10	ISSUED FOR CLIENT REVIEW	JUNE 2 2022
11	REISSUED FOR SPA THIRD SUBMISSION	JULY 21 2022
12	REISSUED FOR SPA	OCT 12 2022

No.	REVISION	DATE
18	REVISION AS NOTED	SEPT 28 2022
17	REVISION AS NOTED	SEPT 21 2022
16	REVISION AS NOTED	JULY 18 2022
15	REVISION AS NOTED	JULY 11 2022
14	REVISION AS NOTED	JUNE 20 2022
13	REVISION AS NOTED	JUNE 16 2022
12	REVISION AS NOTED	JUNE 6 2022
11	REVISION AS NOTED	JUNE 2 2022
10	REVISION AS NOTED	JUNE 1 2022
9	REVISION AS NOTED	DEC 22 2021
8	REVISION AS NOTED	DEC 10 2021

BALDASSARRA
 Architects Inc.

30 Great Gulf Drive Unit 20 | Concord ON | L4K 0K7
 T. 905.950.0722 | www.baldassarra.ca

FINAL SITE PLANS AS APPROVED
 BY WOODSTOCK COUNCIL ON

DATE: MAY 2021
 SCALE: 1:1000

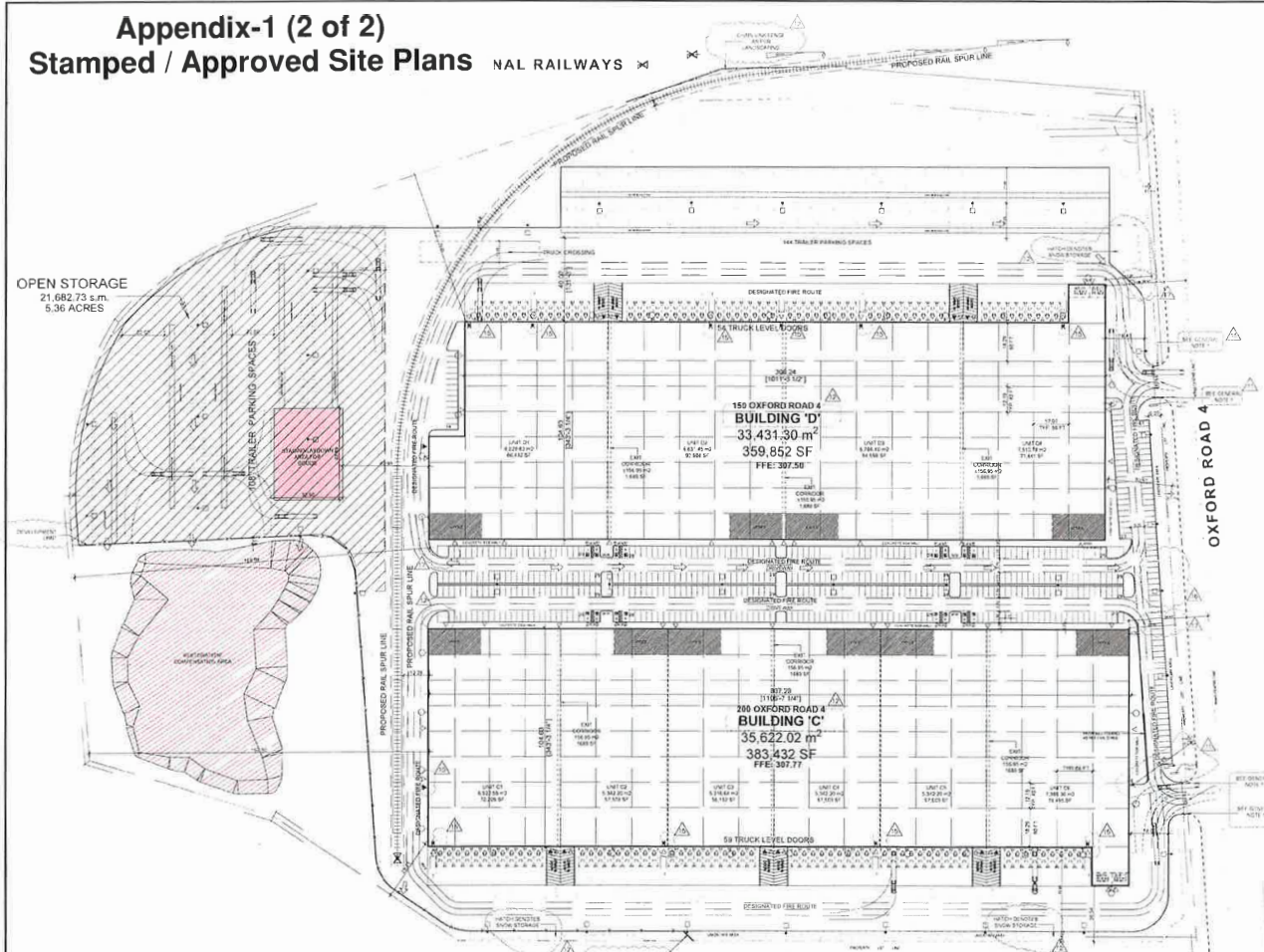
AUTHORIZED SIGNATURE

Melrose Woodstock
 Southlands
 Woodstock, ON

SITE PLAN

DATE: MAY 2021
 SCALE: 1:1000
 SHEET: 21-32
 PROJECT: A-1.0

Appendix-1 (2 of 2) Stamped / Approved Site Plans



OPEN STORAGE
21,682.73 s.m.
5.36 ACRES

FINAL SITE PLANS AS APPROVED
BY WOODSTOCK COUNCIL ON

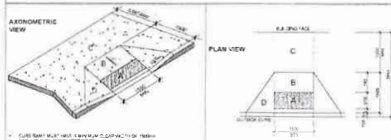
OCT 21 2022

AUTHORIZED SIGNATURE

GENERAL NOTES

- BARRIER CURB TO BE TERMINATED AT RIGHT OF WAY LIMIT AT ALL ENTRANCES. EPD TREATMENT TO TRANSITION TO ASPHALT GRADE OVER 600mm LENGTH (TYP)

CURB RAMP DETAIL



- A: CURB RAMP SHALL BE CONCRETE OR ASPHALT WITH A MINIMUM CURB HEIGHT OF 150mm AND A MINIMUM CURB LENGTH OF 1.8m
- B: SLOPE SHALL BE 1:12
- C: SLOPE SHALL BE 1:12
- D: CURB RAMP SHALL BE CONCRETE OR ASPHALT WITH A MINIMUM CURB HEIGHT OF 150mm AND A MINIMUM CURB LENGTH OF 1.8m

KEY PLAN CITY OF WOODSTOCK



LEGAL DESCRIPTION

OF 14, REGISTRAR'S COUPLED PLAN No. 7525 SHEET 2 of 4 (FORMERLY '98' OF '98'02) FROM THE CITY OF WOODSTOCK COUNTY OF ONTARIO
 PROJECT NORTH
 TRUE NORTH

SITE STATISTICS

TOTAL SITE AREA	190,384.23 m ² or 47.04 acres
ENVIRONMENTAL PROTECTION SETBACK	15,668.64 m ² or 3.87 acres
DEVELOPMENT SITE AREA	174,715.59 m ² or 43.17 Ac.
TOTAL SITE AREA	190,384.23 m ² or 47.04 acres
ZONING	M3-13 - GENERAL INDUSTRIAL
REQUIRED	PROVIDED
LOT FRONTAGE (OXFORD ROAD)	29.0m 1,320.01 m
FRONT YARD (OXFORD ROAD)	22.0m 1,37.0 m 22.00m 1,38.49 m
REAR YARD	7.5 m 142.30 m
INTERIOR SIDE (NORTH)	3.0 m 74.28 m
INTERIOR SIDE (SOUTH)	3.0 m 28.54 m
BUILDING C	35,622.02 m ² or 283,532.57 SF
BUILDING D	33,431.30 m ² or 359,852.57 SF
TOTAL GROSS FLOOR AREA	69,053.32 m ² or 742,384 SF
LOT COVERAGE MAX 70%	38.27%
LANDSCAPED AREA MIN 5%	22.715.81 m ² or 11.93%
ENVIRONMENTAL PROTECTION AREA	15,668.64 m ² or 6.23%
PAVED AREA	62,446.47 m ² or 48.57%
REQUIRED	PROVIDED
BUILDING HEIGHT (MAX)	15.0 m 15.0 m
BUILDING C	178 Spaces 259 Spaces
ACCESSIBLE PARKING	17 Spaces 259 Spaces
TRAILER PARKING	187 Spaces 296 Spaces
TOTAL	454 Spaces 955 Spaces
ACCESSIBLE PARKING REQUIRED	11 Spaces 96 Spaces
TRAILER PARKING	17 Spaces 296 Spaces
BICYCLE PARKING	10A 2 BIKE RACKS
SNOW STORAGE AREA	2,274.36 m ² or 1.31% of site area

SYMBOL LEGEND

- MAN DOOR LOCATIONS
- LOADING DOCK LOCATIONS
- DRIVE-IN OR OVERHEAD DOORS
- FIRE HYDRANT & VALVE
- CATCH BASIN
- DOUBLE CATCH BASIN
- SAINTARY MANHOLE
- CATCH BASIN / MANHOLE
- STORM MANHOLE
- HYDRO POLE STANDARD / UTILITY POLE
- BICYCLE RIMS | 0.8m x 1.8m x 1.8m H
- ACCESSIBLE PARKING SPACE (A & B TYPES)
- BANK OF CURB SIDEWALK
- DIRECTION OF TRAFFIC FLOW
- SNOW STORAGE AREA
- ROOF TOP MECHANICAL UNIT
- PAD-MOUNTED HYDRO TRANSFORMER
- AUT ELECTRICAL SERVICE
- LIGHT STANDARD (TYP)
- CURB RAMP / REF. CURB RAMP DETAIL
- LOADING SPACE 5.0 m x 3.0 m x 4.6 m H
- CONC. FILLED STEEL BOLLARD
- FIRE DEPARTMENT SERVICE CONNECTION
- BARRIER FREE PARKING SIGN
- TRAILER STORAGE SIGN (20' x 45' to 60' parallel to barrier, 60' to 90' perpendicular to barrier)
- STOP SIGN
- PROPOSED LANDSCAPED ISLAND W/ CONC. CURB
- PROPOSED GRADES

No.	ISSUED	DATE
1	ISSUED FOR COORDINATION	JULY 16 2021
2	ISSUED FOR COORDINATION	JULY 26 2021
3	ISSUED FOR CLIENT REVIEW	AUG 6 2021
4	ISSUED FOR COORDINATION	AUG 13 2021
5	ISSUED FOR SPA	AUG 16 2021
6	ISSUED FOR CLIENT REVIEW	OCT 21 2021
7	ISSUED FOR COORDINATION	NOV 24 2021
8	ISSUED FOR COORDINATION	JAN 17 2022
9	REISSUED FOR SPA	JAN 24 2022
10	ISSUED FOR COORDINATION	MAY 15 2022
11	REISSUED FOR SPA	JULY 21 2022
12	REISSUED FOR SPA	OCT 13 2022

16	REVISED AS NOTED	SEPT 28 2022
17	REVISED AS NOTED	SEPT 30 2022
18	REVISED AS NOTED	SEPT 21 2022
15	REVISED AS NOTED	JULY 18 2022
14	REVISED AS NOTED	JULY 11 2022
13	REVISED AS NOTED	JUNE 26 2022
12	REVISED AS NOTED	JUNE 16 2022
11	REVISED AS NOTED	JUNE 6 2022
10	REVISED TO REMOVE SWAMP POND	MAY 04 2022
9	REVISED AS NOTED	DEC. 23 2021
8	REVISED AS NOTED	DEC. 15 2021

BALDASSARRA
Architects inc.

30 Great Cliff Drive Unit 28 | Cambridge ON | L4R 0K7
 905.658.0722 | www.baldassarra.ca



Melrose Woodstock
Northlands

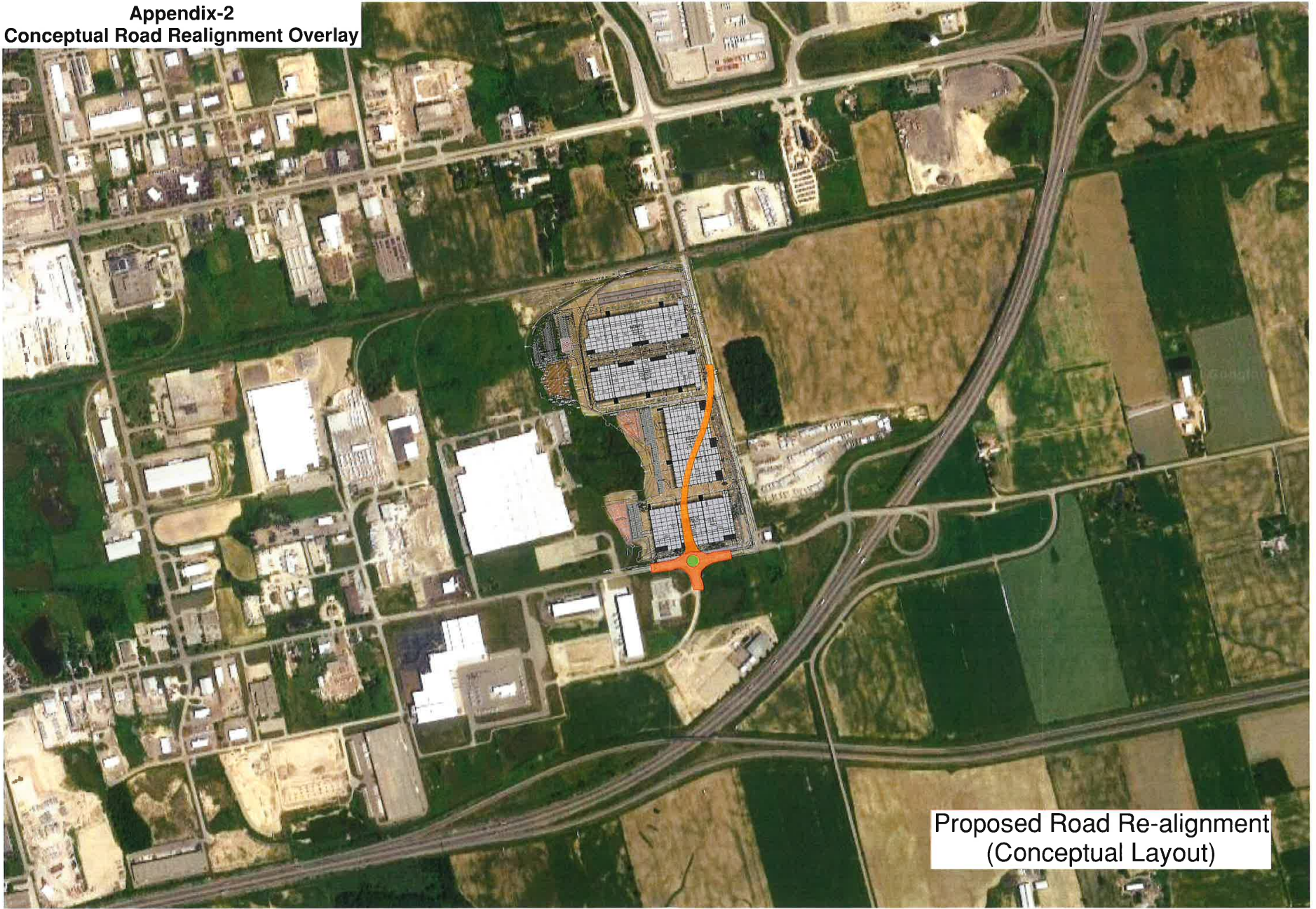
SITE PLAN

DATE	DESIGNER	CHECKED	SCALE
Mar. 2021	JMM	MB	1:1000

21-31

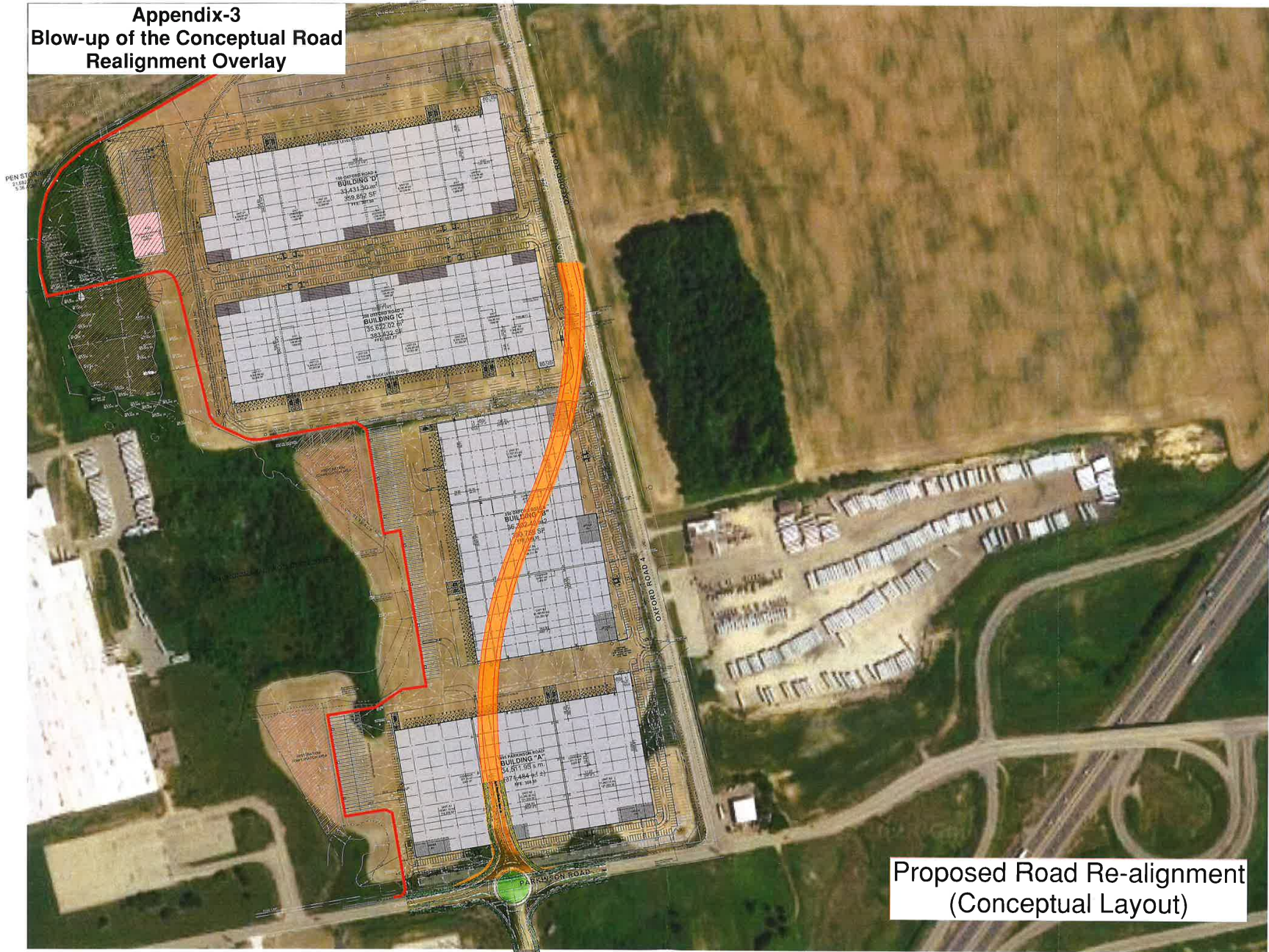
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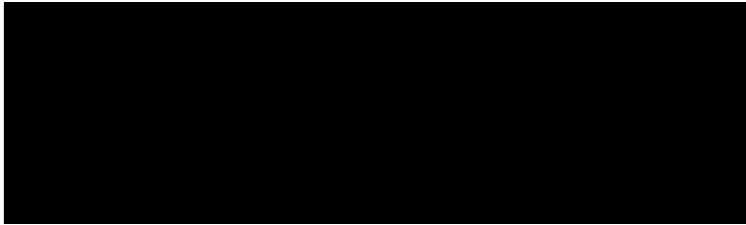
Appendix-2
Conceptual Road Realignment Overlay



Proposed Road Re-alignment
(Conceptual Layout)

Appendix-3
Blow-up of the Conceptual Road
Realignment Overlay





September 20, 2023

Ryan Vink, P.Eng.
Project Manager
Oxford County

Re: Oxford County Draft 2024 Transportation Master Plan - Updated September 7, 2023

Dear Ryan,

This has reference to the Oxford County Draft 2024 Transportation Master Plan (TMP), updated September 7, 2023, and our previous letter dated April 11, 2023, attached hereto along with related email correspondence (Appendix-1).

We acknowledge hereby that the recommendation for realignment of Oxford Road 4 has been removed from the updated Draft TMP, presented to Oxford County Council on July 12, 2023, and later updated and posted on September 7, 2023.

Furthermore, our transportation consultant, LEA Consulting, has completed the Oxford Road 4 and Parkinson Road/Towerline Road Realignment Study, the full study report is attached hereto (Appendix-2). This study reviewed the intersection capacity analysis, the Draft TMP from September 2023, as well as the Oxford County Official Plan, municipal plans and studies, and relevant design guidelines, to determine whether a realignment of Oxford Road 4 could be deemed necessary.

After rigorous analysis and investigation, LEA Consulting concluded that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road/Towerline Road intersection is the only improvement required from a traffic operations perspective. Further, no technical findings or analysis indicating the need for this realignment has been identified from a long-term planning perspective.

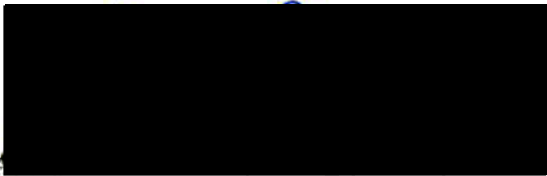
This conclusion is in line with the recommendation of the July 2022 Transportation Impact Study (TIS), which was reviewed and approved by the Oxford County and the City of Woodstock as part of our Site Plan Application.





In light of the above, we reiterate that the realignment of Oxford Road 4 at the intersection with Oxford Road 15 (aka Parkinson Road/Towerline Road) is not required, and consequently, should not be considered as a feasible option in any future study for intersection improvement.

Please consider this letter and the documents attached thereto as our formal comment/feedback on the updated Draft TMP, posted September 7, 2023.

Sincerely,



Project Management, Properties Division

Encl. Appendix-1:  Letter dated April 11, 2023
Oxford County email dated April 17, 2023
 Email dated April 17, 2023

Appendix-2: Oxford Road 4 and Parkinson Road/Towerline Road Realignment Study

cc: Frank Gross
Manager, Transportation & Waste Management
Oxford County

Melissa Abercrombie
Manager, Engineering Services
Oxford County

John Grieve, MCIP, RPP
Manager, Transportation Planning
Parsons Inc.





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September 15, 2023

Reference Number: 22185.02

[REDACTED]
[REDACTED]
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[REDACTED]
[REDACTED]
[REDACTED]

RE: Oxford Road 4 and Parkinson Road / Towerline Road Realignment Study

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Oxford Road 4 and Parkinson Road / Towerline Road Realignment Study. This study has been prepared for [REDACTED] and concludes that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road / Towerline Road intersection is the only improvement required, based on the traffic analysis conducted by LEA.

By way of background, LEA prepared a TIS, dated July 2022, which was submitted for both the 1491 Parkinson Road Northland and Southland Industrial sites. These Transportation Impact Studies concluded that a realignment of Oxford Road 4 is not required to accommodate development of these sites from a traffic operations perspective; however, an exclusive EBL turn lane and signalization of the Oxford Road 4 and Parkinson Road / Towerline Road intersection is recommended. The Site Plan Approval Letter, accepting the July 2022 TIS, was issued by Oxford County Director of Community Planning on October 21, 2022. The Site Plan Control Agreement, signed by the City of Woodstock, was issued on October 27, 2022.

Following the approval of the Transportation Impact Studies by the City of Woodstock and Oxford County, MTO had placed the land use permit applications for the Southland site on hold on April 4, 2023, until the conclusions and resulting detailed designs are made available following the finalization of Oxford County's TMP and Class EA for a realignment of Oxford Road 4. The Draft TMP was received by Council on July 12, 2023, and is currently posted for informal comment period prior to final approval. In the Draft TMP, the County's recommendation does not include the realignment of Oxford Road 4. Furthermore, in reviewing the supporting technical analysis, there are no constraints identified along Oxford Road 4 necessitating any realignment. As such, it is our opinion that MTO's concern has been adequately addressed.

The following Study will review the capacity analysis conducted for the July 2022 TIS, the Draft TMP from September 2023, as well as the Oxford County Official Plan, municipal plans and studies, and relevant design guidelines, to determine whether a realignment of Oxford Road 4 could be deemed necessary.



1 INTERSECTION CAPACITY ANALYSIS & QUEUE ASSESSMENT

The following sections will summarize the Synchro intersection capacity analysis results for the Oxford Road 4 and Parkinson Road / Towerline Road intersection, and Towerline Road 4 and Highway 401 Westbound On/Off-Ramps, to determine whether improvements are required to the intersections from a capacity / queue perspective. This analysis was originally submitted for the July 2022 Transportation Impact Studies prepared for the proposed industrial development of the 1491 Parkinson Road Northland and Southland sites. These Transportation Impact Studies were subsequently approved by Oxford County and the City of Woodstock on October 21 and 27, 2022, respectively.

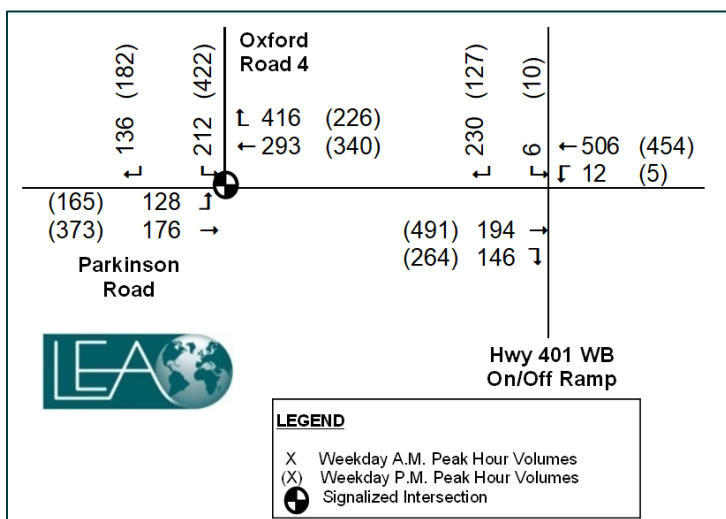
The intersection capacity analysis was undertaken using Synchro 11.0, which is based on the Highway Capacity Manual (2000) methodology. Critical movements/intersections are identified as those with level-of-service (LOS) E or worse or a volume-to-capacity (V/C) ratio greater than 0.85 for through and right turn movements and V/C greater than 0.90 for left turn movements.

The following sections outline a comparison of the capacity analysis results under existing conditions and future background and future total conditions for the 2026, 2031, and 2036 horizon years. Detailed capacity analysis results are provided in the following appendices:

- ▶ **Appendix A:** Existing Intersection Capacity Analysis;
- ▶ **Appendix B:** 2026, 2031, and 2036 Future Background Intersection Capacity Analysis; and
- ▶ **Appendix C:** 2026, 2031, and 2036 Future Total Intersection Capacity Analysis.

The results for the Oxford Road 4 and Parkinson Road / Towerline Road, and Towerline Road and Highway 401 Westbound On/Off Ramp intersections under each traffic scenario during the weekday AM and PM peak hours are summarized in the sections below. **Figure 1-1** below depicts the future total traffic volumes during the 2036 horizon year.

Figure 1-1: 2036 Future Total Peak Hour Traffic Volumes





1.1 PARKINSON/TOWERLINE ROAD & OXFORD ROAD 4

1.1.1 Intersection Capacity Analysis Results

The capacity analysis for weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under existing conditions are summarized in **Table 1-1**. To note, signalization is recommended at the Parkinson/Towerline Road & Oxford Road intersection and has therefore been included in the analysis below for future background and future total conditions.

Table 1-1: Existing Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Existing Conditions				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue
EBLT	90	0.09	4	A	2
WBTR	417	0.25	0	-	0
SBL	224	0.31	15	C	11
PM	Existing Conditions				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue
EBLT	160	0.14	4	A	4
WBTR	425	0.25	0	-	0
SBL	201	0.43	22	C	17

The capacity analysis for the weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under the future 2026 horizon year are summarized in **Table 1-2**.

Table 1-2: 2026 Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Future Background Conditions 2026				Future Total Conditions 2026			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.49	20	B	-	0.64	24	C
EBL	108	0.36	14	B	128	0.61	25	C
EBT	144	0.21	11	B	144	0.21	11	B
WBTR	502	0.55	16	B	656	0.71	20	C
SBL	143	0.36	37	D	189	0.48	39	D
SBR	108	0.08	32	C	115	0.08	32	C
PM	Future Background Conditions 2026				Future Total Conditions 2026			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.54	23	C	-	0.69	28	C
EBL	158	0.50	23	C	165	0.58	27	C
EBT	305	0.38	18	B	305	0.38	18	B
WBTR	458	0.59	22	C	504	0.65	24	C
SBL	251	0.47	32	C	400	0.75	42	D
SBR	137	0.11	26	C	159	0.16	26	C

The capacity analysis for weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under the future 2031 horizon year are summarized in **Table 1-3**.



Table 1-3: 2031 Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Future Background Conditions 2031				Future Total Conditions 2031			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.52	20	C	-	0.67	25	C
EBL	108	0.38	15	B	128	0.65	29	C
EBT	159	0.23	11	B	159	0.23	11	B
WBTR	527	0.58	16	B	681	0.74	22	C
SBL	154	0.39	37	D	200	0.51	40	D
SBR	118	0.09	32	C	125	0.09	32	C
PM	Future Background Conditions 2031				Future Total Conditions 2031			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.57	24	C	-	0.72	29	C
EBL	158	0.53	24	C	165	0.62	29	C
EBT	337	0.41	18	B	337	0.41	18	B
WBTR	487	0.63	23	C	533	0.69	25	C
SBL	261	0.49	32	C	410	0.77	43	D
SBR	148	0.12	26	C	170	0.18	27	C

The capacity analysis for weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under the future 2036 horizon year are summarized in **Table 1-4**.

Table 1-4: 2036 Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Future Background Conditions 2036				Future Total Conditions 2036			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.55	21	C	-	0.70	26	C
EBL	108	0.40	16	B	128	0.71	35	C
EBT	176	0.25	11	B	176	0.25	11	B
WBTR	555	0.61	17	B	709	0.78	23	C
SBL	166	0.42	38	D	212	0.54	41	D
SBR	129	0.09	32	C	136	0.10	32	C
PM	Future Background Conditions 2036				Future Total Conditions 2036			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.61	25	C	-	0.76	30	C
EBL	158	0.58	27	C	165	0.69	34	C
EBT	373	0.46	19	B	373	0.46	19	B
WBTR	520	0.68	25	C	566	0.74	27	C
SBL	273	0.51	33	C	422	0.79	45	D
SBR	160	0.13	26	C	182	0.20	27	C

Existing Conditions: The intersection is anticipated to operate well within capacity, with acceptable delays and LOS 'C' or better for all movements during the AM and PM peak hours. No critical movements have been identified under existing conditions.

Future Background Conditions: With signalization and inclusion of an auxiliary EBL turn lane, the intersection is expected to operate with acceptable delays and overall LOS 'C' or better during the AM and PM peak hours, under all horizon years. No new constraints have been identified.



Future Total Conditions: The intersection is anticipated to experience increases in V/C ratio compared to future background conditions under all horizon years; however, all movements under both AM and PM peak hours are only expected to experience marginal delay increases, remaining well within capacity and operating with overall LOS 'C'. No new constraints have been identified.

It is recommended that the signal timing plans analyzed in this study be adopted to accommodate the future projected traffic volumes, while mitigating potential capacity constraints.

1.1.2 Queue Assessment Results

The 50th and 95th percentile queue lengths expected at Parkinson/Towerline Road & Oxford Road are summarized in **Table 1-5**.

Table 1-5: Queue Lengths, Parkinson/Towerline Road & Oxford Road 4

AM Peak	Available Storage	Future Background 2026		Future Total 2026		Future Background 2031		Future Total 2031		Future Background 2036		Future Total 2036	
		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)	
Mvmt		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	30	14	28	20	49	14	28	21	59	14	30	22	64
EBT	-	16	27	16	27	18	30	18	30	21	34	21	34
WBTR	-	64	96	97	148	71	105	107	163	79	116	119	182
SBL	-	32	52	43	68	34	56	46	72	37	59	50	77
SBR	56	0	14	0	15	0	15	0	15	0	16	0	16

PM Peak	Available Storage	Future Background 2026		Future Total 2026		Future Background 2031		Future Total 2031		Future Background 2036		Future Total 2036	
		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)	
Mvmt		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	30	26	49	29	56	27	52	30	61	28	55	32	72
EBT	-	47	68	47	68	53	77	53	77	60	87	60	87
WBTR	-	75	111	86	127	84	123	96	141	95	138	107	158
SBL	-	52	78	95	137	55	82	98	141	58	86	102	150
SBR	56	0	14	4	20	0	15	5	21	0	15	6	23

EBL Movement

Under future background conditions, the 30 m storage length for the EBL movement will provide sufficient storage to accommodate the 50th percentile queues in both peak hours under all horizon years.

Under future total conditions for each horizon year, increases in the 50th percentile queues are anticipated for the EBL movement when compared with the corresponding future background conditions. There is sufficient storage length to accommodate the queues in all peak hours and all horizon years, with the exception of the 2036 horizon year in the PM peak hour where the 50th percentile queue is anticipated to marginally exceed the 30 m storage length. However, as the analysis indicates that queues will clear the intersection within one cycle length, a storage length of 30 m is sufficient.

To better understand the queue lengths of this intersection, SimTraffic analysis was also conducted. The results and recommendations of the storage length for the EBL movement is provided in **Section 1.3**.



SBR Movement

The SBR movement has a storage length of 56 m and provides enough storage to accommodate all queues in each horizon year under both the future background and future total conditions. No modifications to the SBR storage length are required.

1.2 TOWERLINE ROAD & HIGHWAY 401 WESTBOUND ON/OFF-RAMP

1.2.1 Intersection Capacity Analysis Results

The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the existing conditions are summarized in **Table 1-6**.

Table 1-6: Existing Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM Existing Conditions					
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	128	0.08	0		0
EBR	117	0.07	0		0
WBL	14	0.01	8	A	0
WBT	307	0.18	0		0
SBLTR	99	0.15	12	B	4
PM Existing Conditions					
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	278	0.16	0		0
EBR	127	0.07	0		0
WBL	5	0.00	8	A	0
WBT	333	0.20	0		0
SBLTR	100	0.17	12	B	5

The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the future 2026 horizon year are summarized in **Table 1-7**.

Table 1-7: 2026 Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM Future Background Conditions 2026						AM Future Total Conditions 2026				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	166	0.10	0	-	0	193	0.11	0	-	0
EBR	143	0.08	0	-	0	170	0.10	0	-	0
WBL	14	0.01	8	A	0	14	0.01	8	A	0
WBT	424	0.25	0	-	0	513	0.30	0	-	0
SBLTR	186	0.33	15	B	12	274	0.55	21	C	26
PM Future Background Conditions 2026						PM Future Total Conditions 2026				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	388	0.23	0	-	0	470	0.28	0	-	0
EBR	209	0.12	0	-	0	290	0.17	0	-	0
WBL	5	0.01	9	A	0	5	0.01	9	A	0
WBT	392	0.23	0	-	0	418	0.25	0	-	0
SBLTR	125	0.23	14	B	7	151	0.29	15	B	10



The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the future 2031 horizon year are summarized in **Table 1-8**.

Table 1-8: 2031 Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM		Future Background Conditions 2031				Future Total Conditions 2031				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	181	0.11	0	-	0	208	0.12	0	-	0
EBR	143	0.08	0	-	0	170	0.10	0	-	0
WBL	14	0.01	8	A	0	14	0.01	8	A	0
WBT	460	0.27	0	-	0	549	0.32	0	-	0
SBLTR	186	0.35	15	C	12	274	0.58	23	C	29
PM		Future Background Conditions 2031				Future Total Conditions 2031				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	421	0.25	0	-	0	503	0.30	0	-	0
EBR	209	0.12	0	-	0	290	0.17	0	-	0
WBL	5	0.01	9	A	0	5	0.01	9	A	0
WBT	431	0.25	0	-	0	456	0.27	0	-	0
SBLTR	125	0.24	14	B	8	151	0.31	16	C	10

The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the future 2031 horizon year are summarized in **Table 1-9**.

Table 1-9: 2036 Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM		Future Background Conditions 2036				Future Total Conditions 2036				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	199	0.12	0	-	0	226	0.13	0	-	0
EBR	143	0.08	0	-	0	170	0.10	0	-	0
WBL	14	0.01	8	A	0	14	0.01	8	A	0
WBT	500	0.29	0	-	0	588	0.35	0	-	0
SBLTR	186	0.37	16	C	14	274	0.61	25	C	32
PM		Future Background Conditions 2036				Future Total Conditions 2036				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	457	0.27	0	-	0	540	0.32	0	-	0
EBR	209	0.12	0	-	0	290	0.17	0	-	0
WBL	5	0.01	9	A	0	5	0.01	10	A	0
WBT	474	0.28	0	-	0	499	0.29	0	-	0
SBLTR	125	0.26	15	C	8	151	0.33	17	C	11

Existing Conditions: The intersection is anticipated to operate well within capacity, with acceptable delays and LOS 'B' or better for all movements during the AM and PM peak hours. No critical movements have been identified under existing conditions.

Future Background Conditions: The intersection operates similar to existing conditions during the AM and PM peak hours under all horizon years with minor increases in V/C ratios, delays, and queues. No new constraints have been identified.



Future Total Conditions: Marginal change is anticipated for most movements compared to future background conditions during the AM and PM peak hours under all horizon years. The exception is the SBLTR movement in the AM peak hour which experiences a noticeable increase in V/C; however, the movement is well within capacity and operates with an acceptable LOS 'C'. No new constraints have been identified.

Overall, the inclusion of site traffic is anticipated to have a marginal impact on the operations of the highway ramp under all horizon years.

1.3 SIMTRAFFIC ANALYSIS

As mentioned earlier, a dedicated EBL turn lane is recommended for the intersection of Oxford Road 4 and Parkinson/Towerline Road under future background 2026 conditions. To identify a recommended storage length, SimTraffic analysis was conducted to provide queue results for the worst-case scenario (i.e., 2036 future total conditions) for both AM and PM peak hours for the EBL movement.

As previously noted, a 30 m storage length has been identified based on the Geometric Design Standards for Ontario Highway Manual. **Table 1-10** details the 50th and 95th percentile queues for the future total 2036 conditions for the Oxford Road 4 and Parkinson/Towerline Road intersection. Detailed SimTraffic results are provided in **Appendix D**.

Table 1-10: SimTraffic Analysis

AM PEAK	Queue Summary (all units in m)			
	Movement	Available Storage	Future Total (2036)	
			Average	95 th
Parkinson/Towerline Road & Oxford Road 4	EBL	30	35	44
	WBTR	260	76	135
PM PEAK	Queue Summary (all units in m)			
	Movement	Available Storage	Future Total (2036)	
			Average	95 th
Parkinson/Towerline Road & Oxford Road 4	EBL	30	36	42
	WBTR	260	93	140

As summarized above, the future total 2036 conditions are anticipated to experience an average and 95th percentile queue of 35 m and 44 m in the AM peak hour, and 36 m and 42 m in the PM peak hour, respectively, for the EBL movement. Similarly, the WBTR movement is anticipated to experience an average and 95th percentile queue of 76 m and 135 m in the AM peak hour, and 93 m and 140 m in the PM peak hour, respectively. Based on these results, an EBL storage length of 55 m is recommended to accommodate 2036 future traffic volumes. The WBTR movement queues have sufficient storage to accommodate the queues, while not spilling back towards the Highway 401 Ramps.



1.4 RECOMMENDATIONS & CONCLUSIONS

As summarized above, both intersections are expected to operate at acceptable levels of service during existing and future scenarios, with the implementation of an exclusive EBL turn lane and signalization at the Oxford Road 4 and Parkinson/Towerline Road intersection. Based on the SimTraffic analysis, it is recommended the EBL turn lane have a storage length of 55 m to accommodate all future traffic.

As such, it is our opinion that a realignment of Oxford Road 4 and Parkinson / Towerline Road is not required, and that the only improvements required from a traffic operations perspective are the signalization and implementation of an exclusive EBL turn lane.

It should be noted that the Transportation Impact Studies and site plan have been approved by the County and the City, on October 21 and 27, 2022 respectively, without a realignment of Oxford Road 4.



2 DRAFT TMP REVIEW (SEPTEMBER 2023)

It is understood that Oxford County is in the process of finalizing a Transportation Master Plan (TMP), titled *Oxford County TMP: Connecting Oxford 2024*, that will provide the strategic, long-term planning document that will identify the policies, programs, and infrastructure improvements needed to manage existing and future transportation demand to the year 2046.

LEA has participated in the consultation and review process for the draft TMP to understand the potential impacts to the 1491 Parkinson Road Northland and Southland Industrial sites, which have received Site Plan Approval as of October 2022. A summary of the public consultation activities, review of the latest draft Oxford County TMP, and potential impacts to the approved site plan for the 1491 Parkinson Road sites is provided in the following sections.

2.1 PUBLIC CONSULTATION CENTRE (PCC) ATTENDANCE

LEA has attended the Oxford County Transportation Master Plan (TMP) Update Virtual Public Consultation Centre (PCC) #1 and #2, which were held on September 27, 2022, and March 21, 2023, respectively. These PCCs were prepared by Parsons, on behalf of Oxford County.

During the first PCC, there was no mention or recommendation on the necessity of the realignment of Oxford Road 4 at the Parkinson Road / Towerline Road intersection. However, during the second PCC, it recommended the realignment of the Oxford Road 4 and Parkinson Road / Towerline Road intersection, due to intersection spacing between Oxford Road 4 and Highway 401. However, it is not apparent where the proposed realignment intersection will be located as no drawings nor any technical information was provided during or following the PCC.

2.2 LATEST DRAFT OXFORD COUNTY TMP

Following the second PCC, the latest draft of the *Oxford County TMP: Connecting Oxford 2024* was received, dated September 2023. LEA has completed a review of this document and notes that there is no mention of the Oxford Road 4 realignment nor of the need for a Class EA Study to be undertaken for the realignment of Oxford Road 4.

Thus, it is our understanding that the need for a Class EA Study for a realignment of Oxford County Road 4 has not been confirmed and is not required as it is not reflected in the latest draft TMP that will become the long-term planning document guiding the policies, programs, and infrastructure improvements needed for the County to the year 2046.

2.3 SITE PLAN APPROVAL AND POTENTIAL IMPACTS

As mentioned above, LEA, on behalf of Melrose Investments Inc., has previously prepared Transportation Impact Studies for SPA submission in July 2022 in support of a site plan application located at 1491 Parkinson Road Northland and Southland Industrial sites. Subsequently, the site plan application process was approved by the City of Woodstock and Oxford County in October 2022 without the consideration for a realignment of Oxford Road 4. It is evident that the County TMP Update was already underway when the County approved the site plan for 1491 Parkinson Road south block. Given the approved site plan, the relocation of the Oxford



Road 4 and Parkinson Road/ Towerline Road intersection to the west would impact the approved site plan for 1491 Parkinson Road Northland and Southland Industrial sites.

2.4 SUMMARY / CONCLUSION

Overall, the discussion and/or recommendation of the Oxford Road 4 and Parkinson Road/ Towerline Road intersection would significantly impact the approved site plan. We are of the opinion that the recommendation of any intersection realignment to the west would negatively impact the approved site plans. Furthermore, it should be noted that the County had not identify any intersection spacing issues through the Site Plan application and approvals process in which the LEA July 2022 TIS was reviewed and approved.

This position is reflected in the latest September 2023 draft Oxford County TMP, which does not mention the need for a Class EA nor provide any details regarding the realignment of Oxford County Road 4. Aside from a verbal mention of the recommendation for this EA during the March 2023 PCC meeting, no further details have been provided and this recommendation is not reflected in the latest draft TMP document.

As such, based on our traffic analysis and Draft TMP review, it is our opinion that the realignment of Oxford Road 4 is not required / recommended.



3 OXFORD ROAD 4 PROPOSED IMPROVEMENTS

As noted above, LEA previously prepared a letter, dated August 3, 2023, summarizing the improvements recommended at the Oxford Road 4 and Parkinson Road / Towerline Road intersection. These recommendations are based on the approved Transportation Impact Study (TIS) Update, prepared by LEA Consulting and dated July 2022, for the 1491 Parkinson Road Northland and Southland sites proposed industrial development. The recommended improvements include the following:

- ▶ Signalization of the intersection; and,
- ▶ Inclusion of an exclusive eastbound left (EBL) turn lane with a storage length of 55 m.

These recommendations were based on the intersection capacity analysis, undertaken using Synchro 11.0, and queueing assessment, undertaken using SimTraffic, for the 2026, 2031, and 2036 horizon years. Based on the recommendations noted above, and upon review of the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*, a preliminary intersection design along with a cost estimate has been prepared for these recommended intersection improvements.

The preliminary intersection design drawings and cost estimate can be found in **Appendix E**. The recommended changes to the network are further detailed in the following sections.

3.1 OXFORD ROAD 4 AT PARKINSON / TOWERLINE INTERSECTION

3.1.1 North Leg of Oxford Road 4 at Parkinson / Towerline Intersection

For the north leg of the intersection, the existing curbs have been maintained at the northwest and northeast corners of the intersection, as well as along the east and west sides of Oxford Road 4. The posted speed limit of 80 km/h will also be maintained.

The following is recommended to either be implemented or maintained from existing conditions for the north leg of the intersection:

- ▶ Shifting the existing stop bars slightly to the north to accommodate a pedestrian crosswalk at the future signalized intersection;
- ▶ Reducing the existing 55 m storage length and parallel for the SBR turn lane to 47.5 m; and,
- ▶ Maintaining the existing ~100 m SBR turn lane taper.

3.1.2 West Leg of Oxford Road 4 at Parkinson / Towerline Intersection

For the west leg of the intersection, the posted speed limits of 70 km/h westbound and 80 km/h eastbound starting just west of the intersection along Parkinson Road will be maintained.

The main improvement to the intersection is the recommended inclusion of an EBL turn lane as follows:

- ▶ A storage length of 55 m based on the SimTraffic analysis conducted in the July 2022 TIS and summarized in **Section 1**;
- ▶ A left turn parallel deceleration lane of 100 m directly behind the storage lane based on the TAC guidelines for rural roads; and,



- ▶ A left turn taper lane of 140 m directly behind the parallel deceleration lane based on the TAC guidelines for rural roads.

Given the current width of Parkinson Road, and inclusion of the EBL turn lane, a portion of the existing curbs and gutters on the south side of Parkinson Road will need to be paved to accommodate an EBT travel lane for vehicles (approximately 155 m in length).

Stop bars for through and left turn lanes have been placed behind the proposed crosswalk location and the existing curbs have been maintained at the northwest corner of the intersection, as well as on the north side of Parkinson Road.

3.1.3 East Leg of Oxford Road 4 at Parkinson / Towerline Intersection

In order to provide a straight travel lane for the eastbound through lane on the west leg of the intersection, a painted “shadow” lane has been proposed on the east leg of the intersection.

Similar to the west leg of the intersection, the existing curb and gutter on the south side of Towerline Road, on the east leg of the intersection, will need to be paved to accommodate the eastbound through travel lane (approximately 90 m in length). Existing curbs have been maintained at the northeast corner of the intersection, as well as on the north side of Parkinson Road.

3.2 EXISTING HIGHWAY 401 ON / OFF-RAMPS

The proposed signalized intersection improvements at Oxford Road 4 and Parkinson Road / Towerline Road is not anticipated to have any impacts to the existing Highway 401 On / Off-Ramps along Towerline Road. All existing storage lanes are to be maintained on approach to and from the existing Highway 401 On / Off-Ramps and the MTO design speed of 90 km/h has been maintained.

3.3 ESTIMATED COST OF IMPROVEMENTS

A high-level cost estimate for the improvements noted above has also been prepared, and is provided in **Appendix E**. The fee has been broken down into two (2) parts; the removals, and the new additions.

3.3.1 Removals

The fee for the removals is estimated to be approximately \$232,000, which includes the excavation for disposal, saw cutting the exiting pavement, removing and replacing the asphalt, adjusting manholes and utility boxes, and removing the existing sod and topsoil, paint lines, paint symbols and relocation of signs.

3.3.2 New Additions

The fee for the new additions is estimated to be approximately \$612,000, which includes the implementation of new curbs and gutters, asphalt pavement, tactile surface indicators, catch basins, pavement markings for paint lines and symbols, traffic signs, traffic management, and the addition of a traffic signal.

3.3.3 Total Cost Estimate

The total fee for the removals and new additions is estimated to be around \$844,000. With the inclusion of a 30% contingency allowance and 13% HST, the total fee estimate for the improvements is estimated to be \$1,240,000. Please note that this is a high-level cost estimate. A more detailed cost estimate can be provided upon completion of a Detailed Design of the intersection.



4 OFFICIAL PLAN REVIEW

As noted in **Section 3** above, LEA has prepared a preliminary design and cost estimate for the recommended improvements for the Oxford Road 4 and Parkinson Road / Towerline Road intersection as identified in the LEA July 2022 TIS. This preliminary design has taken into account relevant design standards from the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*.

LEA has also undertaken a review of the Oxford County Official Plan to confirm whether the recommended improvements conform to relevant design requirements and standards and do not conflict with existing policy, such as the Oxford County Official Plan. A summary of this review is provided in the following sections.

4.1 OXFORD COUNTY OFFICIAL PLAN (AUGUST 2023)

Under the *Oxford County Official Plan*, Chapter 5 – Functional Support Elements and Chapter 7 – City of Woodstock Land Use Policies have been reviewed, specifically Section 5.1 County Transportation Policy and Section 7.6 Transportation, to identify guidelines at the County level that apply to the recommended road improvements.

The relevant transportation policies applicable to the County and City of Woodstock as they relate to the spacing of intersections and potential road realignments are summarized in **Table 4-1**. As noted, the recommended improvements to the Oxford Road 4 and Parkinson Road / Towerline Road intersection do not conflict with the relevant policies and schedules. Further, there are no policies nor schedules identifying a realignment of Oxford Road 4.



Table 4-1: County of Oxford Official Plan (2023 Consolidation)

County of Oxford Official Plan Policy			Do the recommended improvements conform?
Section	Title	Description	
5.1.1 Strategic Approach	Network Improvements	Improve the functionality of the County transportation network by identifying and making provision for necessary improvements over time.	Yes – functionality of the transportation network is improved in response to background/proposed development
5.1.2.1 Development Adjacent to County Roads	Major Intersection Separation	There should be sufficient separation between major intersections to allow for the efficient operation of traffic control devices.	Yes – queueing assessment and TAC Guidelines confirm no operational issues with the separation distance between Oxford Road 4 and Hwy 401 On/Off Ramps
	Potential Road Re-Alignments	Potential road re-alignments identified through a County Transportation Study and incorporated into this Plan on Schedule C-4 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a potential road realignment, as recommended by the County Public Works Department, may be made without the necessity of an amendment to the Official Plan, subject to County Council approval.	Yes – while a “major improvement” is noted along Oxford Road 4 to the north of Parkinson Road, details are omitted from Schedule C-4 as well as Chapter 5 and the alignment shown is generally in alignment with what exists today. See
	Protection of Potential Road Improvements	New development shall provide for the protection of potential road realignments and network improvements indicated on Schedule C-4. Required road allowances may be acquired by the County through dedication, purchase or expropriation, as appropriate.	



<p>Schedule C-4</p>	<p>County of Oxford Transportation Network Plan</p>		<p>response to <i>Section 7.6.2 Roads – Planned Road Alignments; Proposals to Add, Delete or Re-Align Roads; Intersections below.</i></p>
<p>7.6.2 Roads</p>	<p>Planned Road Alignments</p>	<p>There are certain arterial and collector road alignments identified on Schedule W-5 that have not been developed. The alignments shown on Schedule W-5 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a planned road alignment may be made without the necessity of an amendment to the Official Plan if it can be demonstrated to the satisfaction of City Council and/or County Council that the modification will not diminish the function or capacity of the road.</p>	<p>Yes – the alignment of Oxford Road 4 and Parkinson Road / Towerline Road are consistent with what exists today, and specific intersection improvements are not identified at the Oxford Road 4 and Parkinson Road / Towerline Road intersection under Schedule W-5.</p>
<p>Proposals to Add, Delete or Re-Align Roads</p>	<p>For arterial, collector or minor collector roads, proposals to add or delete sections of road which substantially diminish or increase the function or capacity or to substantially re-align or extend a major road will require an amendment to Schedule W-5. In the review of such proposals, consideration shall be given to traffic service implications and the potential effects that a proposed road development may have on existing land uses and natural features and the measures that may be taken to mitigate these effects.</p>		



	Intersections	It is intended that, as traffic conditions warrant, improvements in the form of jog eliminations, installation of traffic signals, and channelization construction will be undertaken at the intersections indicated on Schedule W-5.	
Schedule W-5	Transportation Network Plan	<p style="text-align: center;">TRANSPORTATION NETWORK PLAN</p> <p>TRANSPORTATION NETWORK PLAN</p> <ul style="list-style-type: none"> MINOR COLLECTOR ROAD COLLECTOR ROAD ARTERIAL ROAD FREEWAY PLANNED ARTERIAL ROAD PLANNED MINOR COLLECTOR ROAD PLANNED COLLECTOR ROAD INTERSECTION IMPROVEMENT BRIDGE IMPROVEMENT RAILWAY CROSSING IMPROVEMENT COUNTY ROAD PROVINCIAL HIGHWAY <p>BASE MAP LEGEND</p> <ul style="list-style-type: none"> MUNICIPAL BOUNDARY RAILWAY 	<p>Additionally, Schedule W-5 does not identify a jog or realignment for Oxford Road 4 or Parkinson Road / Towerline Road. It is our understanding that such a realignment would represent a substantial change to what is currently reflected on Schedule W-5.</p>



5 CONCLUSION

LEA has undertaken this Oxford Road 4 and Parkinson Road / Towerline Road Realignment Study to determine whether a realignment of Oxford Road 4 is required from a traffic operations, long-term planning, and transportation planning and design perspective. This has included:

- ▶ An analysis of the intersection operations at the Parkinson Road / Towerline Road intersection and Towerline Road / Highway 401 On/Off Ramp intersection under existing and future conditions for the 2026, 2031, and 2036 horizon years;
- ▶ A review of the Oxford County TMP consultation process and latest draft TMP;
- ▶ A review of the preliminary design recommendations for the Oxford Road 4 and Parkinson Road / Towerline Road intersection as recommended in the LEA July 2022 TIS for 1491 Parkinson Road; and,
- ▶ A review of the Oxford County Official Plan.

Overall, it is our opinion that the realignment of Oxford County Road 4 is not required and that a Class EA Study for this realignment would similarly not be required, based on our findings and review of the following.

Intersection Capacity Analysis and Queue Assessment

As noted in the July 2022 TIS, both the Oxford Road 4 and Parkinson Road / Towerline Road intersection and Towerline Road / Highway 401 On/Off Ramp intersection are expected to operate at acceptable levels of service during existing and future scenarios with the implementation of an exclusive EBL turn lane with 55 m of storage length and signalization at the Oxford Road 4 and Parkinson/Towerline Road intersection. These recommendations do not require realignment of Oxford Road 4 nor modifications to the existing Highway 401 On/Off Ramps to be implemented, thus realignment of Oxford Road 4 is not required from a traffic operations perspective.

Draft TMP Review (September 2023)

LEA has participated in the virtual PCCs held for the Oxford County TMP and, aside from a verbal acknowledgment of the need for a Class EA and realignment of Oxford Road 4 due to spacing issues between the Highway 401 ramps and the existing Oxford Road 4 intersection along Parkinson Road / Towerline Road, no technical information, documentation, or analysis has been provided detailing spacing issues or the need for a realignment.

Further, a review of the latest draft TMP indicates that this study and realignment is not mentioned in the latest document with regards to Oxford Road 4, and it is therefore our understanding that it will not be part of the final TMP, which will direct the long-term planning for transportation in Oxford County to the year 2046.

Oxford Road 4 Proposed Improvements

LEA has undertaken a preliminary, high-level design and cost estimate exercise for the improvements to the Oxford Road 4 and Parkinson Road / Towerline Road intersection recommended through the LEA July 2022 TIS for 1491 Parkinson Road Northland and Southland Industrial sites.

As the July 2022 TIS and Site Plan applications for the industrial development of 1491 Parkinson Road Northland and Southland Industrial sites have been approved by the City of Woodstock and Oxford County in



October 2022, it is our understanding that neither the City nor the County have issues with the recommendations of the July 2022 TIS, nor the approved site plan for development. Neither the County nor City expressed issues with the spacing along Parkinson Road / Towerline Road.

Additionally, as noted in **Section 3** and **Appendix E – Preliminary Design Drawings and Cost Estimates**, the recommended improvements can be implemented without impacting the existing Highway 401 On/Off Ramps and the existing storage and design speeds along Parkinson Road / Towerline Road that facilitate access to/from the on/off ramps.

Official Plan Review

LEA has reviewed the *Oxford County Official Plan* Chapter 5 – Functional Support Elements and Chapter 7 – City of Woodstock Land Use Policies, specifically Section 5.1 County Transportation Policy, and Section 7.6 Transportation, to identify relevant transportation policies applicable to the County and City of Woodstock with respect to the spacing of intersections and potential road realignments.

Based on this review, the recommended improvements to the Oxford Road 4 and Parkinson Road / Towerline Road intersection from the July 2022 TIS do not conflict with the relevant Official Plan policies and schedules. Further, there are no policies nor schedules identifying a realignment of Oxford Road 4, and it is our understanding that a realignment of such would represent a substantial change.

Overall, LEA concludes that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road / Towerline Road intersection is the only improvement required from a traffic operations perspective. Further, no technical findings or analysis indicating the need for this realignment has been identified from a long-term planning perspective.

Should you have any questions or concerns regarding this letter, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

[Redacted signature block]

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- Encl. **Appendix A:** Existing Intersection Capacity Analysis
- Appendix B:** 2026, 2031, and 2036 Future Background Intersection Capacity Analysis
- Appendix C:** 2026, 2031, and 2036 Future Total Intersection Capacity Analysis
- Appendix D:** SimTraffic Queueing Assessment Results
- Appendix E:** Preliminary Design Drawings and Cost Estimates

Appendices have been removed

APPENDIX A.4

ExTac Contact List and Consultation Material

Oxford County Transportation Master Plan - External Technical Agency Committee Contact List

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	PostalCode	Phone	Email
Ryan Vink, P.Eng	Project Engineer	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3023	rvink@oxfordcounty.ca
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Jim Borton	Director of Public Works	Township of Blandford-Blenheim	Public Works	47 Wilnot Street South	P.O. Box 100	Dumbe	Ontario	N0J 1G0	519-463-5347 x 226	jborton@blandfordblenheim.ca
Tom Lightfoot	Public Works Manager	Township of East Zorra-Tavistock	Public Works	90 Loveys Street East	P.O. Box 100	Hickson	Ontario	N0J 1L0	519-462-2697 x 7830	tlightfoot@ezt.ca
Ramesh Ummat	Town Engineer & Director of Operations	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	Ontario	N5C 2V5	519-485-0120 x 6236	ramesh.ummatt@ingersoll.ca
Doug Wituik	Works Manager	Town of Ingersoll							519-485-2931	dwtuik@ingersoll.ca
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David Secord		Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3	1 (226) 980-8915	David.Secord@ontario.ca
To Whom It May Concern		Town of Ingersoll		130 Oxford Street	2nd Floor	Ingersoll	ON	N5C 2V5		engineering@ingersoll.ca
To Whom It May Concern		Town of Tillsonburg		200 Broadway, 2nd Floor		Tillsonburg	Ontario	N4G 5A7		igraham@tillsonburg.ca
Doug	Spooner									dspooneer@regionofwaterloo.ca



TRANSPORTATION MASTER PLAN AND OXFORD ROAD 4 CORRIDOR STUDY

EXTAC MEETING #1
MARCH 24TH, 2022



LANSDOWNE AVE.
CLOSED
BETWEEN
OXFORD ROAD 4
SPRINGBANK AVE.
HOTEL, JUNCTION

DETOUR
D-2
ENDS



AGENDA

1. **Project Background, Goals, Schedule**
2. **Role of External Technical Advisory Committee (EXTAC) & Introductions**
3. **Background Studies and Reports**
4. **Ongoing Data Review**
5. **General Discussion / Question & Answer**
6. **Next Steps**



PROJECT BACKGROUND, GOALS, AND SCHEDULE



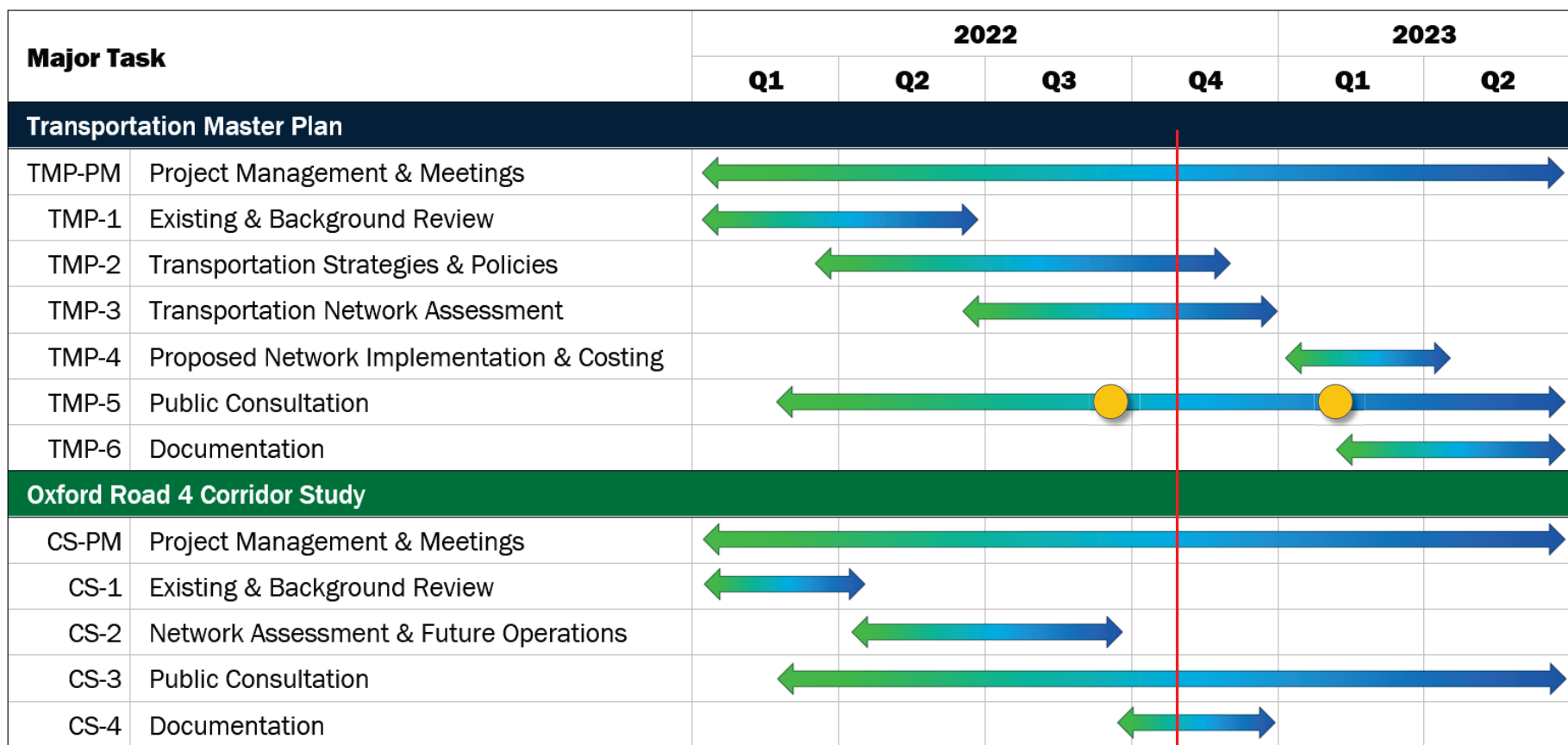
PROJECT BACKGROUND, GOALS AND SCHEDULE

- Completing an update to the Oxford County Transportation Master Plan (TMP) and accompanying Oxford Road 4 (OR4) Corridor Study
- Fostering and maintaining strong lines of communication between the County, the eight lower-tier municipalities, Indigenous communities, other key stakeholders and residents.
- The new TMP will balance farming, commercial and industrial sector needs while providing an equitable and accessible network for the growing population of Oxford County.
- TMP Update will follow the Master Planning process as outlined Municipal Class EA Process, completing Phase 1 & 2





PROJECT SCHEDULE AND PROPOSED KEY DATES



Public Consultation Centres



Municipal Election



ROLE OF EXTERNAL TECHNICAL ADVISORY COMMITTEE (EXTAC) & INTRODUCTIONS



ROLE OF EXTERNAL TECHNICAL ADVISORY COMMITTEE (EXTAC)

- To facilitate dialogue with relevant external agencies and approval bodies in order for the County to received technical input based on external agency interest.
- As a means for agencies to provide input in the Transportation Master Plan update
- **Draw upon your unique technical knowledge and background of the County. Providing critical understanding, background and learned knowledge on the key issues / challenges related to this assignment**



INTRODUCTIONS





BACKGROUND STUDIES & REPORTS



TRANSPORTATION MASTER PLAN (2019)

- **Vision:** 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 quality of life for Oxford's current and future generations
- Preferred TMP Strategy and Implementation Plan
 - Road Network Strategy (3 Focus Areas, 61 Actions)
 - Active Transportation Strategy (1 Focus Area, 4 Actions)
 - People and Goods Movement Strategy (5 Focus Areas, 13 Actions)
 - Transportation System Sustainability and New Technology Strategy (2 Focus Areas, 6 Actions)
- Existing Mode Share
 - Auto – 78%, TDM – 15%, Transit – 1%, AT – 5%, Other – 1%
- 2038 Mode Share Target
 - Auto – 74%, TDM – 15%, Transit – 3%, AT – 7%, Other – 1%

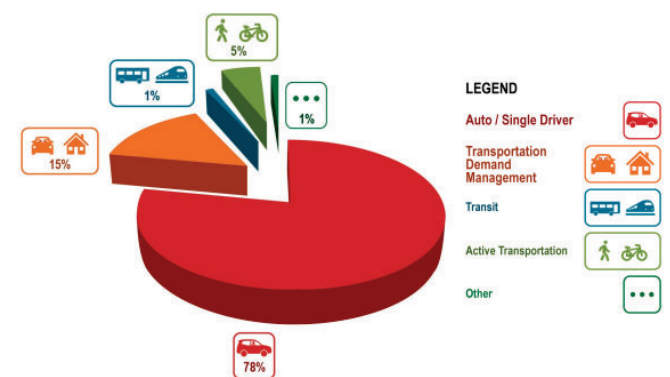


FIGURE ES.1: EXISTING TRANSPORTATION MODE SHARE

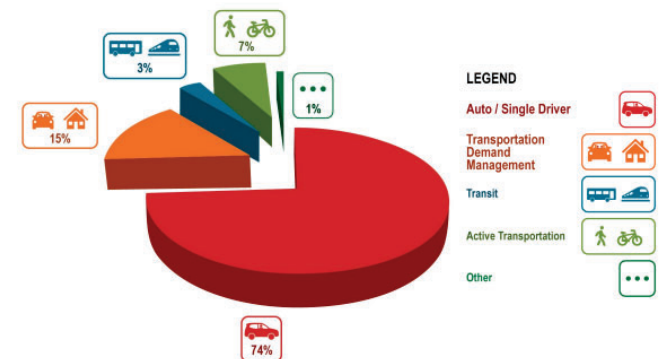


FIGURE ES.4: TRANSPORTATION MODE SHARE TARGET (2038)



CYCLING MASTER PLAN (ONGOING)

- Cycling Master Plan Phase 2 Draft Report released in February 2021
- Building on work already taking place to promote commuting by cycle, connecting roadway cycling routes to the off-road trail network, and enhancing tourism opportunities
- Completed a four-step process to
 - Confirm existing conditions
 - Identify the cycling network
 - Establish an implementation plan
 - Develop network costing



Figure 6. Oxford County Proposed Cycling Network

- Primary Network
- Secondary Network
- Local Connecting Links
- Proposed Off-road Trails



Figure 9. Primary Network Priorities

Table 5. Estimated Costs for the Primary Network

Network Components	Total KM	Total Cost
Priority #1		
Cycling Facilities within Woodstock	14.0	\$4.2M
Priority #2		
Cycling Facilities within Ingersoll	9.3	\$2.8M
Priority #3		
Province-Wide Cycling Network (Woodstock to Ingersoll)	3.4	\$1M
Priority #4		
Province-Wide Cycling Network (Woodstock to Innerkip)	8.5	\$2.6M
Priority #5		
Ingersoll to Thamesford Connection	8.5	\$2.6M
Priority #6		
Woodstock to The Great Trail	25.1	\$7.5M
Priority #7		
Tillsburg to Ingersoll Connection	28.4	\$8.5M
Priority #8		
Province-wide Cycling Network (Innerkip to County boundary)	21.0	\$6.3M
Priority #9		
Township of Zorra Loop	46.1	\$13.8M
Total	198.0	\$49.3M



NEW DIRECTIONS – ADVANCING SW ONTARIO’S PUBLIC TRANSPORTATION OPPORTUNITIES

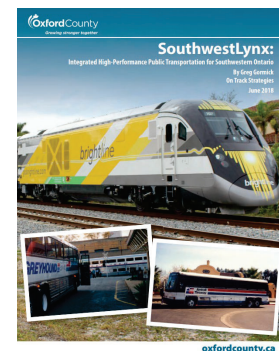
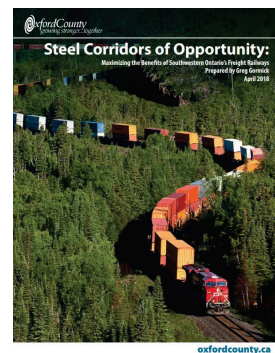
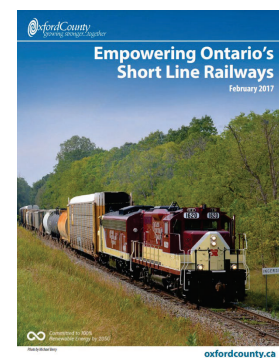
- A complete and balanced mobility system includes convenient and choice across three types of transportation (Active, Private and Public)
- Southwestern Ontario has a mobility system which is neither complete nor balanced and lacks alternatives to car travel
- New Directions is a tool kit developed to assist Southwestern Ontarians in seizing public policy and funding decisions concerning the future of the national and provincial transportation system





OTHER ON TRACK STRATEGIES

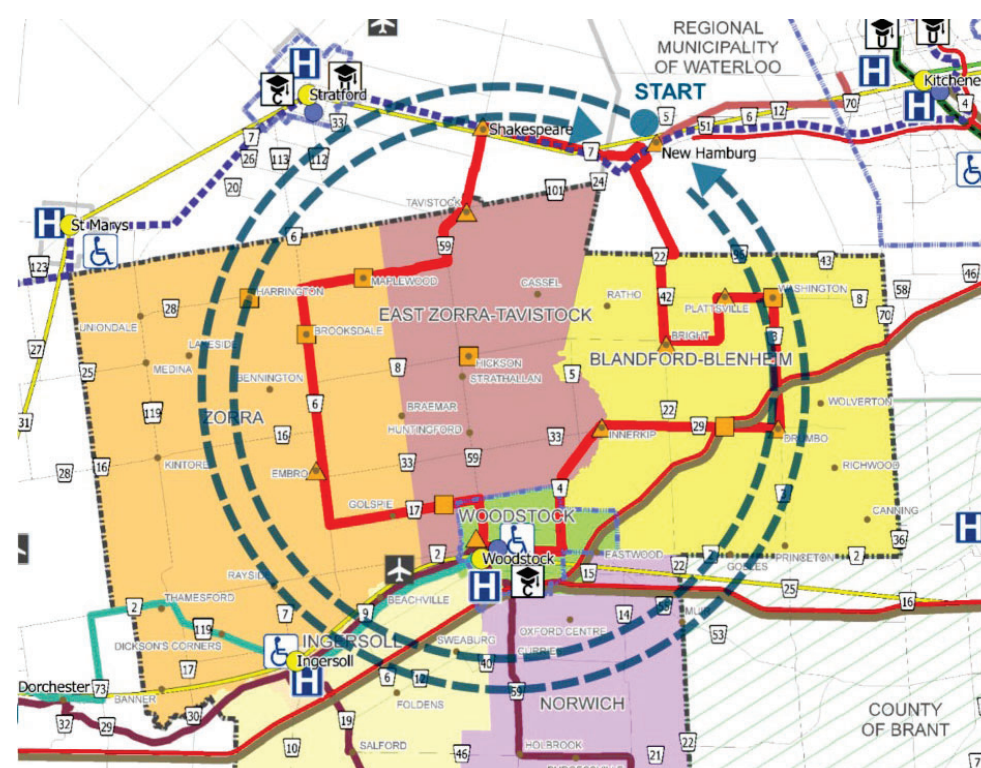
- Empowering Ontario's Short Line Railways
 - Outlines issues and challenges associated with the short line industry
 - Provides recommendations for federal and provincial transportation ministers
 - Oxford County is served by the Ontario Southland Railways (OSR)
- Steel Corridors of Opportunity: Maximizing the Benefits of Southwestern Ontario's Freight Railways
 - Provides an overview on the evolving railway landscape and the conditions/potential for the next evolution cycle
 - Provides a series of recommendations on how Oxford County can play a role in this evolution
- SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario
 - Outlines and provides details on potential high-performance rail system for southwestern Ontario
 - Describes three prerequisites for the implementation of the system
 - Recommends a two-part demonstration project to bring early improvements and establish a template for the program roll out





PROPOSED NORTH OXFORD INTERCOMMUNITY BUS TRANSIT

- County staff proposed an intercommunity bus transit service in north Oxford
- The service was to be annually finance by Ontario Gas Tax Transit funding, municipal contributions and ridership fare revenue
- Received Council support at the September 9, 2020 and October 28, 2020 Council meetings





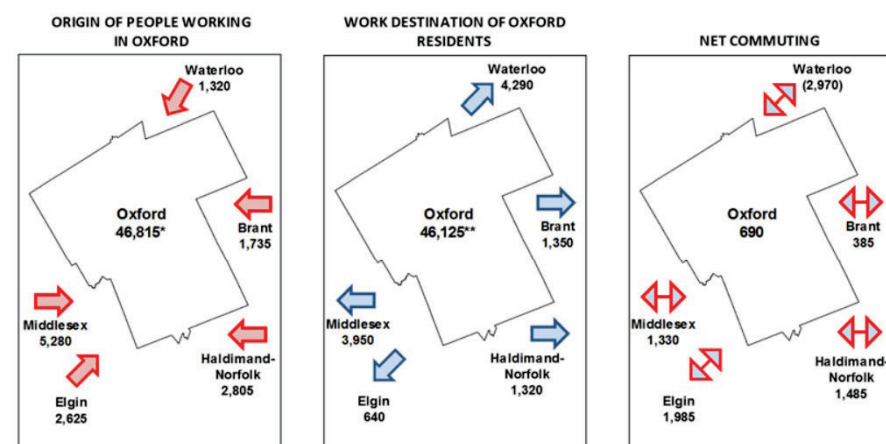
OFFICIAL PLAN / PHASE 1 COMPREHENSIVE REVIEW

- Ph 1 Comprehensive review, included County-wide and Area Municipal population, household and employment forecasts, and a land use needs analysis

- Key Findings

- Oxford County continues to grow over recent Census Periods
 - Note: Oxford County outpaced anticipated growth for 2021 (Est. - 119,950, 21' Census - 121,781)
 - Estimated population growth - 8,700 people, 2021' Census - over 10,900
- Oxford County continues to experience net employment growth
- Most residential growth is within Woodstock, Ingersoll and Tillsonburg
- Employment growth is variable
- Population forecasts were identified for area municipalities based on the County-wide forecast in accordance with the PPS
- Some potential land use need shortages were identified in the 2039 horizon

County of Oxford, 2016 Commuting Flows





OXFORD STRATEGIC PLAN

- 2020-2022 Strategic Plan Contains 6 Key Strategic Directions
 1. A County that works together (2 Actions)
 2. A County that is well connected (3 Actions)
 3. A County that thinks ahead and wisely shapes the future (3 Actions)
 4. A County that informs and engages (2 Actions)
 5. A County that performs and delivers results (2 Actions)
 6. A County that employs people who make a positive difference (1 Action)
- A new Strategic Plan will be delivered in 2023

OxfordCounty
Growing stronger together

2020-2022 STRATEGIC PLAN
VIBRANT COMMUNITIES

VISION
Vibrant communities, working well and growing stronger together!

MISSION
To serve the needs and advance the collective interests of our communities, residents and businesses through services that improve community wellbeing.

VALUES
+ Excellence
+ Accountability
+ Innovation
+ Integrity
+ Teamwork

Print version with further details

- 1 A County that works together
- 2 A County that is well connected
- 3 A County that thinks ahead and wisely shapes the future
- 4 A County that informs and engages
- 5 A County that performs and delivers results
- 6 A County that employs people who make a positive difference



ONGOING DATA REVIEW



2021 CENSUS DATA

Population

	Oxford County	Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	South-West Oxford	Blandford-Blenheim	East Zorra - Tavistock
01' Census	99,270	33,269	14,052	10,977	10,478	8,052	7,782	7,422	7,238
06' Census	102,756	35,822	14,822	11,760	10,481	8,125	7,589	7,149	7,008
11' Census	105,719	37,754	15,301	12,146	10,721	8,058	7,544	7,359	6,836
16' Census	110,846	41,098	15,872	12,757	10,835	8,138	7,634	7,399	7,113
21' Census	121,781	46,705	18,615	13,693	11,151	8,628	7,583	7,565	7,841

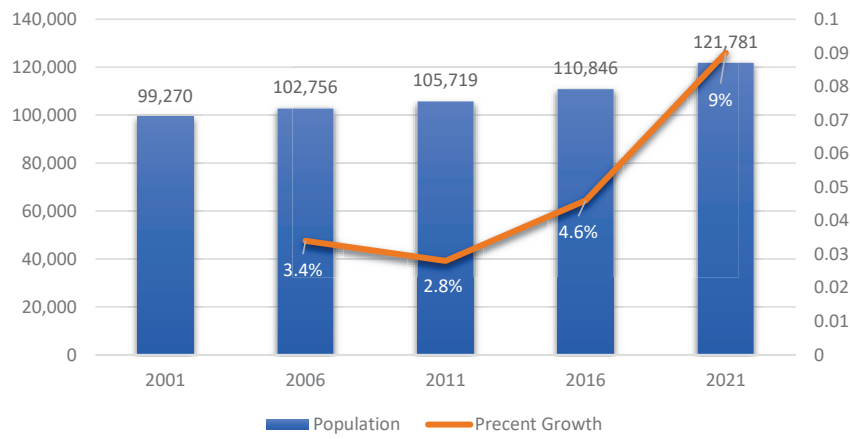
Population Change

	Oxford County	Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	South-West Oxford	Blandford-Blenheim	East Zorra - Tavistock
01' - 06'	3.4%	7.1%	5.2%	6.7%	0.0%	0.9%	-2.5%	-3.8%	-3.3%
06' - 11'	2.8%	5.1%	3.1%	3.2%	2.2%	-0.8%	-0.6%	2.9%	-2.5%
11' - 16'	4.6%	8.1%	3.6%	4.8%	1.1%	1.0%	1.2%	0.5%	3.9%
16' - 21'	9.0%	12.0%	14.7%	6.8%	2.8%	5.7%	-0.7%	2.2%	9.3%

2021 CENSUS DATA

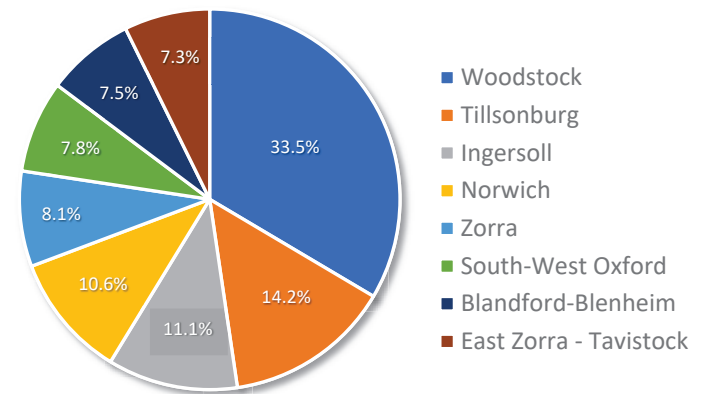
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Oxford County

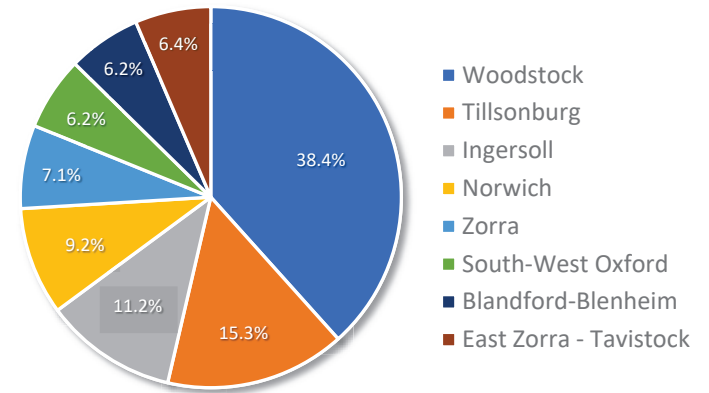


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2001 Census Population Breakdown



2021 Census Population Breakdown



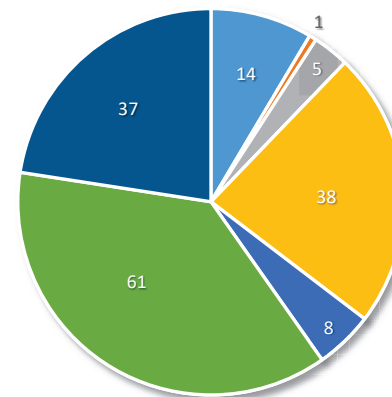


COLLISION DATA

7c`lg]cb`VmUf`UbX`7cbfc`HdY

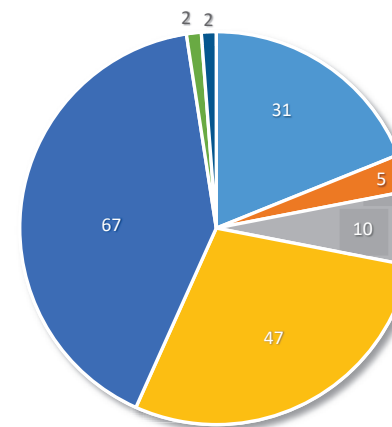
	No Control	Yield Sign	Traffic Gate	Stop Sign	Traffic Signal	School Bus	Other	Total
2013	1			1	6		2	10
2014	7			1	4			12
2015	5			2				7
2016	9			2	10			21
2017	12			4	7			23
2018	14			3	13	1		31
2019	10	1		5	5			21
2020	15		1	3	6			25
2021	7			4	3			14
Total	80	1	1	25	54	1	2	164

7c`lg]cb`Vm dUMHdY



- Angle
- Approaching
- Other
- Rear end
- Sideswipe
- SMV other
- Turning movement

7c`lg]cb`Vm@VHcb

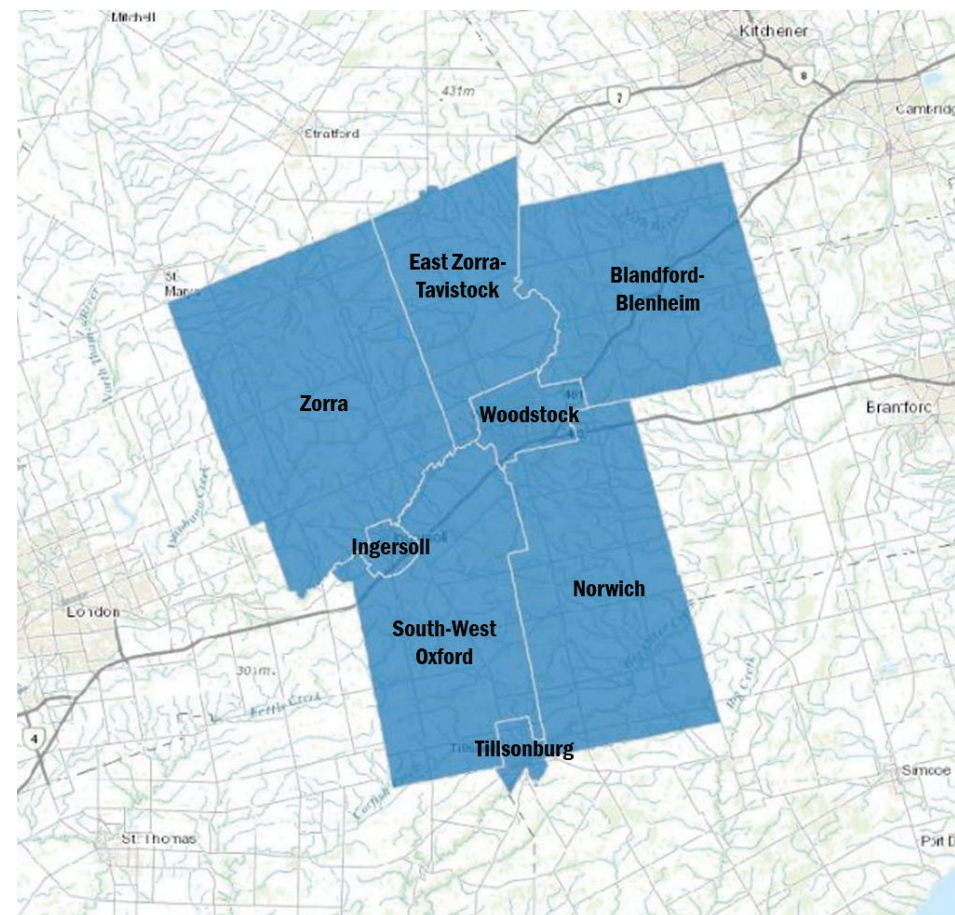


- At intersection
- At railway crossing
- At/near private drive
- Intersection Related
- Non Intersection
- Other
- Overpass or bridge



STREET LIGHT DATA

- **Zone Activity Analysis:** Provides information about the volume of trips that originate, have destinations in, or pass through the zones
- **Mode of Travel:** All vehicles
- **Analysis Options:**
 - Date Range: 2019 and 2021
 - Day Type:
 - All Days
 - Weekdays (Mon-Fri) or (Tue-Thus)
 - Weekend (Sat- Sun)
 - Day Part:
 - All Day (12am-12am)
 - Early AM (12am-6am), Late PM (7pm to 12am)
 - Peak AM (6am to 10am), Peak PM (3pm to 7pm)
 - Mid-day (10am-3pm)





TRIP ATTRIBUTES

- **Zone Traffic:** The volume of trips starting in, passing through, or ending in the zone based on the zone Mode of Travel
- **Travel Time:** This is the trip time in seconds for the full passing through or ending in the zone based on the zone length of trips starting at an origin zone and ending at a destination zone.
- **Trip Length:** This is the trip length delivered in the chosen unit of measurement (km) starting at an origin zone and ending at a destination zone.
- **Trip Speed:** This is the average speed delivered in the chosen unit of measurement (kph) for the full length of trips starting at an origin zone and ending at a destination zone.

Zone Name	2021				2019			
	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)
Blandford-Blenheim	97955	62	71	57	112719	59	63	52
East Zorra-Tavistock	71553	44	39	45	100193	40	32	40
Ingersoll	118032	57	65	47	156154	51	53	40
Norwich	150419	59	67	52	178809	54	57	46
South-West Oxford	141255	61	70	54	171608	56	59	49
Tillsonburg	103921	33	25	35	97873	30	20	29
Woodstock	295651	57	65	45	332273	50	51	38
Zorra	83572	45	40	46	94168	43	35	42
Summary	1062358	52	55	48	1243797	48	46	42
	-15%	9%	19%	13%				



TRIP ATTRIBUTES

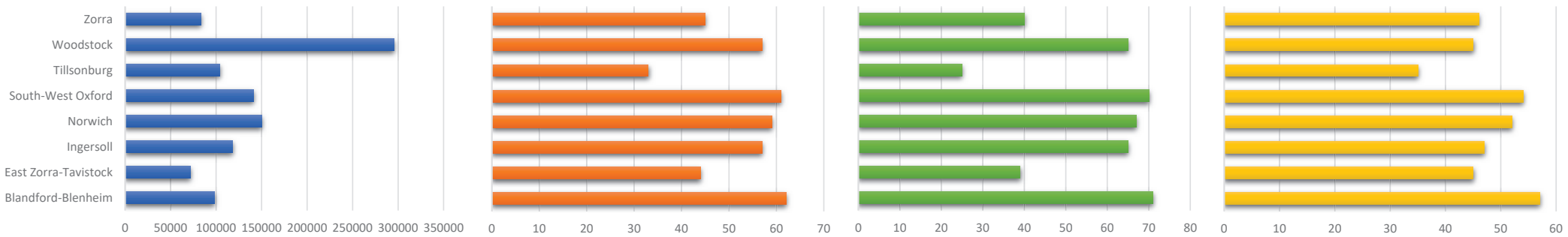
2021

Average Daily Zone Traffic (StL Volume)

Avg Travel Time (min)

Avg Trip Length (km)

Avg Trip Speed (kph)



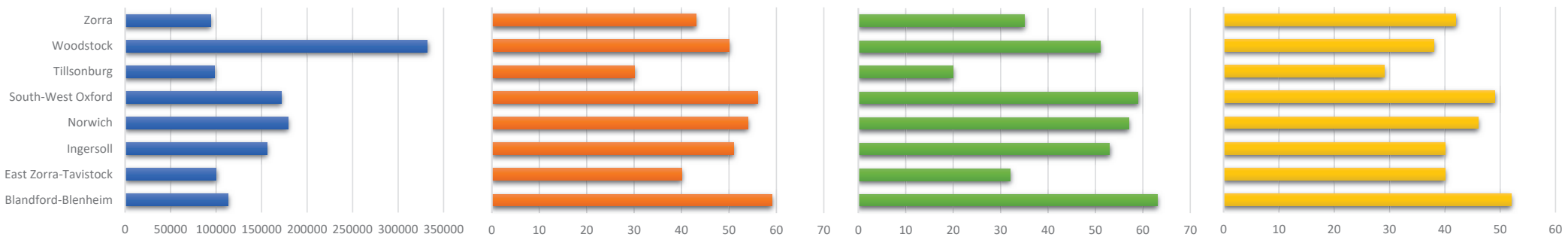
2019

Average Daily Zone Traffic (StL Volume)

Avg Travel Time (min)

Avg Trip Length (km)

Avg Trip Speed (kph)

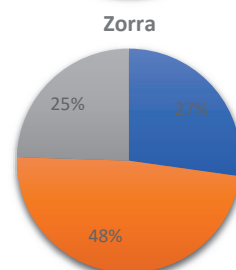
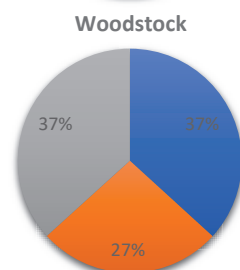
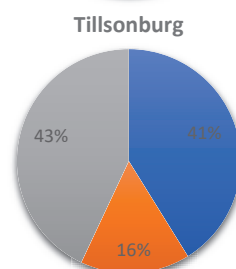
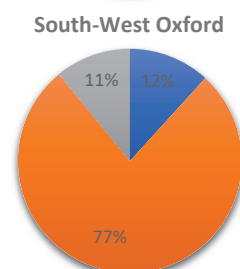
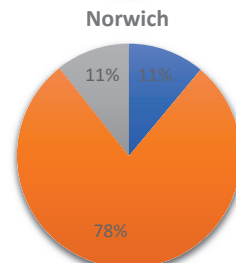
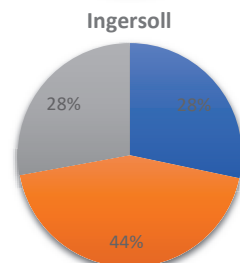
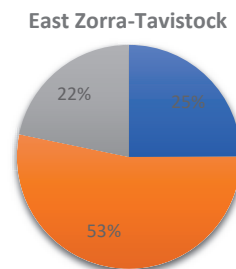
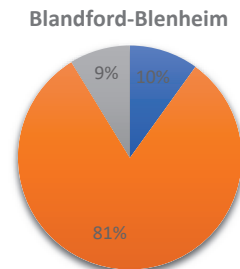


TRIP ATTRIBUTES

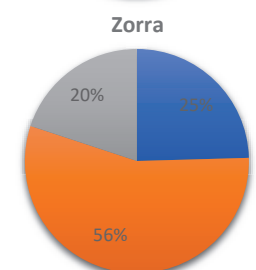
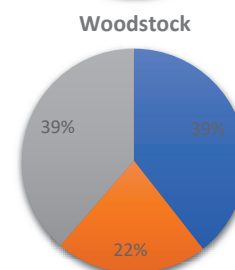
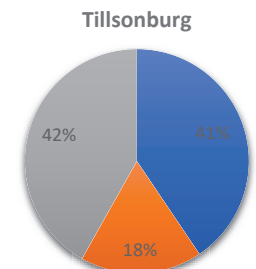
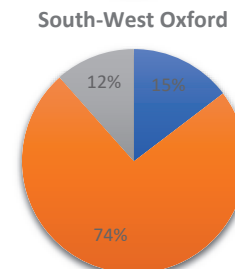
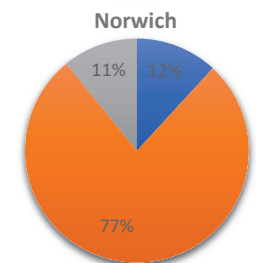
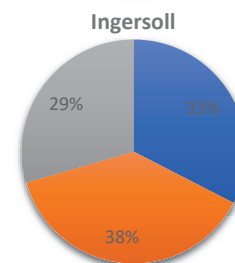
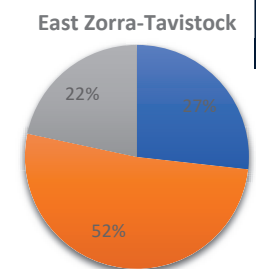
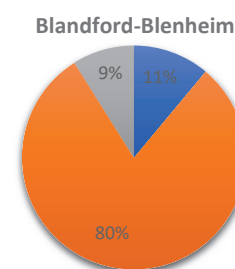
Average Daily Zone Traffic (StL Volume)

■ Residents ■ Visitors ■ Workers

2021



2019





GENERAL DISCUSSION / QUESTION & ANSWER



NEXT STEPS



NEXT STEPS AND FUTURE MEETINGS

- Provide any final comments from today's meeting to the project team
- Upcoming Meetings:
 - Public Consultation Centres – September 2022
 - EXTAC #2 – Thursday, February 16th, 2023, from 1:00 to 3:00 PM – In-Person



Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Cell: 519-535-8471



John McGill, P.Eng., PTOE, RSP1
Parsons Project Manager
Email: john.mcgill@parsons.com
Cell: 905-330-9569

1 Introduction

Subject: Oxford County TMP and County Road 4 Study EXTAC Meeting #1
Location: Microsoft Teams
Dates: March 24, 2022, 1:00 pm – 3:00 pm
Author(s): Marianne Alden
Distribution: All Present

2 Attendees

Name	Organization	Email
Amy Pavletic	Southwestern Public Health	
Adam Prouse	Township of Southwest Oxford	aprouse@swox.org
Doug Wituik	Town of Ingersoll	dwtuik@ingersoll.ca
Jim Borton	Township of Blandford-Blenheim	jborton@blandfordblenheim.ca
Richard Sparham	Town of Tillsonburg	rsparham@tillsonburg.ca
Shayne Reitsma	Town of Tillsonburg	sreitsma@tillsonburg.ca
Ken Farkas	Township of Norwich	kfarkas@norwich.ca
Steve Oliver	Township of Zorra	soliver@zorra.ca
Tom Lightfoot	Township of East Zorra-Tavistock	tlightfoot@ezt.ca
Harold deHaan	City of Woodstock	hdehaan@cityofwoodstock.ca
Ryan Vink	Oxford County	rvink@oxfordcounty.ca
Don Ford	Oxford County	dford@oxfordcounty.ca
Shawn Vanacker	Oxford County	svanacker@oxfordcounty.ca
Paul Michiels	Oxford County	pmichiels@oxfordcounty.ca
David Simpson	Oxford County	dsimpson@oxfordcounty.ca
Melissa Abercrombie	Oxford County	mabercrombie@oxfordcounty.ca
Jennifer Lavallee	Oxford County	jlavallee@oxfordcounty.ca
John Grieve	Parsons	john.grieve@parsons.com
Marianne Alden	Parsons	marianne.alden@parsons.com

3 Topics and Discussions

3.1 Introductions

A round of introductions was held and included the role of each attendee.

3.2 Introductory Presentation

John G. gave a presentation that included:

- Project background and study objectives

- Project schedule and proposed key dates
- Role of the of External Technical Advisory Committee (EXTAC)
- Background Studies, Reports and Data

3.3 Discussion

- Ryan V. inquired whether the County would have access to big data. John G. confirmed that the County has purchased the data and will have access to it the length of the project but cannot confirm what the access is upon completion of the project.
- Tom L. highlighted that accidents have been increasing at Oxford Road 59 and Oxford Road 33.
- Jim B. and Tom L. noted that there are traffic issues with shift changes at Toyota on Oxford Road 4 relating to visibility and congestion.
- John G. clarified that Oxford Road 4 will likely require establishment of more than one zone through the corridor.
- Oxford Road 5 is a boundary road between Oxford County and the Township of Wilmot. The Township would like to pave the road but is lacking funds. There are discussions of uploading this to the Region of Waterloo, but no clear timeline as of yet.
- David S. noted that two-thirds of the Toyota workforce are coming from London and one-third is coming from Kitchener-Waterloo – suggested that the employees commuting to Kitchener-Waterloo are likely the cause of the congestion at shift changes, given that those traveling to London are likely taking Highway 401.
- Ryan V. added that the part of the workforce coming from London may still use County roads as opposed to the 401 to avoid traffic.
- Harold D. noted recent complaints about congestion at Springbank Ave and Parkinson Rd during morning and evening peak times.
- Harold D. explained Oxford Road 17 is the site of current and future residential growth and asked whether the TMP will address this.
- Harold D. inquired about the necessity of the dedicated left signal at Juliana Dr and Norwich Ave, noting long wait times to turn left even when the road is clear. Shawn V. explained that this was likely put in place for liability purposes. John G. suggested looking at signal times at the intersection to address this issue.
- Shawn V. confirmed that the County manages all signals including within the City and Town limits.
- Shayne R. noted that there will be industrial expansion on County Rd 53 and there will be an average of 50 additional trucks per day turning left onto Oxford Road 53 towards Oxford Road 20, so there is concern over adding additional traffic lights here.
- Adam P. noted congestion where Oxford Road 18 meets Plank Line, preventing left turns. Adam P. suggested adding a turning circle.
- Steven O. highlighted condo development south of Dundas St and Middleton St and foresees there may be congestion issues at that intersection.
- Tom L. noted that there will be increased traffic at Hwy 59 and Woodstock St in Tavistock with a five-way intersection and new subdivision being built near the intersection.
- Harold D. explained that the bend at Juliana Dr and Springbank Ave is being resurfaced and will have an increased radius; the design is currently being worked on.
- The next official EXTAC meeting will be in early February 2023 – invites have been sent out. The first public consultation will take place in Fall 2022.



OXFORD COUNTY 2024 TRANSPORTATION MASTER PLAN UPDATE

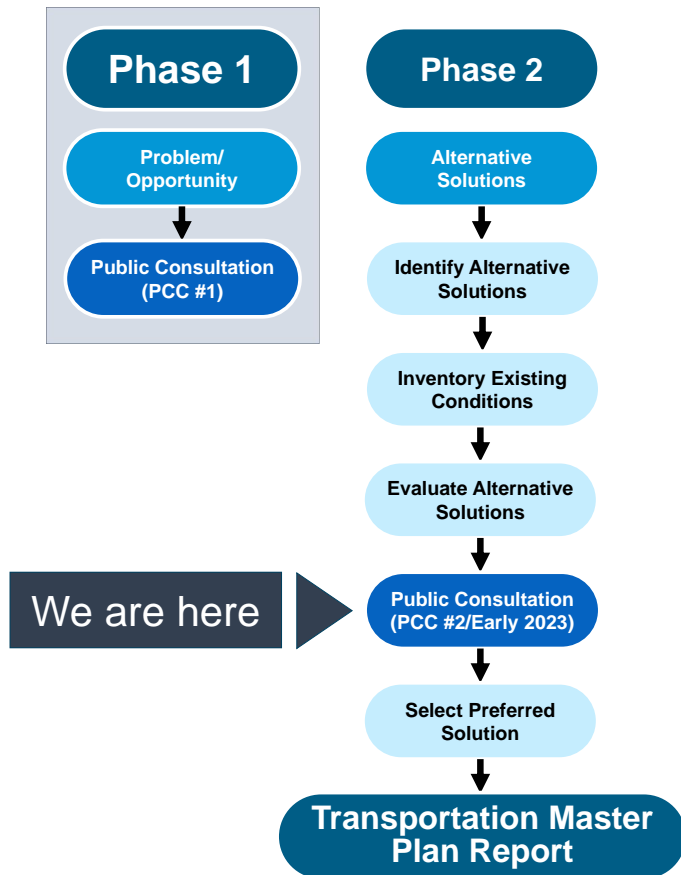
EXTAC MEETING #2
APRIL 3RD, 2023



LANSLOWNE AVE.
CLOSED
BETWEEN
OXFORD ROAD 4
AND
SPRINGBANK AVE.
MAY 1 - 31 2023

DETOUR
D-2
ENDS

TRANSPORTATION MASTER PLAN: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS



- **Connecting Oxford 2024** involves updating the 2019 Transportation Master Plan following Phases 1 and 2 of the Municipal Class EA (as amended to 2015) process. The Transportation Master Plan is the foundation for Schedule B and C projects identified within the Plan but will require more detailed study before implementation.
- We are currently in Phase 2. This involves identifying and evaluating Alternative Solutions that address the Problem/Opportunity Statement (see below) and developing draft transportation recommendations.

Problem and Opportunity Statement

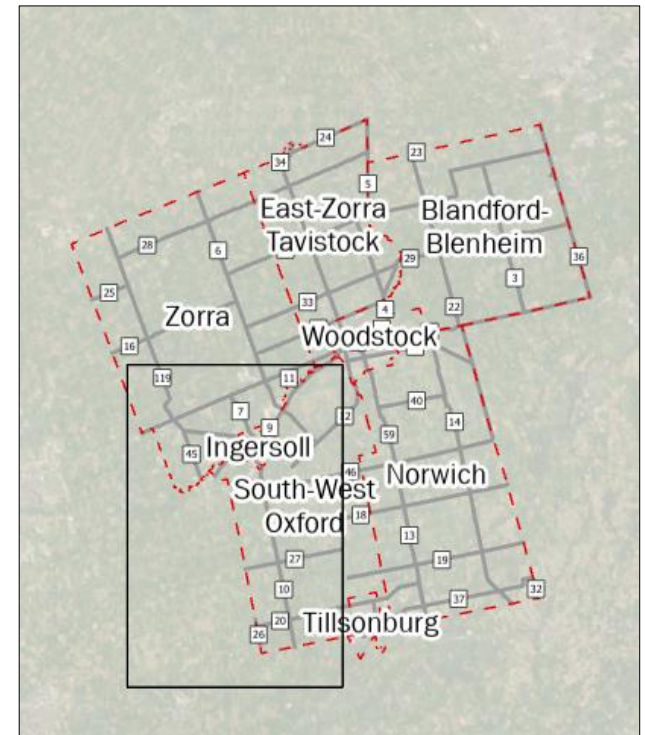
As Oxford County continues to grow and establish itself as a thriving community in southwestern Ontario, it is imperative that transportation policies and the multimodal transportation network align with the County's goals and visions. The Transportation Master Plan (TMP) provides the opportunity for the County to plan and forecast network changes and improvements to support continued growth all while enhancing County policies around transportation demand management, freight movements, agricultural mobility, and low-carbon transportation solutions.

WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
Safety	• Difficult to make left turns (e.g., from Harris Street in Ingersoll).
	• Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*
	• Speeding is an issue on Pressey Road in Ingersoll.*
Active Transportation	• Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*
	• Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*
Traffic	• Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*
	• Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*

Location of Public Consultation Centre #1 comments for South-West Oxford Township/Ingersoll/Zorra Township



* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Tillsonburg/Norwich

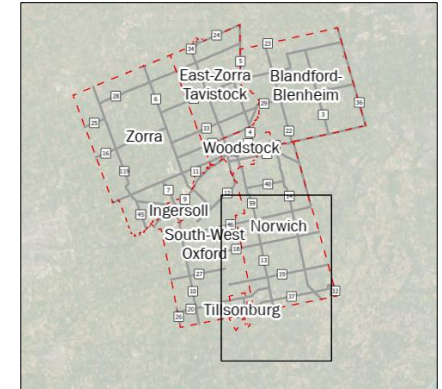
Category	Comment
Safety	<ul style="list-style-type: none"> Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)
Active Transportation	<ul style="list-style-type: none"> Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*
Traffic	<ul style="list-style-type: none"> Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).

East Zorra-Tavistock Township/Blandford-Blenheim

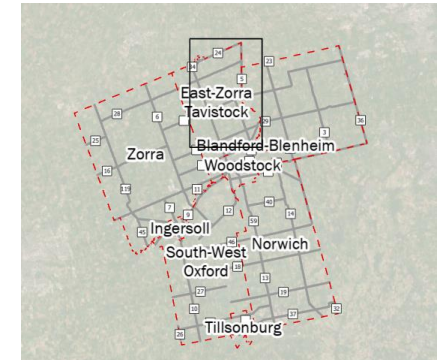
Category	Comment
Safety	<ul style="list-style-type: none"> Excessive speed (e.g., Blandford Street, Innerkip).
Active Transportation	<ul style="list-style-type: none"> Need for pedestrian trails (e.g., Innerkip).* Dog Park requested (e.g., Innerkip).*
Transportation	<ul style="list-style-type: none"> Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107). Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).
Traffic	<ul style="list-style-type: none"> Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for Tillsonburg/Norwich



Location of Public Consultation Centre #1 comments for East Zorra- Tavistock Township/Blandford-Blenheim



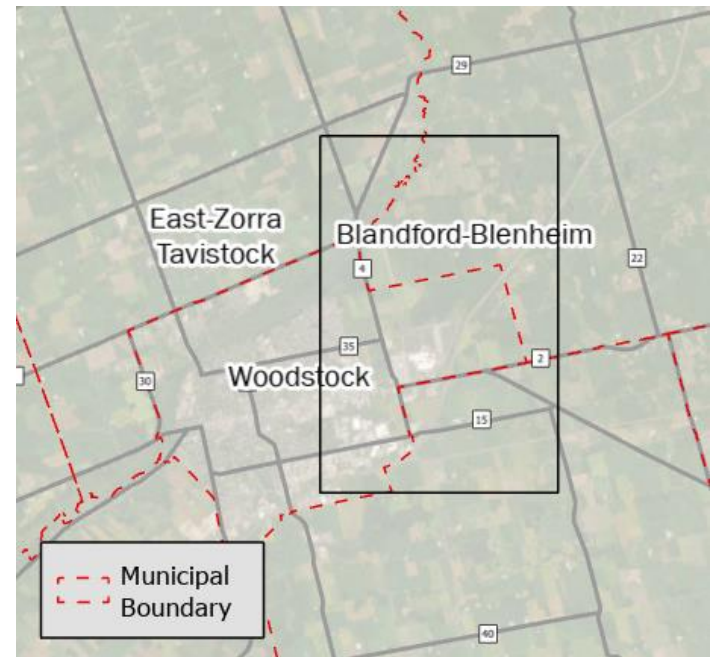
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

East Woodstock/Blandford-Blenheim/Norwich Township

Category	Comment
Safety	<ul style="list-style-type: none"> Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).
Transportation	<ul style="list-style-type: none"> Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4). Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4). Need more parking (e.g., Innerkip – new plaza and housing development).* Illumination (e.g., streetlights at Highway 53 in Norwich Township).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township

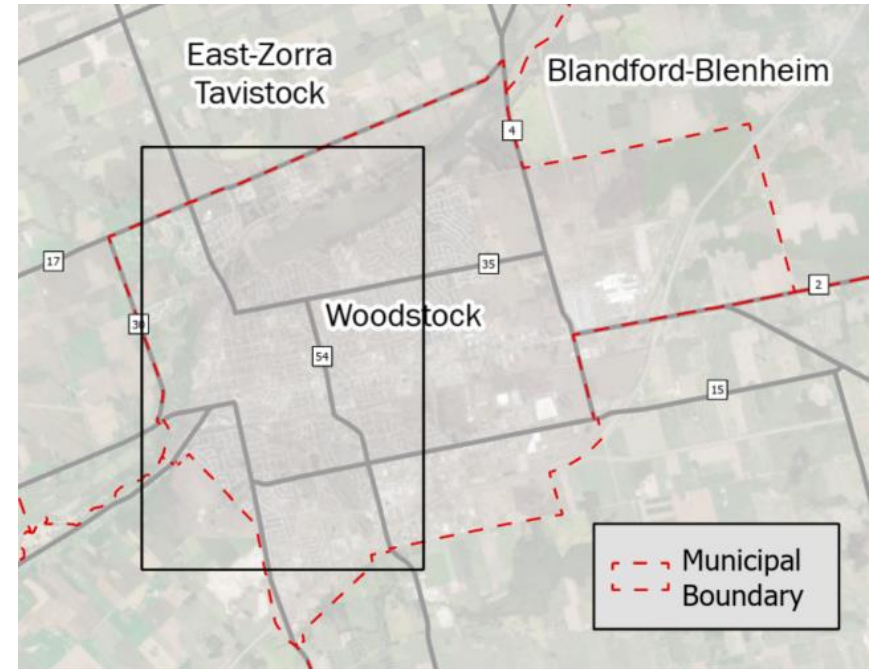


WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> Sidewalks should be built (e.g., OR 17 near OR 59, development is occurring, many pedestrians walk OR 17 and the increase in traffic is concerning).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street). Traffic signal timings (e.g., review OR 59/Montclair Drive).
Transportation	<ul style="list-style-type: none"> Intersection layout (e.g., square off intersection OR 2/OR 9). Railway tracks (e.g., fix track crossing on OR 9). Pedestrian crossing (e.g., required at OR 35/Clark St.).

Location of Public Consultation Centre #1 comments for West Woodstock



* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.



OXFORD COUNTY

Transportation Master Plan

PROGRAM & PROJECT HIGHLIGHTS

Annual Capital Programs

- **Guide Rail Installation:** The County completes annual guide rail improvements based on needs
- **Pedestrian Crossings (PXO):** The County has completed 13 PXOs since the beginning of 2020, with an additional three (3) planned in 2023/24.
- **Intersection Illumination:** The County completes Illumination of intersections at various locations
- **Cycling Infrastructure:** The County is proceeding with design of cycling infrastructure based on the CMP implementation plan.
- **Road Rehabilitation and Resurfacing:** The County has completed approximately 20 specific road rehabilitations, as well as annual asphalt padding/patching and other annual miscellaneous road repairs since 2020
- **Crack Sealing:** The County completes annual crack sealing on various County roads and other joint projects with area municipalities
- **Drain Improvements:** Annual program of municipal drain improvements, completed by Area Municipalities
- **Urban Storm Sewer:** Storm sewer component for road projects in urban areas
- **Rural Storm Sewer:** Storm sewer component for road projects in rural areas
- **Bridge & Culvert Rehab/Replacement, Expansion and Design:** The County has completed over 15 specific bridge rehabilitations, as well other various annual repairs since 2020
- **Traffic Signal:** Since 2020, the County has replaced/repared more then 10 traffic signals, and completed the design/installation of one (1) new traffic signals
- **Traffic Calming:** Over 20 Speed Management and Road Safety Reviews have been completed since 2020, with an additional six (6) planned in 2023
- **Retaining Walls:** The County completes annual retaining wall repairs and replacements based on needs

PROGRAM & PROJECT HIGHLIGHTS

Major Road Reconstruction / Rehabilitation / Urbanization

- The County has completed or initiated major reconstruction/rehabilitation projects on seven (7) County roads since 2020
- Of the seven (7) projects, four (4) were identified in the 2019 TMP implementation plan. The other three (3) were identified by County staff for implementation. The completed or initiated projects include:
 - 1) Oxford Road 9 (Oxford Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
 - 2) Oxford Road 16 (31st Line to Kintore – Ph 1) – Zorra
 - 3) Oxford Road 54 (Dundas St. to Devonshire Ave.) – Woodstock
 - 4) Oxford Road 59 (Dundas St. to Cedar St.) – Woodstock
 - 5) Oxford Road 119 (Oxford Rd. 10 to Oxford Rd. 7) – Ingersoll
 - 6) Oxford Road 36 (Oxford Rd. 29 to Township Rd. 5) – Blandford-Blenheim
 - 7) Oxford Road 35 (Lansdowne Ave. to Woodall Way) – Woodstock



PROGRAM & PROJECT HIGHLIGHTS

Undertake Intersection Upgrades / Improvements

- The County has completed or initiated intersection upgrades/improvements at nine (9) intersections since 2020
- Of the nine (9) projects, four (4) were identified in the 2019 TMP implementation plan, one (1) was a result of completed intersection control feasibility studies and the remaining four (4) were identified by County staff. The completed or initiated projects include:
 - 1) Oxford Road 10 and Thomas Street – Ingersoll
 - 2) Oxford Road 15 and Ferguson Drive – Woodstock
 - 3) Oxford Road 29 and Blenheim Road – Blandford-Blenheim
 - 4) Oxford Road 59 and Juliana Drive – Woodstock
 - 5) Oxford Road 59 and Oxford School – East Zorra-Tavistock
 - 6) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 7) Oxford Road 59 (intersections between OR 35 & OR17) – Woodstock
 - 8) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 9) Oxford Road 59 (Palmer and Tidey) – Norwich



PROGRAM & PROJECT HIGHLIGHTS

Consider Intersection Control Feasibility Study

- The County has completed or initiated intersection control feasibility studies on eight (8) intersections since 2020
- All eight (8) projects were identified in the 2019 TMP implementation plan. The completed or initiated projects include:
 - 1) Oxford Road 59 and Oxford Road 28 – East Zorra-Tavistock
 - 2) Oxford Road 4 and Oxford Road 15 – Woodstock
 - 3) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 4) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 5) Oxford Road 6 and Oxford Road 16 – Zorra
 - 6) Oxford Road 24 and Oxford Road 5 – East Zorra-Tavistock
 - 7) Oxford Road 4 and Oxford Road 17 – Woodstock / East Zorra-Tavistock
 - 8) Oxford Road 4 and Oxford Road 35 – Woodstock





OXFORD COUNTY

Transportation Master Plan

PROGRAM & PROJECT HIGHLIGHTS

Transportation Plan, Condition Assessments, and Other Studies

- The County has completed or initiated seven (7) plans since 2020. These plans include:
 - Transportation Master Plan
 - Road Needs Study
 - Oxford Road 4 Corridor Study
 - Cycling Master Plan
 - Transportation Network Study - 2024 DC Background Study
 - Bridge Needs Study
 - Grade Level Crossing Safety Assessment

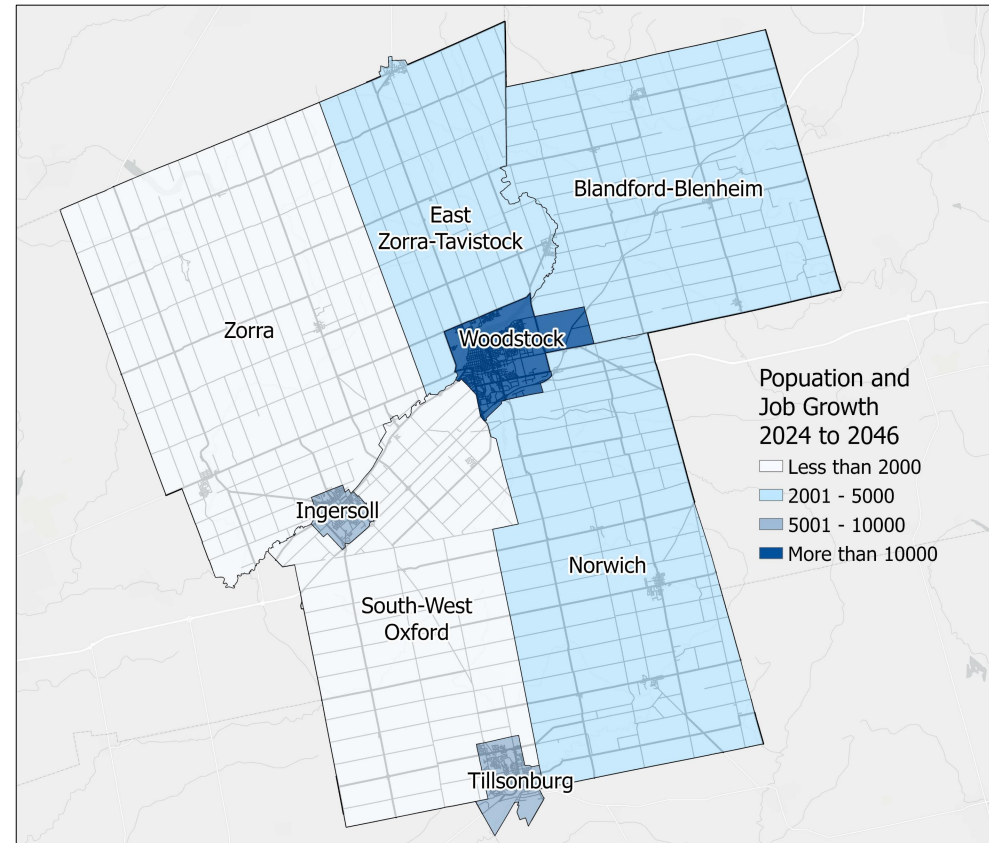
Class Environmental Assessment Studies

- Two (2) Environmental Assessment, has been completed or initiated since 2020. Both were included in the 2019 TMP implementation Plan. The two (2) completed studies include:
 - Oxford Road 19 (Provincial Highway 19 to Norfolk County Limits)
 - Trans Canada Trail Bridge over Ontario Southland Railway

THE COUNTY IS GROWING

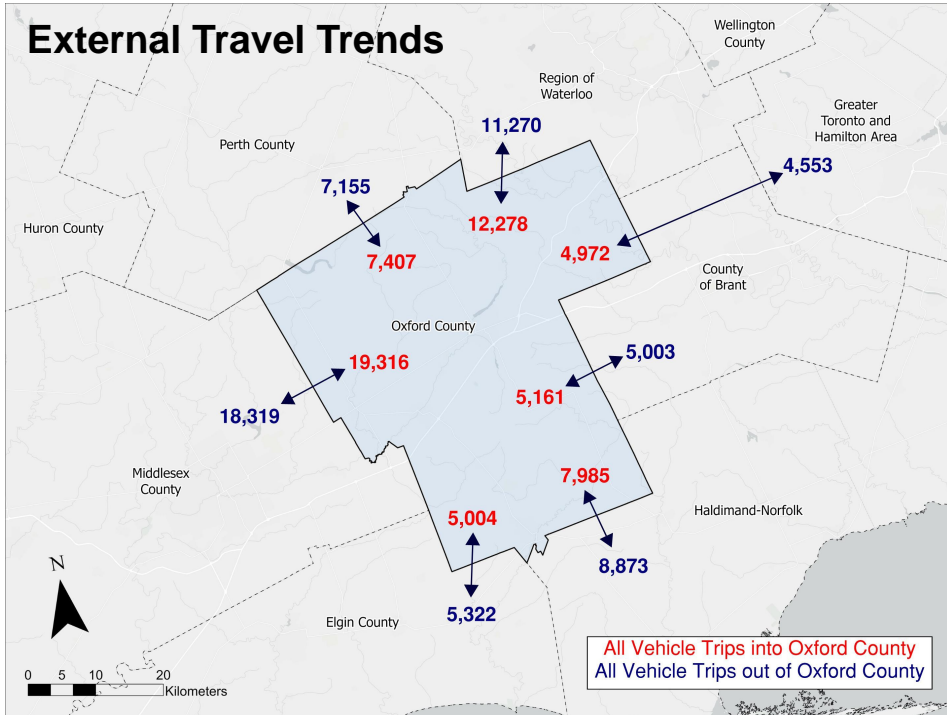
- Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.
- The County is intensifying in Woodstock, Ingersoll and Tillsonburg.
- Other suburban and rural areas of the County are expected to grow.

	2024 - 2046 Population Growth	2024 - 2046 Job Growth
Oxford County	34,168	14,816
Woodstock	16,980	9,330
Tillsonburg	3,736	1,594
Ingersoll	4,405	2,218
Blandford-Blenheim	1,754	276
East-Zorra Tavistock	2,212	458
Norwich	2,538	492
South-West Oxford	1,269	206
Zorra	1,275	242



TRAVEL TRENDS – ORIGIN AND DESTINATION PATTERNS

External Travel Trends



Internal Travel Trends

		Origin							
		Norwich	Tillsonburg	South-West Oxford	Ingersoll	Zorra	East Zorra-Tavistock	Woodstock	Blandford-Blenheim
Destination	Norwich	20,050	3,205	1,291	443	234	190	6,157	224
	Tillsonburg	3,456	69,054	4,194	1,455	397	54	1,842	23
	South-West Oxford	1,245	3,701	6,931	6,685	808	340	6,416	95
	Ingersoll	507	1,593	7,419	71,991	4,681	422	8,143	161
	Zorra	244	237	743	4,214	15,421	710	3,087	117
	East Zorra-Tavistock	274	68	370	376	671	16,652	8,554	1,235
	Woodstock	7,321	1,965	8,149	9,139	3,591	9,628	243,333	3,593
	Blandford-Blenheim	210	21	122	120	102	1,144	2,881	7,445

Top 3 Internal County Origin-Destination Patterns

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

Top 3 Destinations

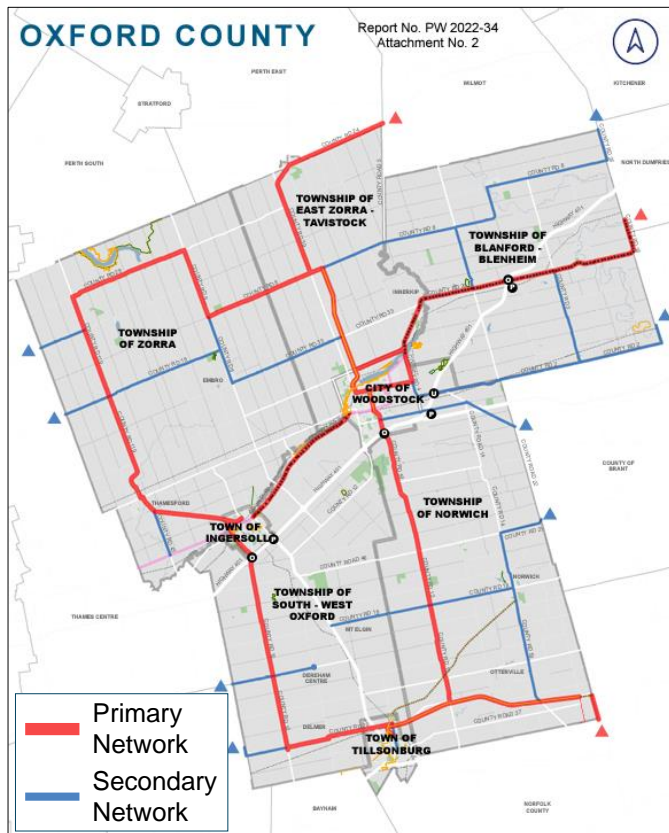
- 1) Middlesex County
- 2) Region of Waterloo
- 3) Haldimand-Norfolk

Top 3 Origins

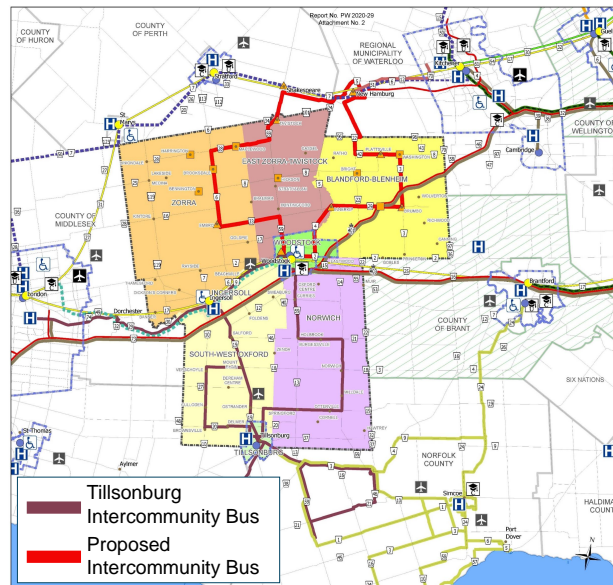
- 1) Middlesex County
- 2) Region of Waterloo
- 3) Haldimand-Norfolk

TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

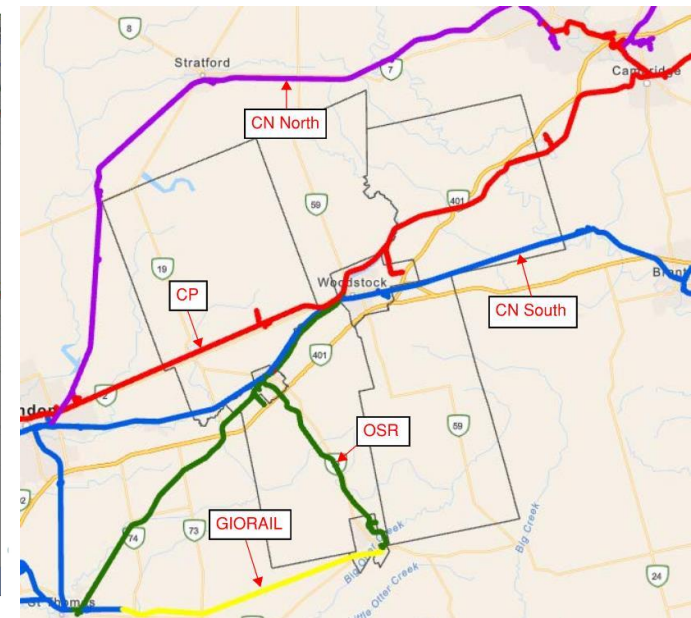
Cycling Network



Inter-Community Transit



Rail Network



EXISTING ROAD NETWORK ANALYSIS



What is Volume-to-capacity (V/C)?

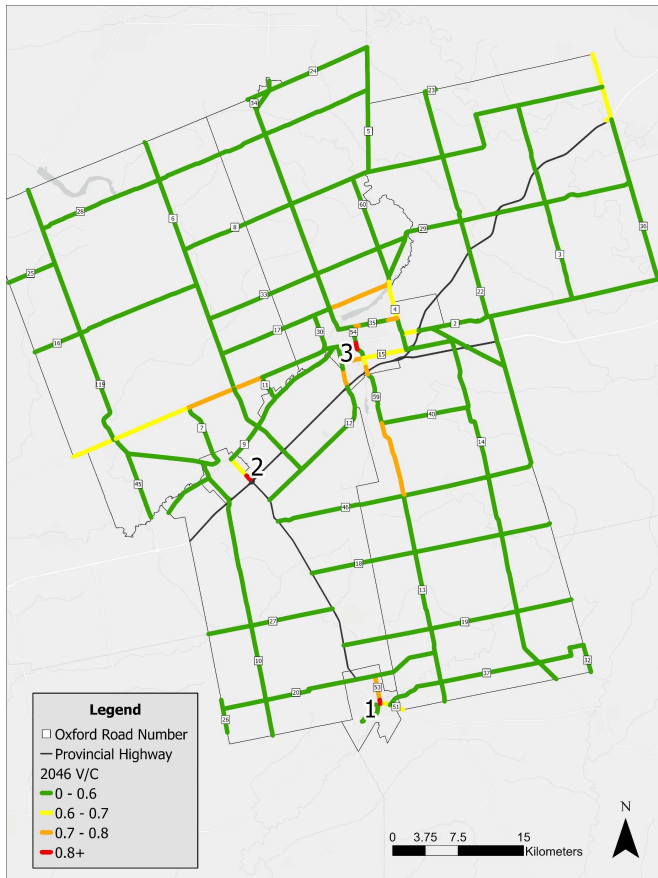
Is a measure of the vehicular demand relative to the carrying capacity of the roadway based on known relationships with geometry, traffic control and driver behaviour.

<p>V/C – 0.0 to 0.6 Free-flowing traffic with no delays.</p>	<p>V/C – 0.6 to 0.7 Stable traffic flow with little delays.</p>
<p>V/C – 0.7 to 0.8 Some restricted traffic flow. Decline in comfort and convenience</p>	<p>V/C – 0.8 + Restricted traffic flow with increased delays. Approaching capacity</p>

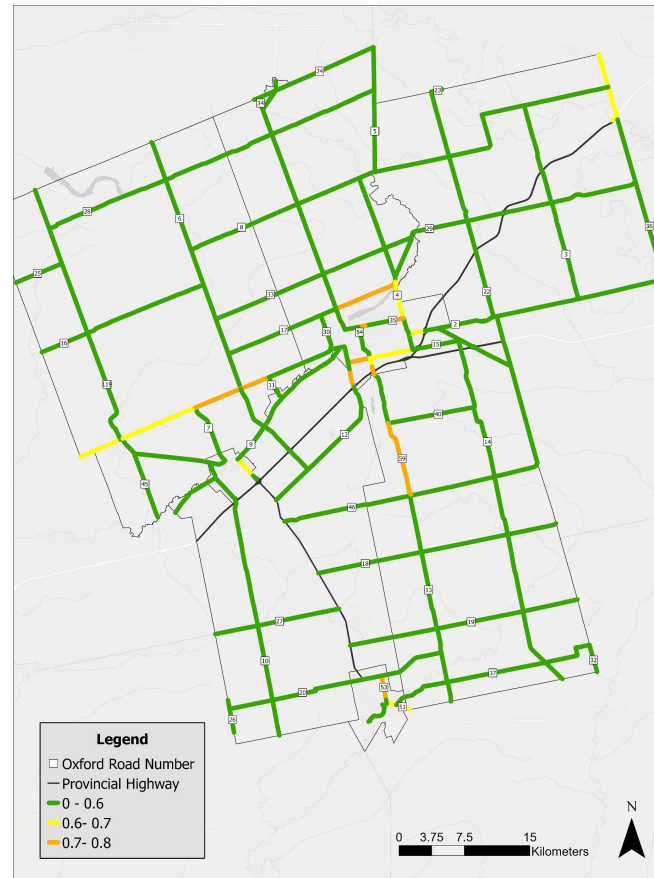
- The existing conditions of the County road network has been assessed by analyzing the volume-to-capacity (V/C) ratio of all County roads
- Future network analysis will compare network performance and aim to maintain similar performance. Where necessary, future improvements will be recommended to maintain performance levels.

FUTURE ROAD NETWORK ANALYSIS

2046 – Do Nothing



2046 – Proposed Network



- The future network assessment shows Oxford’s Road network generally remains in good shape, with ample capacity through the ultimate 2046 horizon period.
- There are three segments which are over the 0.8 V/C threshold in the 2046 Do Nothing Scenario. They are:
 - 1) OR 53 - Hwy. 19 to Brock St. E
 - 2) OR 119 - Clarke Rd. and Hwy. 401
 - 3) OR 59 - Dundas St. to Wilson St.
- In the Proposed Network analysis, each of these segments has been widened and the resulting analysis shows that any capacity issues are resolved.

OXFORD ROAD 4 CONDITIONS ANALYSIS



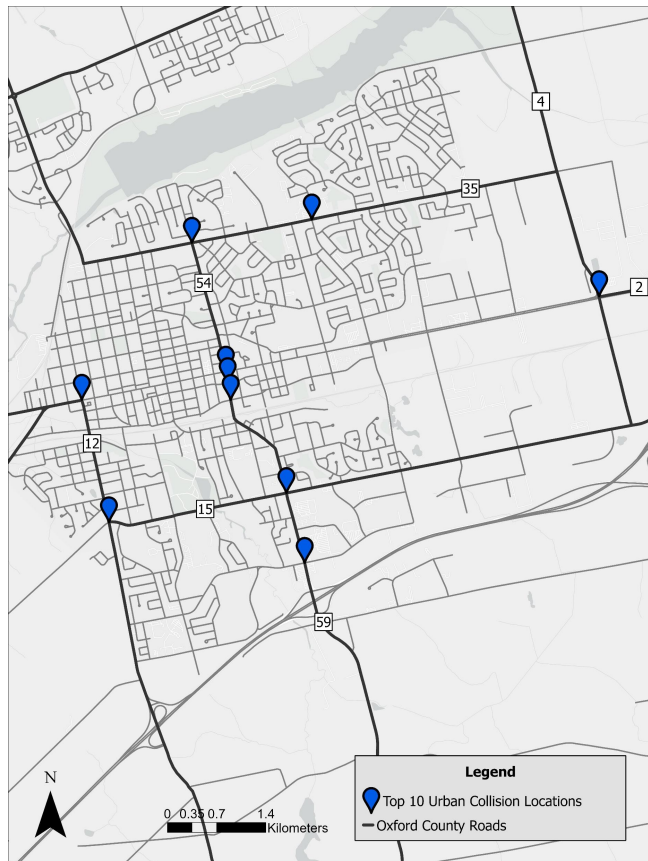
What is Level of Service?

An indicator of intersection performance based on the average delay per vehicle. A lower LOS, such as "A", indicates no delay and better performance!

LOS A & B	Free-flowing traffic with no delays.
LOS C & D	Some restricted traffic flow. Decline in comfort and convenience
LOS E & F	Restricted traffic flow with increased delays. Approaching capacity

- Oxford Road 4 operates with an acceptable Level of Service (LOS) at most study intersection.
- Future analysis shows an increasing number of intersection experience substantial delays.
- To address the issues observed, the following improvements are recommended;
 - 2024: Signalization & realignment – OR 4 and OR 15
Signal timing optimization – OR 4 and OR 2
 - 2033: Dual SB Left – OR4 and OR 2
 - 2046: Signalization – OR 4 and OR 17

COLLISION ANALYSIS – URBAN INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries
✓ *	Upgrades Completed in 2021	Woodstock	OR59 and Julianna	44	4
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Dundas	42	6
✓		Woodstock	OR59 and OR15	40	0
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Peel	38	10
		Woodstock	OR35 and Springbank	33	5
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Hounsfeld/Main	33	7
		Woodstock	OR4 and OR2	26	7
✓		Woodstock	OR2 and OR12	22	6
		Woodstock	OR54 and OR35	21	4
		Woodstock	OR15 and OR12	21	2

Note: * denotes a top 5 collision intersection from the 2019 TMP

COLLISION ANALYSIS – RURAL INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries / Fatalities
✓ *		Zorra	OR2 and OR6 (Existing Roundabout)	25	5 / 0
✓ *	Upgrades in Progress	East-Zorra Tavistock	OR59 and OR33	19	5 / 1
✓ *		Norwich	OR59, OR13 and OR46	16	5 / 0
	Illumination added in 2021	Zorra	OR6 and OR33	13	6 / 0
✓	All Way Stop implemented in 2021	East-Zorra Tavistock	OR59 and OR8	13	5 / 0
		South-West Oxford	OR9 and OR6	11	3 / 0
	Upgrades planned for 2024	Zorra	OR28 and OR6	11	3 / 1
		East-Zorra Tavistock	OR60 and OR33	11	4 / 0
	Illumination added in 2021	South-West Oxford	OR6 and Karn Road	11	5 / 2
		East-Zorra Tavistock	OR8 and OR60	10	2 / 0

Note: * denotes a top 5 collision intersection from the 2019 TMP



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Major Road Reconstruction / Rehabilitation / Urbanization

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 3 (part of Princeton Drainage Project)	✓	
Woodstock	Oxford Road 9 Road Reconstruction – Phase 2	✓	
Zorra	Oxford Road 16 (from 27 th Line to Kintore) – Phase 2 *	✓	
Zorra / Norwich	Oxford Road 19 (Hwy 19. to Norfolk County Border)	✓	
Woodstock	Oxford Road 59 (Cedar Street to Parkinson)	✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits)	✓	
Blandford-Blenheim	Oxford Road 22 & Oxford Road 8 (in the village of Bright)	✓	
Woodstock	Oxford Road 35 (from Woodall Way to Oxford Road 4) *		✓
Norwich	Oxford Road 59 (within the village of Burgessville) *	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Undertake Intersection Upgrades / Improvements

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) *	✓	
Woodstock	Oxford Road 15 & Springbank Avenue	✓	
Zorra	Oxford Road 6 & Oxford Road 16	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28	✓	
Zorra	Oxford Road 2 & Middleton Street	✓	
Ingersoll	Clarke Road & Harris Street *	✓	
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 *	✓	
Woodstock	Oxford Road 9 & Oxford Road 2 *		✓
Woodstock	Oxford Road 59 & Oxford Road 15 (Parkinson Road.) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15	✓	
Woodstock	Oxford Road 4 & Oxford Road 2		✓
East Zorra-Tavistock/Woodstock	Oxford Road 4 & Oxford Road 17		✓
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5	✓	
Woodstock	Oxford Road 59 & Pattullo Ave.	✓	
Tillsonburg	Oxford Road 20 (North St.) & Oxford Road 53 (Tillson Ave.)	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Intersection Control Feasibility Studies

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 13 & Oxford Road 18 *	✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36 *	✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9 *	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24 *		✓
Woodstock	Oxford Road 35 & Springbank Avenue	✓	
Woodstock	Oxford Road 54 & Oxford Road 35		✓
Woodstock	Oxford Road 15 & Oxford Road 12	✓	
Zorra	Oxford Road 2 & Oxford Road 6		✓
Zorra	Oxford Road 6 & Oxford Road 33	✓	
Zorra	Oxford Road 28 and Oxford Road 6	✓	
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33		✓
South-West Oxford	Oxford Road 6 and Karn Road	✓	
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60		✓
Zorra	Oxford Road 119 & Oxford Road 2	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Other Major Infrastructure Projects

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Woodstock	Bridge 59755 on Oxford Road 59 – Crossing Thames River / CP Rail	✓	
Woodstock	Grade Separation – Oxford Road 59 and CNR		✓
Woodstock	Grade Separation – Oxford Road 9 and CNR		✓

Undertake Class Environmental Assessment

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19) *	✓	
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *	✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 23 to Oxford Road 21/New Dereham Road) *		✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓	
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59) *	✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓	
Tillsonburg	Oxford Road 53 (Hwy. 19 to Brock St. E)		✓
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓	
Woodstock	Oxford Road 59 (Dundas St. to Wilson St)		✓
Woodstock	Oxford Road 17 (Oxford Road 4 to Oxford Road 59)	✓	
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 4 to Oxford Road 8)	✓	
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49		✓

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



Have your say: oxfordcounty.ca/speakup



SUPPORTING POLICIES AND STRATEGIES

Themes	Policies or Initiatives	Focus Areas	Recommendations
5	19	32	53

Theme	Policy or Initiative	Focus Area	Recommendations
Road Network	Maximizing Road Safety	Speed Management and Traffic Calming	<ul style="list-style-type: none"> Continue Speed Management & Road Safety Programs Expand the Program to Include Intersection Safety Improvements
		Collision Database	<ul style="list-style-type: none"> Continue to Update and Maintain the Collision Database Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements
		Community Safety Zones	<ul style="list-style-type: none"> Complete Implementation of Initial Community Safety Zones Review and monitor network for potential future CSZ to be added as required
	Network Performance	Roundabout Implementation	<ul style="list-style-type: none"> Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions
	Accommodating Future Growth	Transportation Demand Management	<ul style="list-style-type: none"> Continue to Promote Working from Home through Engagement with Residents and Businesses Implement 2024 TMP Active Transportation and People Movement Strategies
Active Transportation	Cycling Infrastructure	Expanding Cycling Infrastructure	<ul style="list-style-type: none"> Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> Continue Review of Existing Conditions & Network Implement Accessible & Best Practice Design Guidance Improve Pedestrian Links with Communities and Important Destinations Integrate Pedestrian Improvements with Other Modes Develop Reasonable Pedestrian Improvement Funding Strategy Complete Safety Analysis of Existing Infrastructure

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Pedestrian Infrastructure	Pedestrian Safety	<ul style="list-style-type: none"> Support use of Staggered and/or Extended Pedestrian Phasing at Signals Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner
	Trail Infrastructure	Trails Master Plan	<ul style="list-style-type: none"> Facilitate trail development with municipal partners and stakeholders Complete update to 2014 Trails Master Plan
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> Develop and Implement a Micro Mobility Strategy
New Technology Pilot Program		<ul style="list-style-type: none"> Explore Opportunities to Implement/Host New Technology Pilots Consider Incentive Program to Encourage Use of New Sustainable Travel Modes 	
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> Engage Local and Regional Governments to Advocate the Provincial and Federal Governments to Provide Funding or Tax Credits for Expanding Siding, Transload, Warehousing and Distribution Facilities
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> Develop a Goods Movements Priority Network Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor

SUPPORTING POLICIES AND STRATEGIES (cont'd)

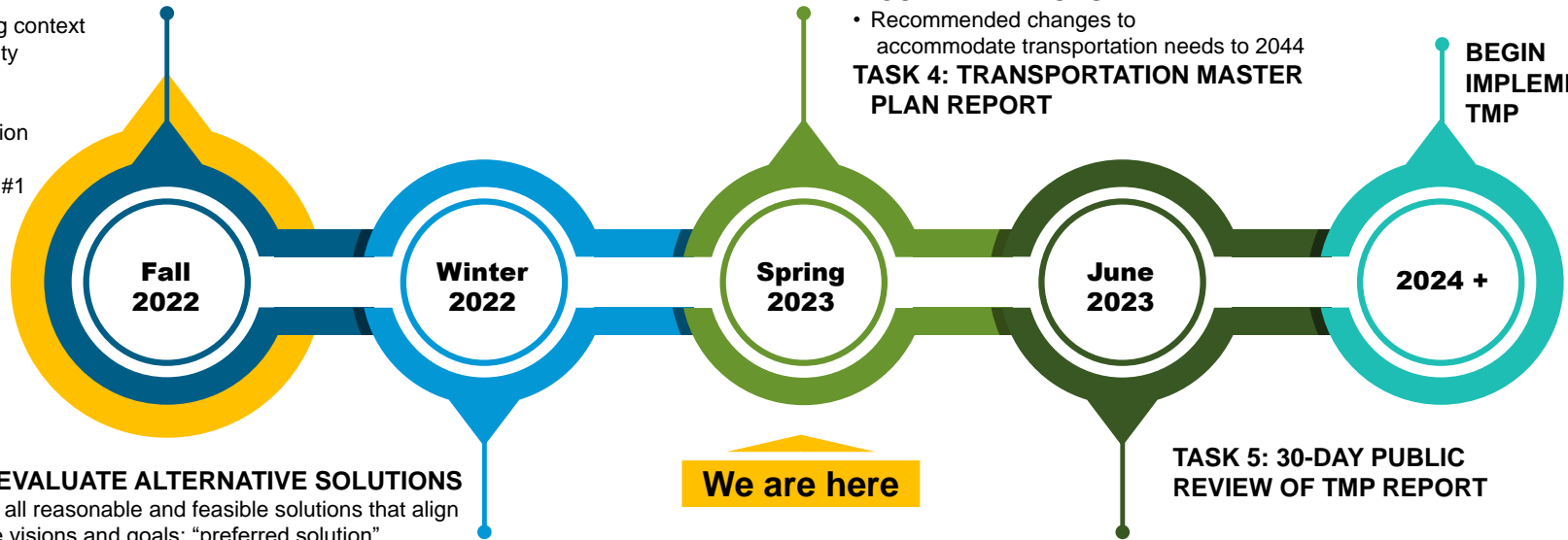
Theme	Policy or Initiative	Focus Area	Recommendations
People Movement and Public Transportation	Support Intercommunity Transit	Intercommunity Bus Transit	<ul style="list-style-type: none"> Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail
		North Oxford Transit	<ul style="list-style-type: none"> Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service
		Transit Promotion	<ul style="list-style-type: none"> Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement
		Service Integration	<ul style="list-style-type: none"> Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations Advocate for North Oxford Intercommunity Bus Service to provide the same service
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services
Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) o support y	Mobility Hubs	Carpooling / Ridesharing	<ul style="list-style-type: none"> Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County
		<ul style="list-style-type: none"> In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as "Mobility Hubs" to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers 	

Theme	Policy or Initiative	Focus Area	Recommendations
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility
		Electric Vehicles and Charging Stations	Charging Network
Low Carbon and New Technology Alternatives	Autonomous Vehicles		Funding Strategy
		Implement AV Network	<ul style="list-style-type: none"> Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles
		Integrate AV Network	<ul style="list-style-type: none"> Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion
		Work with MACAVO	<ul style="list-style-type: none"> Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)
Alternative Fuel Sources	Expanding Use of Alternative Fuels	Monitor Network	<ul style="list-style-type: none"> Monitor the Safety and Success of AV Network as Implemented
		<ul style="list-style-type: none"> Explore Implementation of Solar Photovoltaic Charging Options Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative Monitor the use of Hydrogen as a Fuel Alternative in the Long-term Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County 	
		<ul style="list-style-type: none"> Support Provincial Truck Platooning Pilot Program Consider Development of Connected Vehicle Policy for County Roads 	
Future Technology	Transit Electrification	Connected Vehicles	<ul style="list-style-type: none"> Prompt Area Municipalities in the Electrification of Transit Service
		<ul style="list-style-type: none"> Prompt Area Municipalities in the Electrification of Transit Service 	

NEXT STEPS

TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1



TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: “preferred solution”
- Public Consultation Centre #2

TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

TASK 4: TRANSPORTATION MASTER PLAN REPORT

BEGIN IMPLEMENTING TMP

TASK 5: 30-DAY PUBLIC REVIEW OF TMP REPORT

Following ExTAC #2 the Project Team will:

- Review and assess your feedback to understand transportation concerns, priorities and needs;
- Implement the framework and outline transportation issues, needs and opportunities; and
- Prepare the Transportation Master Plan Report and implement the 30-day public review.



OXFORD COUNTY

Transportation Master Plan

SPEAK UP!

Connect with Us!

- Visit oxfordcounty.ca/speakup where you can provide comments on our interactive map and complete the survey
- Scan the QR code to take you directly to the website
- View project updates, provide input or join the project mailing list
- Sign up on oxfordcounty.ca/speakup to view recorded virtual Public Consultation Centre #2



We want to Hear from You!

- Tell us your insights and thoughts on County transportation needs and issues
- Provide input on suggested improvements and supporting policies by April 11, 2023 for the round #2 comment period

**Have questions or would like to provide further comments?
Reach out to the Project Managers below for the duration of the study:**

Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
Email: john.grieve@parsons.com
Cell: 289-404-5363

% 5HfCxi Vljcb'

Subject: Oxford County TMP and County Road 4 Study External Technical Agency Meeting #2
Location: Microsoft Teams
Dates: April 3, 2023, 11:00 am – 1:00 pm
Author(s): Prapti Syeda
Distribution: All Present

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Name	Organization	Email
Peter Heywood	Southwestern Public Health	pheywood@swpublichealth.ca
Adam Prouse	Township of Southwest Oxford	aprouse@swox.org
David Secord	Town of Ingersoll	dwituik@ingersoll.ca
Jim Borton	Township of Blandford-Blenheim	jborton@blandfordblenheim.ca
Richard Sparham	Town of Tillsonburg	rsparham@tillsonburg.ca
Shayne Reitsma	Town of Tillsonburg	sreitsma@tillsonburg.ca
Ken Farkas	Township of Norwich	kfarkas@norwich.ca
Steve Oliver	Township of Zorra	soliver@zorra.ca
Tom Lightfoot	Township of East Zorra-Tavistock	tlightfoot@ezt.ca
Harold deHaan	City of Woodstock	hdehaan@cityofwoodstock.ca
Ryan Vink	Oxford County	rvink@oxfordcounty.ca
Melissa Abercrombie	Oxford County	mabercrombie@oxfordcounty.ca
Jennifer Lavallee	Oxford County	jvallee@oxfordcounty.ca
John Grieve	Parsons	john.grieve@parsons.com
Marianne Alden	Parsons	marianne.alden@parsons.com
Prapti Syeda	Parsons	prapti.syeda@parsons.com

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' '% 5HfCxi Vljcbg'

A round of introductions was held and included the role of each attendee.

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John G. gave a presentation that included:

- Transportation Master Plan EA Process
- What We Heard at PCC#1
- Program and Project Highlights
- Travel Trends

- Existing Road Network Analysis
- Future Road Network Analysis
- Oxford Road 4 Conditions Analysis
- Collision Analysis
- Proposed Infrastructure Implementation Plan
- Supporting Policies and Strategies

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- Ryan V. mentioned the proposed projects are shown in 10-year windows but for the final window, it will be adjusted into 5-year windows.
- David S. from MTO mentioned that there are concerns with the 1-10 years window for Oxford Road 4 and 15, Parkinson Road. There are several development applications in that vicinity. One of the applications has obtained the site plan approval but will have a direct impact on improvements and possible relocation. He mentioned MTO has discussed relocation due to access management spacing from the interchange that may affect future expansion of that interchange. He asked if the project team is coordinating not issuing permits in the northwest quadrant of the lands in Oxford Road 4, Parkinson Road near Towerline Road. Ryan V. mentioned that this project will be closer to the 1-5-year window than 5-10-year window and the County team wants to realign that intersection so that will be a recommendation in the TMP. John G. mentioned that the project team assessed the needs based on this project's perspective and there will be coordination between organizations that are involved when the project is being implemented.
- Ryan V. asked the participants to review the materials in their own time as everything is posted online. The feedback will be considered, and the recommendations will be adjusted accordingly.

APPENDIX A.5

EcDev Contact List and Consultation Material

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	PostalCode	Phone	Email
Ryan Vink, P.Eng	Project Engineer	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3023	rvink@oxfordcounty.ca
Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		svanacker@oxfordcounty.ca
Melissa Abercrombie, P.Eng	Manager of Engineering Services	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3131	mabercrombie@oxfordcounty.ca
Frank Gross, C.Tech	Manager of Transportation & Waste Management	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3120	fgross@oxfordcounty.ca
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Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		rdavis@oxfordcounty.ca
Travis Pawlick		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		tpawlick@oxfordcounty.ca
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		dford@oxfordcounty.ca
Jennifer Lavallee		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		jlavallee@oxfordcounty.ca
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	tconte@oxfordcounty.ca
Paul Michiels		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		pmichiels@oxfordcounty.ca
Curtis Tighe	Economic Development Officer	Town of Ingersoll	Economic Development	130 Oxford Street (2nd Floor)		Ingersoll	Ontario	N5C 2V5	519-485-0120 ext 6225	curtis.tighe@ingersoll.ca
Cephas Panschow	Development Commissioner	Town of Tillsonburg	Economic Development	204-200 Broadway		Tillsonburg	Ontario	N4G 5A7	519-688-3009 ext 4007	cpanschow@tillsonburg.ca
Ronda Stewart	Economic Development Director	Rural Oxford Economic Development Corporation							519-619-6895	ronda@ruraloxford.ca
	Assistant Manager	Toyota								
	Facilities Engineer	Cami								
		CES Oxford		40 Metcalf Street		Woodstock	Ontario	N4S 3E7		
		Woodstock Chamber of Commerce								info@woodstockchamber.ca
		Ingersoll Chamber of Commerce								admin@ingersollchamber.com
Suzanne Renken	CEO	Tillsonburg Chamber of Commerce								suzanne@tillsonburgchamber.ca
Virginia Armstrong	Manager	Woodstock BIA		201-5 Graham Street		Woodstock	Ontario	N4S 6J5	519-537-5721	manager@downtownwoodstock.ca
Mark Renaud	Executive Director	Tillsonburg BIA								m.renaud@tillsonburgbia.ca
John McGill, P.Eng., PTOE, RSP ₁	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	john.mcgill@parsons.com
John Grieve, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	john.grieve@parsons.com
Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	marianne.alden@parsons.com

qm@woodstockchamber.ca
director@ruraloxford.ca



TRANSPORTATION MASTER PLAN AND OXFORD ROAD 4 CORRIDOR STUDY

ECD FORUM #1
APRIL 5TH, 2022



LANDOWNE AVE.
CLOSED
BETWEEN
OXFORD ROAD 4
SPRINGBANK AVE.
HAMIL, OHIO

DETOUR
D-2
ENDS



AGENDA

1. **Project Background, Goals, Schedule**
2. **Purpose of the Economic Development (EcD) Forum & Introductions**
3. **Background Studies and Reports**
4. **Ongoing Data Review**
5. **General Discussion / Question & Answer**
6. **Next Steps**



PROJECT BACKGROUND, GOALS, AND SCHEDULE



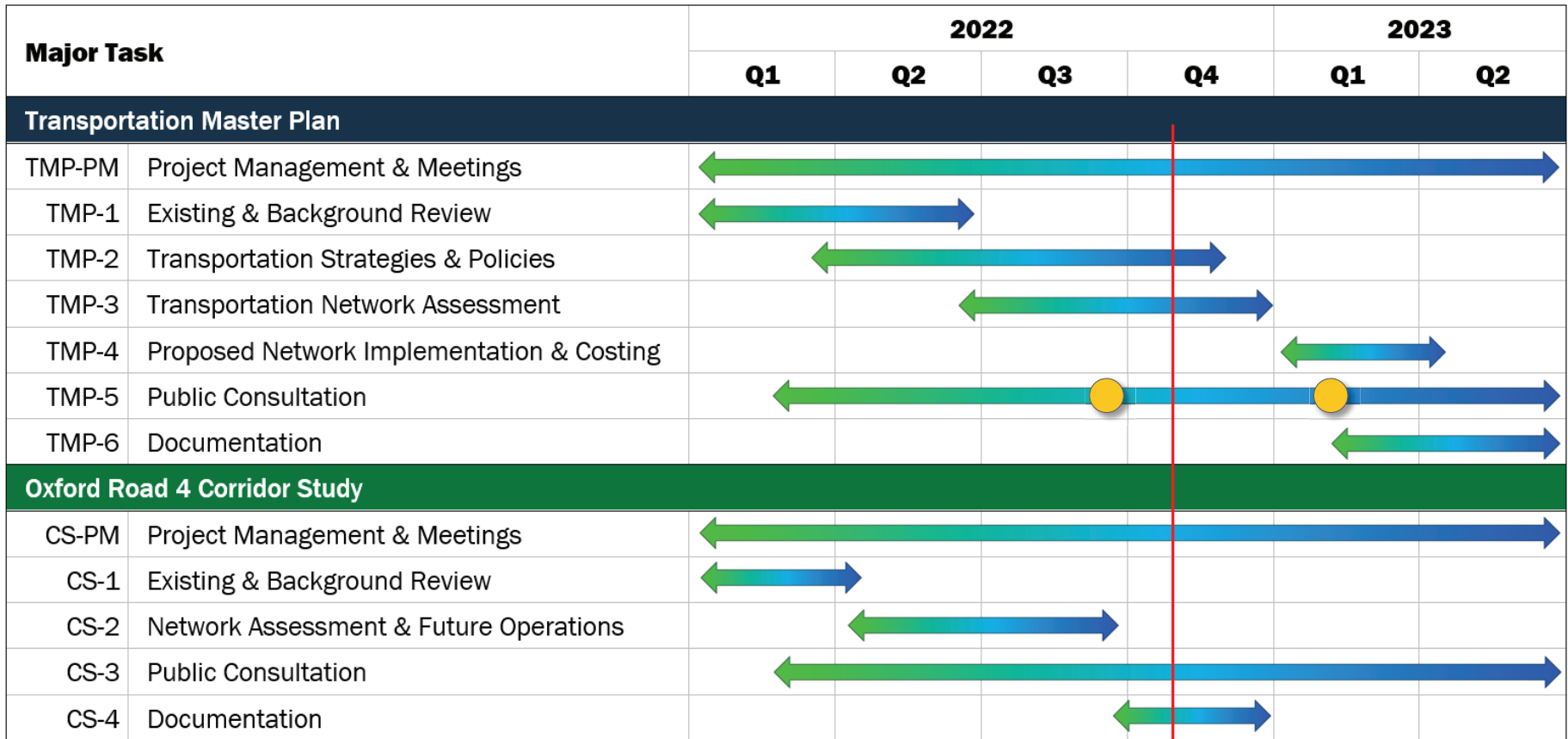
PROJECT BACKGROUND, GOALS AND SCHEDULE

- Completing an update to the Oxford County Transportation Master Plan (TMP) and accompanying Oxford Road 4 (OR4) Corridor Study
- Fostering and maintaining strong lines of communication between the County, the eight lower-tier municipalities, Indigenous communities, other key stakeholders and residents.
- The new TMP will balance farming, commercial and industrial sector needs while providing an equitable and accessible network for the growing population of Oxford County.
- TMP Update will follow the Master Planning process as outlined Municipal Class EA Process, completing Phase 1 & 2





PROJECT SCHEDULE AND PROPOSED KEY DATES



Public Consultation Centres



Municipal Election



PURPOSE OF THE ECONOMIC DEVELOPMENT (ECD) FORUM & INTRODUCTIONS



PURPOSE OF THE ECONOMIC DEVELOPMENT (ECD) FORUM

- To facilitate dialogue with relevant economic development stakeholders, County staff and the project team.
- As a means for providing input in the Transportation Master Plan update
- **Draw upon your unique technical knowledge and background of the County. Providing critical understanding, background and learned knowledge on the key issues / challenges related to this assignment**



INTRODUCTIONS





BACKGROUND STUDIES & REPORTS



TRANSPORTATION MASTER PLAN (2019)

- **Vision:** 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 quality of life for Oxford's current and future generations
- Preferred TMP Strategy and Implementation Plan
 - Road Network Strategy (3 Focus Areas, 61 Actions)
 - Active Transportation Strategy (1 Focus Area, 4 Actions)
 - People and Goods Movement Strategy (5 Focus Areas, 13 Actions)
 - Transportation System Sustainability and New Technology Strategy (2 Focus Areas, 6 Actions)
- Existing Mode Share
 - Auto – 78%, TDM – 15%, Transit – 1%, AT – 5%, Other – 1%
- 2038 Mode Share Target
 - Auto – 74%, TDM – 15%, Transit – 3%, AT – 7%, Other – 1%

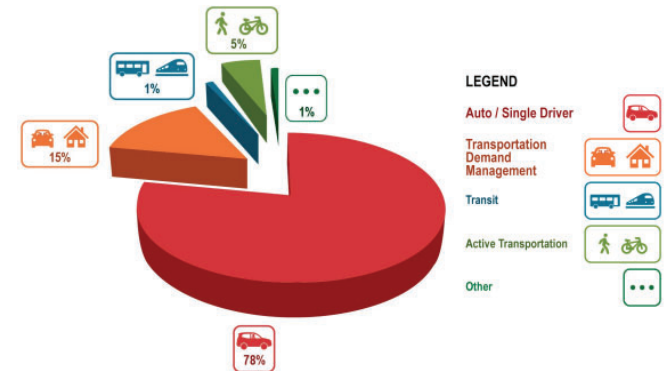


FIGURE ES.1: EXISTING TRANSPORTATION MODE SHARE

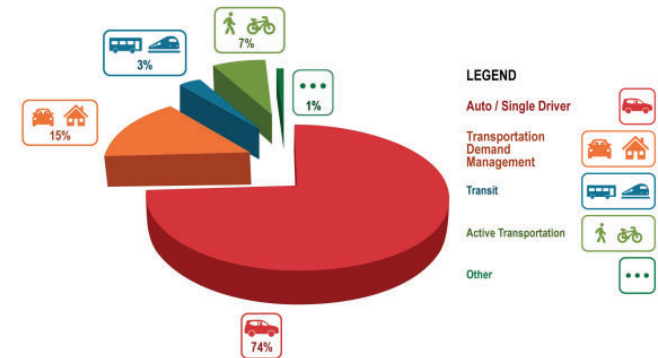


FIGURE ES.4: TRANSPORTATION MODE SHARE TARGET (2038)



CYCLING MASTER PLAN (ONGOING)

- Cycling Master Plan Phase 2 Draft Report released in February 2021
- Building on work already taking place to promote commuting by cycle, connecting roadway cycling routes to the off-road trail network, and enhancing tourism opportunities
- Completed a four-step process to
 - Confirm existing conditions
 - Identify the cycling network
 - Establish an implementation plan
 - Develop network costing



Figure 6. Oxford County Proposed Cycling Network

- Primary Network
- Secondary Network
- Local Connecting Links
- Proposed Off-road Trails



Figure 9. Primary Network Priorities

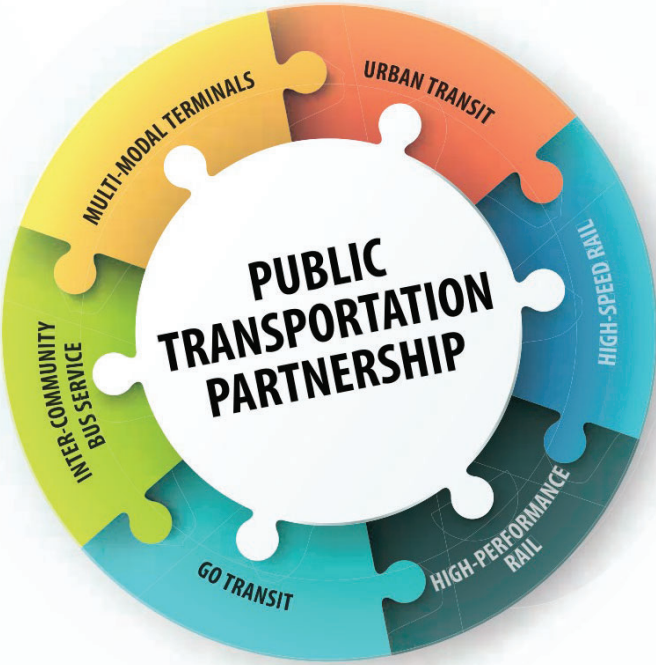
Table 5. Estimated Costs for the Primary Network

Network Components	Total KM	Total Cost
Priority #1 Cycling Facilities within Woodstock	14.0	\$4.2M
Priority #2 Cycling Facilities within Ingersoll	9.3	\$2.8M
Priority #3 Province-Wide Cycling Network (Woodstock to Ingersoll)	3.4	\$1M
Priority #4 Province-Wide Cycling Network (Woodstock to Innerskip)	8.5	\$2.6M
Priority #5 Ingersoll to Thamesford Connection	8.5	\$2.6M
Priority #6 Woodstock to The Great Trail	25.1	\$7.5M
Priority #7 Tillsonburg to Ingersoll Connection	28.4	\$8.5M
Priority #8 Province-wide Cycling Network (Innerskip to County boundary)	21.0	\$6.3M
Priority #9 Township of Zorra Loop	46.1	\$13.8M
Total	198.0	\$49.3M



NEW DIRECTIONS – ADVANCING SW ONTARIO’S PUBLIC TRANSPORTATION OPPORTUNITIES

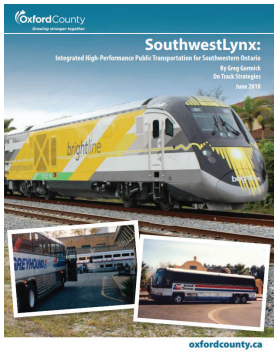
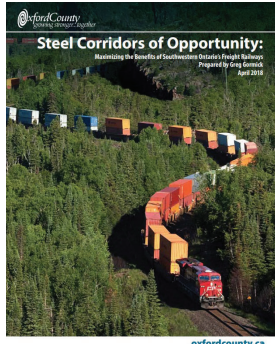
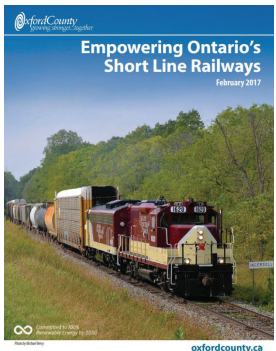
- A complete and balanced mobility system includes convenient and choice across three types of transportation (Active, Private and Public)
- Southwestern Ontario has a mobility system which is neither complete nor balanced and lacks alternatives to car travel
- New Directions is a tool kit developed to assist Southwestern Ontarians in seizing public policy and funding decisions concerning the future of the national and provincial transportation system





OTHER ON TRACK STRATEGIES

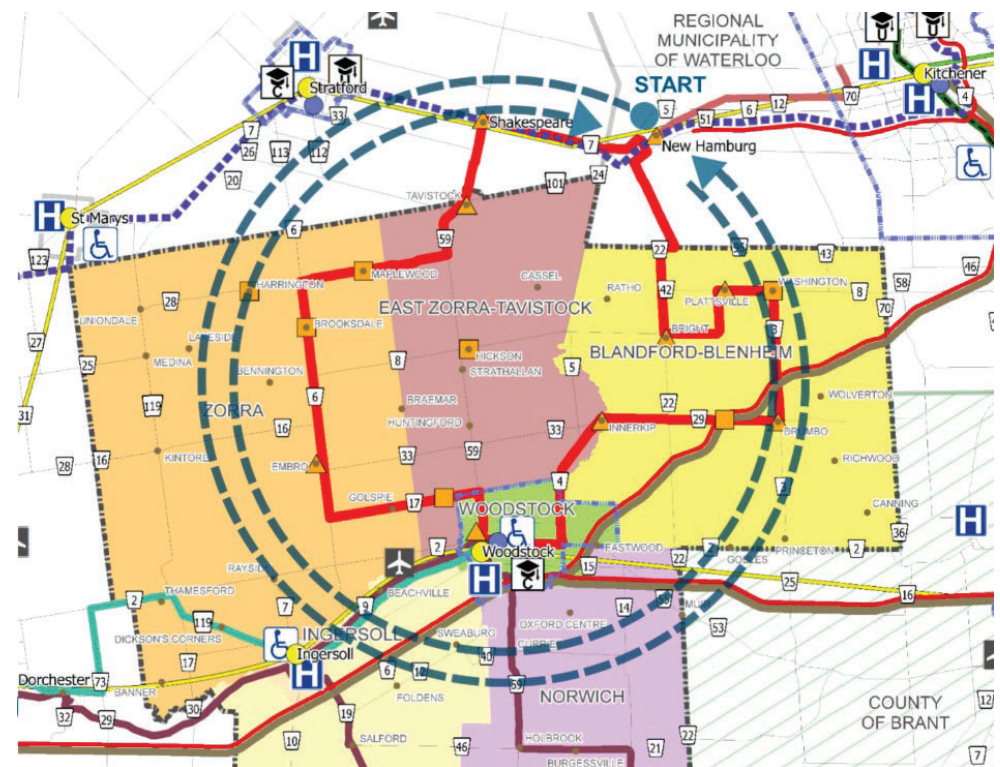
- Empowering Ontario’s Short Line Railways
 - Outlines issues and challenges associated with the short line industry
 - Provides recommendations for federal and provincial transportation ministers
 - Oxford County is served by the Ontario Southland Railways (OSR)
- Steel Corridors of Opportunity: Maximizing the Benefits of Southwestern Ontario’s Freight Railways
 - Provides an overview on the evolving railway landscape and the conditions/potential for the next evolution cycle
 - Provides a series of recommendations on how Oxford County can play a role in this evolution
- SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario
 - Outlines and provides details on potential high-performance rail system for southwestern Ontario
 - Describes three prerequisites for the implementation of the system
 - Recommends a two-part demonstration project to bring early improvements and establish a template for the program roll out





PROPOSED NORTH OXFORD INTERCOMMUNITY BUS TRANSIT

- County staff proposed an intercommunity bus transit service in north Oxford
- The service was to be annually finance by Ontario Gas Tax Transit funding, municipal contributions and ridership fare revenue
- Received Council support at the September 9, 2020 and October 28, 2020 Council meetings

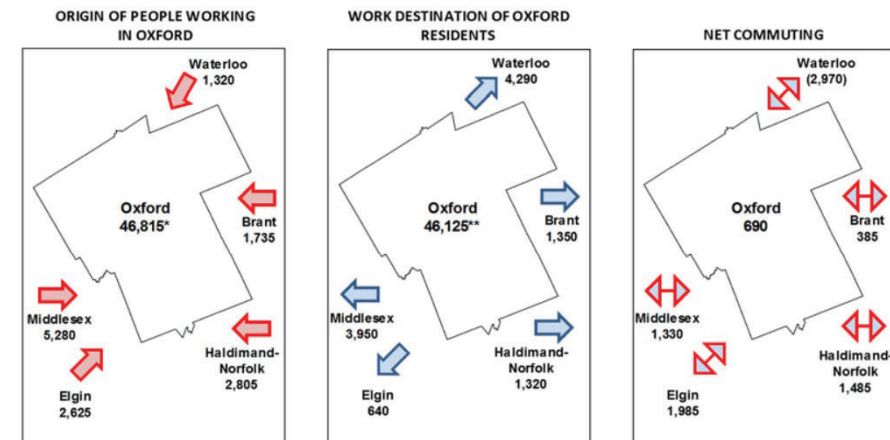




OFFICIAL PLAN / PHASE 1 COMPREHENSIVE REVIEW

- Ph 1 Comprehensive review, included County-wide and Area Municipal population, household and employment forecasts, and a land use needs analysis
- Key Findings
 - Oxford County continues to grow over recent Census Periods
 - Note: Oxford County outpaced anticipated growth for 2021 (Est. - 119, 950, 21' Census - 121, 781)
 - Estimated population growth - 8,700 people, 2021' Census - over 10,900
 - Oxford County continues to experience net employment growth
 - Most residential growth is within Woodstock, Ingersoll and Tillsonburg
 - Employment growth is variable
 - Population forecasts were identified for area municipalities based on the County-wide forecast in accordance with the PPS
 - Some potential land use need shortages were identified in the 2039 horizon

County of Oxford, 2016 Commuting Flows





OXFORD STRATEGIC PLAN

- 2020-2022 Strategic Plan Contains 6 Key Strategic Directions
 1. A County that works together (2 Actions)
 2. A County that is well connected (3 Actions)
 3. A County that thinks ahead and wisely shapes the future (3 Actions)
 4. A County that informs and engages (2 Actions)
 5. A County that performs and delivers results (2 Actions)
 6. A County that employs people who make a positive difference (1 Action)
- A new Strategic Plan will be delivered in 2023





ONGOING DATA REVIEW



2021 CENSUS DATA

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	Oxford County	Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	South-West Oxford	Blandford-Blenheim	East Zorra - Tavistock
01' Census	99,270	33,269	14,052	10,977	10,478	8,052	7,782	7,422	7,238
06' Census	102,756	35,822	14,822	11,760	10,481	8,125	7,589	7,149	7,008
11' Census	105,719	37,754	15,301	12,146	10,721	8,058	7,544	7,359	6,836
16' Census	110,846	41,098	15,872	12,757	10,835	8,138	7,634	7,399	7,113
21' Census	121,781	46,705	18,615	13,693	11,151	8,628	7,583	7,565	7,841

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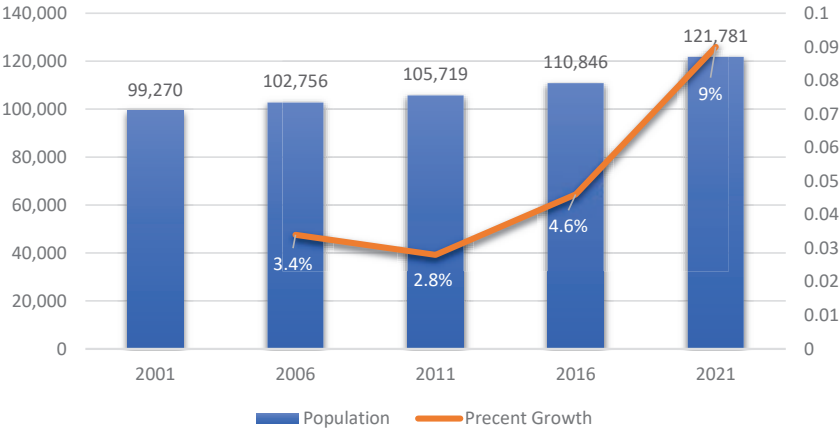
	Oxford County	Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	South-West Oxford	Blandford-Blenheim	East Zorra - Tavistock
01' - 06'	3.4%	7.1%	5.2%	6.7%	0.0%	0.9%	-2.5%	-3.8%	-3.3%
06' - 11'	2.8%	5.1%	3.1%	3.2%	2.2%	-0.8%	-0.6%	2.9%	-2.5%
11' - 16'	4.6%	8.1%	3.6%	4.8%	1.1%	1.0%	1.2%	0.5%	3.9%
16' - 21'	9.0%	12.0%	14.7%	6.8%	2.8%	5.7%	-0.7%	2.2%	9.3%



2021 CENSUS DATA

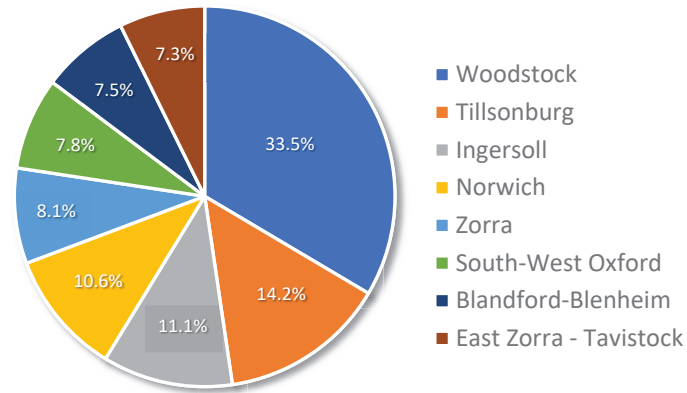
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Oxford County

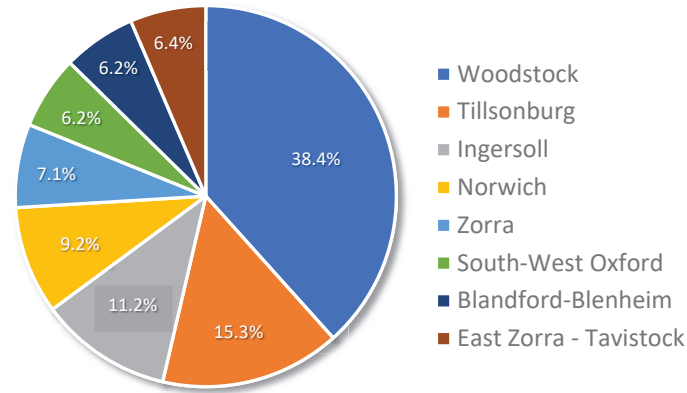


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2001 Census Population Breakdown



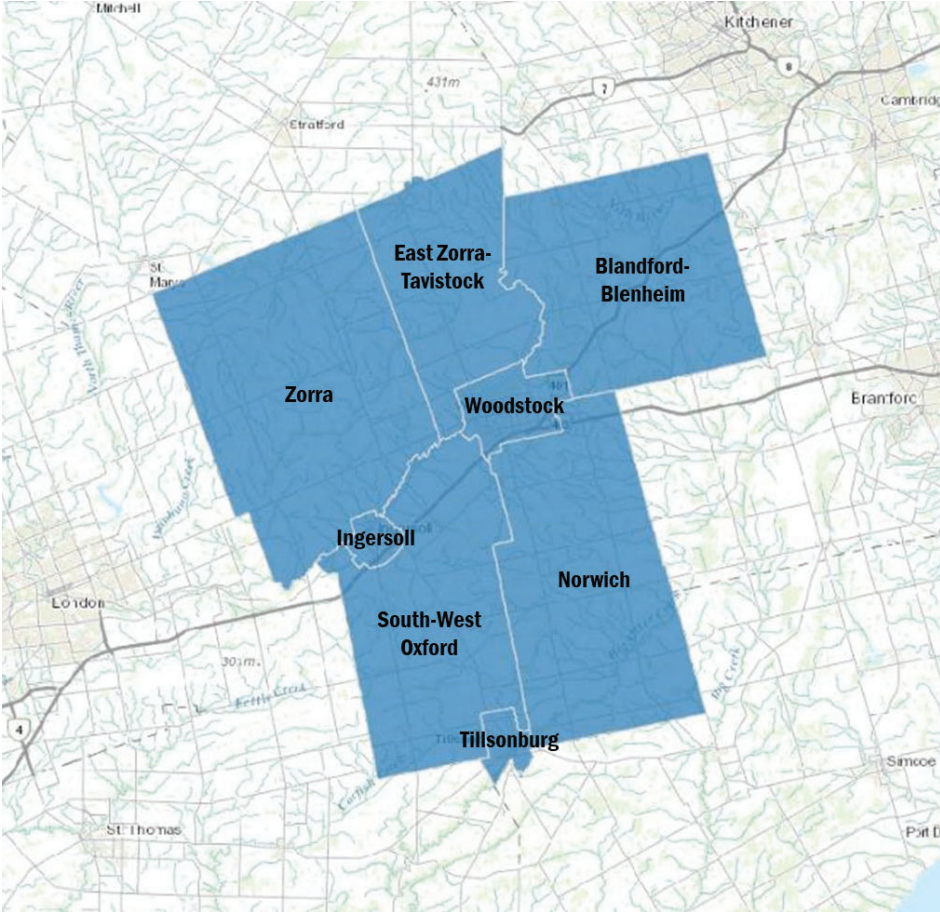
2021 Census Population Breakdown





STREET LIGHT DATA

- **Zone Activity Analysis:** Provides information about the volume of trips that originate, have destinations in, or pass through the zones
- **Mode of Travel:** All vehicles
- **Analysis Options:**
 - Date Range: 2019 and 2021
 - Day Type:
 - All Days
 - Weekdays (Mon-Fri) or (Tue-Thus)
 - Weekend (Sat- Sun)
 - Day Part:
 - All Day (12am-12am)
 - Early AM (12am-6am), Late PM (7pm to 12am)
 - Peak AM (6am to 10am), Peak PM (3pm to 7pm)
 - Mid-day (10am-3pm)





TRIP ATTRIBUTES

- **Zone Traffic:** The volume of trips starting in, passing through, or ending in the zone based on the zone Mode of Travel
- **Travel Time:** This is the trip time in seconds for the full passing through or ending in the zone based on the zone length of trips starting at an origin zone and ending at a destination zone.
- **Trip Length:** This is the trip length delivered in the chosen unit of measurement (km) starting at an origin zone and ending at a destination zone.
- **Trip Speed:** This is the average speed delivered in the chosen unit of measurement (kph) for the full length of trips starting at an origin zone and ending at a destination zone.

Zone Name	2021				2019			
	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)
Blandford-Blenheim	97955	62	71	57	112719	59	63	52
East Zorra-Tavistock	71553	44	39	45	100193	40	32	40
Ingersoll	118032	57	65	47	156154	51	53	40
Norwich	150419	59	67	52	178809	54	57	46
South-West Oxford	141255	61	70	54	171608	56	59	49
Tillsonburg	103921	33	25	35	97873	30	20	29
Woodstock	295651	57	65	45	332273	50	51	38
Zorra	83572	45	40	46	94168	43	35	42
Summary	1062358	52	55	48	1243797	48	46	42
	-15%	9%	19%	13%				



TRIP ATTRIBUTES

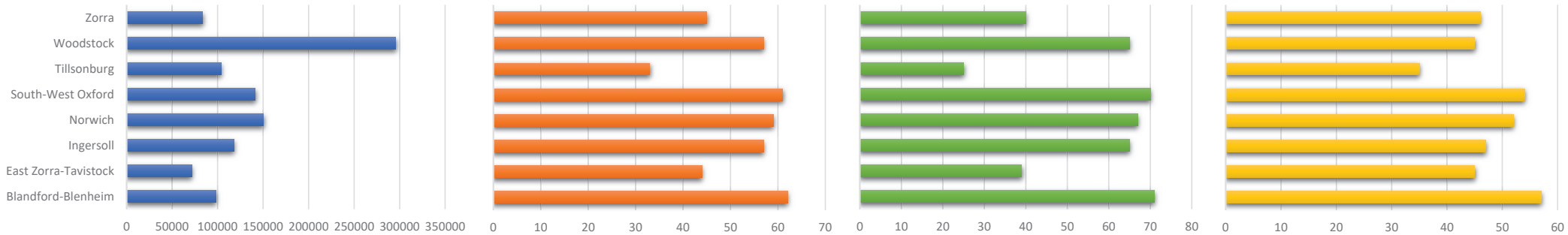
2021

Average Daily Zone Traffic (StL Volume)

Avg Travel Time (min)

Avg Trip Length (km)

Avg Trip Speed (kph)



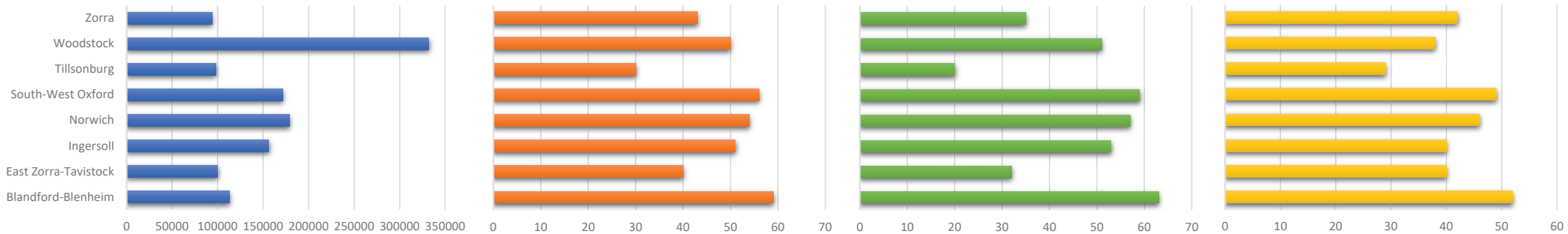
2019

Average Daily Zone Traffic (StL Volume)

Avg Travel Time (min)

Avg Trip Length (km)

Avg Trip Speed (kph)



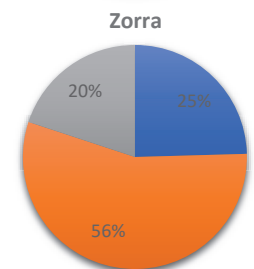
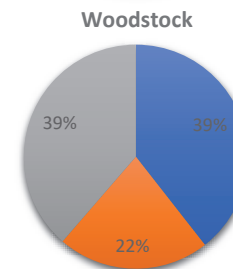
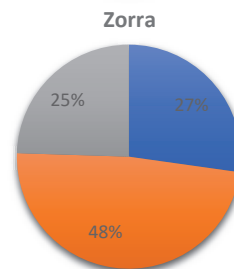
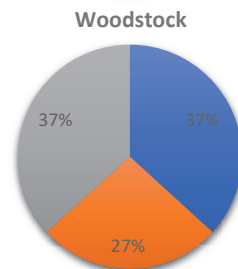
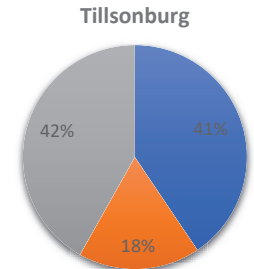
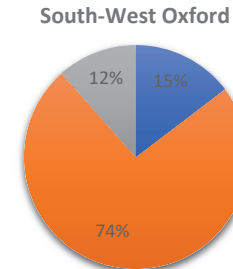
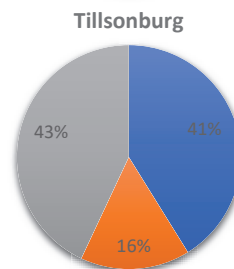
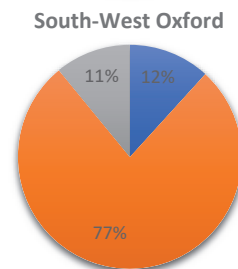
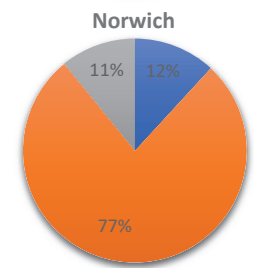
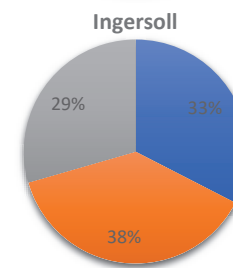
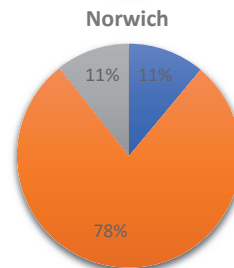
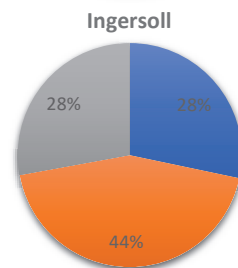
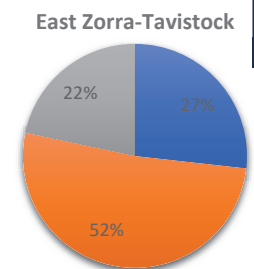
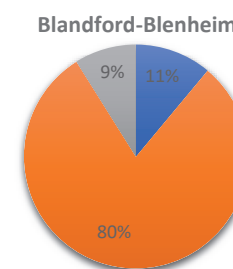
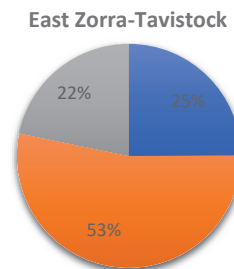
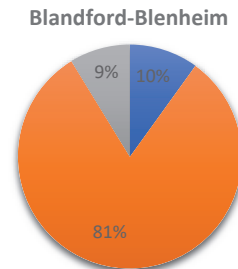
TRIP ATTRIBUTES

Average Daily Zone Traffic (StL Volume)

■ Residents ■ Visitors ■ Workers

2021

2019





GENERAL DISCUSSION / QUESTION & ANSWER



NEXT STEPS



NEXT STEPS AND FUTURE MEETINGS

- Provide any final comments from today's meeting to the project team
- Upcoming Meetings:
 - Public Consultation Centres – September 2022
 - EXTAC #2 – Thursday, February 16th, 2023, from 1:00 to 3:00 PM – In-Person



Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Cell: 519-535-8471



John McGill, P.Eng., PTOE, RSP1
Parsons Project Manager
Email: john.mcgill@parsons.com
Cell: 905-330-9569

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Subject: Oxford County TMP and County Road 4 Study EcD Forum Meeting #1
Location: Microsoft Teams
Dates: April 5, 2022, 2:00 pm – 4:00 pm
Author(s): Marianne Alden - Parsons
Distribution: All Present

& 5HbXYyg'

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Mark Renaud	Downtown Tillsonburg BIA, Chair of Tillsonburg Regional Airport Advisory Committee	m.renaud@tillsonburgbia.ca
Jerry Fisher	General Motors	Jerry.fisher@gm.com
Dave Vink	Toyota	Dave.vink@toyota.com
Miye Cox	Toyota	Miye.cox@toyota.com
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Frank Gross	Oxford County	fgross@oxfordcounty.ca
Paul Michiels	Oxford County	pmichiels@oxfordcounty.ca
Tommasina Conte	Oxford County	tconte@oxfordcounty.ca
Melissa Abercrombie	Oxford County	mabercrombie@oxfordcounty.ca
Jennifer Lavallee	Oxford County	jlavallee@oxfordcounty.ca
John McGill	Parsons	John.mcgill@parsons.com
John Grieve	Parsons	john.grieve@parsons.com
Marianne Alden	Parsons	marianne.alden@parsons.com

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A round of introductions was held and included the role of each attendee.

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John G. gave a presentation that included:

- Project background and study objectives
- Project schedule and proposed key dates
- Background Studies, Reports and Data

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- Ryan V. noted Streetlight data will allow for insight on a more specific level, such as shift changes at Toyota and how they impact traffic flow.
- Suzanne R. inquired whether the TMP will be taking Covid-19 into account and how that may have affected transportation patterns. Ryan V. stated this consideration as one of the reasons for having Streetlight data – to be able to incorporate the most up to date data.
- Suzanne R. highlighted the opportunity to widen Highway 19 as it is currently a busy commuting highway. John G. noted that this group does not have the ability to force change, but rather document the need or desire for change.
- Jerry F. recommended the intersection at Parkinson and Oxford Road 4 for review as it has increasing large vehicle traffic (tractors, trailers, etc). and is unregulated. John G. confirmed this location is within the Road 4 element of the study and will be looked at separately.
- Mark R. confirmed that the final version of the airport master plan was sent to Oxford County/Parsons.
- Mark R. requested that consideration be given to planning a truck bypass around Tillsonburg as was identified in previous master plans due to Highway 19 being busy and because most of the industrial lands are at the southern end of Tillsonburg along Highway 3.
- Mark R. noted that the only other major East-West roadway (aside from Highway 3) in Tillsonburg is a concession street; suggested this should be made an Oxford roadway.
- Frank G. addressing Jerry's comment, agreed that Oxford Road 15 has identified sightline issues. The Woodstock Southeast secondary plan also identified that Oxford Road 15 does not meet the minimum separation from Highway 401 as required by the Ministry of Transportation.
- Frank G. confirmed that extensive road rationalization was completed in 2010, but not all roads were addressed. This was revisited in 2019 and finalized at the end of 2021.
- Dave V. noted that traffic has been increasing on Oxford Road 29 coming off of Highway 401 which is making crossing Oxford Road 29 onto Blandford Road difficult.
- Dave V. suggests adding bike paths along busy roads to make them safer as bike traffic is also increasing.
- Virginia A. recommended connecting with Brad Hammond as the City of Woodstock is undergoing a strategic plan for downtown streetscape planning with the use of a consultant. They are receiving feedback with reference to emergency vehicle movement along Dundas St and requests to add bike lanes.
- John M. inquired whether there are groups using tractor trailers and freight that the project team should be engaging with that use the Oxford County transportation network.
- Suzanne R. commented that Tillsonburg Chamber wrote a policy with respect to high-load and wide-load permits that pertains to the agricultural industry and will send this to the Project Team.
ACTION: Suzanne R. to send high-load/wide-load permits policy to Project Team.
- Mark R. inquired whether there is a plan to protect rail networks. John G. replied, highlighting the four strategy reports done by the County which recognize shortline rail playing a role in the system. John H. noted that municipalities often purchase underutilized rail systems to safeguard them for when they may become relevant again in the future with regards to economic development.
- John H. emphasized policy directions that may influence the TMP such as eliminating deaths on the road by 2050, zero emissions, 100% electric vehicle sales by 2035 and the implications of adding charging infrastructure to our roadways. John H. also noted facilitating a more varied mobility: cycling, walking, scooters and transit.
- Miye C. noted Toyota's focus on using hydrogen technology to meet zero emissions targets and requested that hydrogen charging be considered in new infrastructure being built.

- Virginia A. recommended considering Amish communities and their needs as they often use horse-drawn buggies on roadways throughout the day, sometimes during times of increased traffic.



OXFORD COUNTY 2024 TRANSPORTATION MASTER PLAN UPDATE

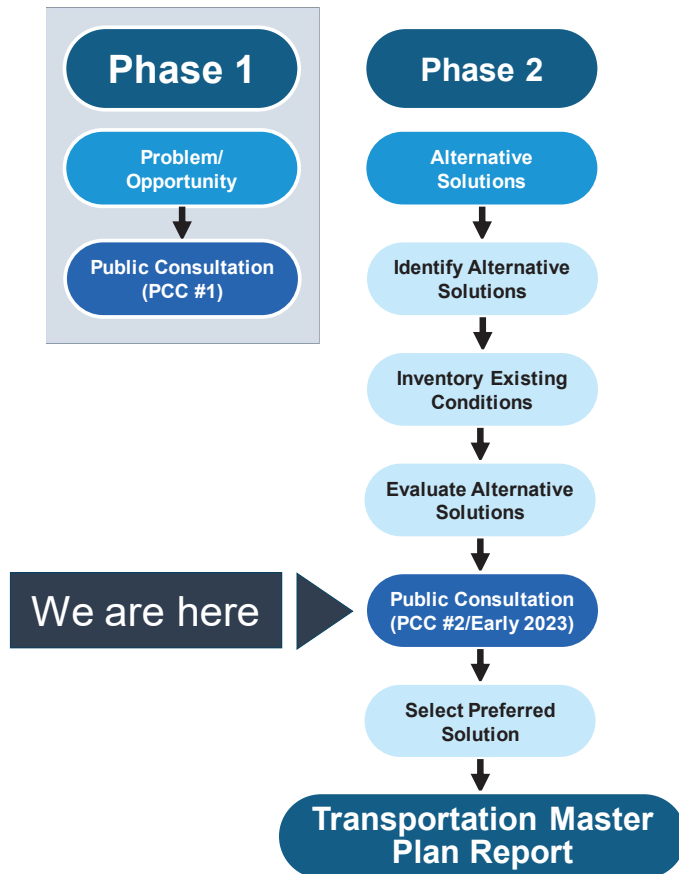
ECDEV MEETING #2
APRIL 6TH, 2023



LANSOWNE AVE
CLOSED
BETWEEN
OXFORD ROAD 4
AND
SPRINGBANK AVE
(MAY 2023 - 2024)

DETOUR
D-2
ENDS

TRANSPORTATION MASTER PLAN: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS



- **Connecting Oxford 2024** involves updating the 2019 Transportation Master Plan following Phases 1 and 2 of the Municipal Class EA (as amended to 2015) process. The Transportation Master Plan is the foundation for Schedule B and C projects identified within the Plan but will require more detailed study before implementation.
- We are currently in Phase 2. This involves identifying and evaluating Alternative Solutions that address the Problem/Opportunity Statement (see below) and developing draft transportation recommendations.

Problem and Opportunity Statement

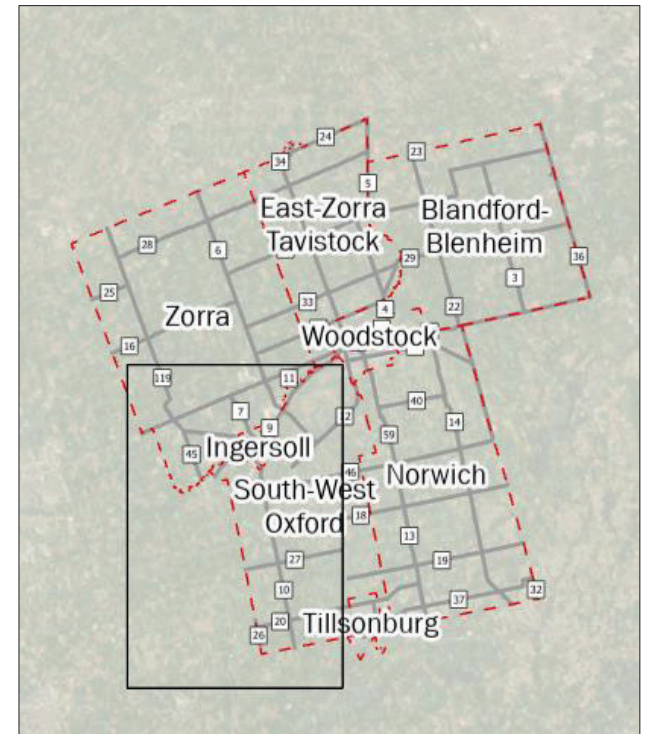
As Oxford County continues to grow and establish itself as a thriving community in southwestern Ontario, it is imperative that transportation policies and the multimodal transportation network align with the County's goals and visions. The Transportation Master Plan (TMP) provides the opportunity for the County to plan and forecast network changes and improvements to support continued growth all while enhancing County policies around transportation demand management, freight movements, agricultural mobility, and low-carbon transportation solutions.

WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
Safety	• Difficult to make left turns (e.g., from Harris Street in Ingersoll).
	• Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*
	• Speeding is an issue on Pressey Road in Ingersoll.*
	• Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*
Active Transportation	• Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*
	• Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*
Traffic	• Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*

Location of Public Consultation Centre #1 comments for South-West Oxford Township/Ingersoll/Zorra Township



* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Tillsonburg/Norwich

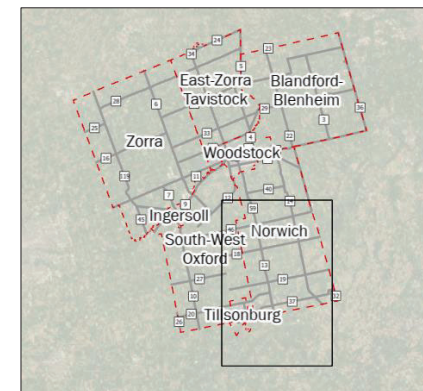
Category	Comment
Safety	<ul style="list-style-type: none"> Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)
Active Transportation	<ul style="list-style-type: none"> Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*
Traffic	<ul style="list-style-type: none"> Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).

East Zorra-Tavistock Township/Blandford-Blenheim

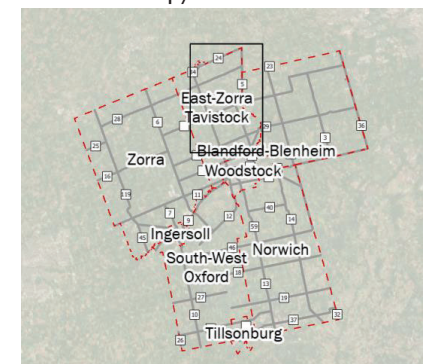
Category	Comment
Safety	<ul style="list-style-type: none"> Excessive speed (e.g., Blandford Street, Innerkip).
Active Transportation	<ul style="list-style-type: none"> Need for pedestrian trails (e.g., Innerkip).* Dog Park requested (e.g., Innerkip).*
Transportation	<ul style="list-style-type: none"> Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107). Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).
Traffic	<ul style="list-style-type: none"> Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for Tillsonburg/Norwich



Location of Public Consultation Centre #1 comments for East Zorra- Tavistock Township/Blandford-Blenheim



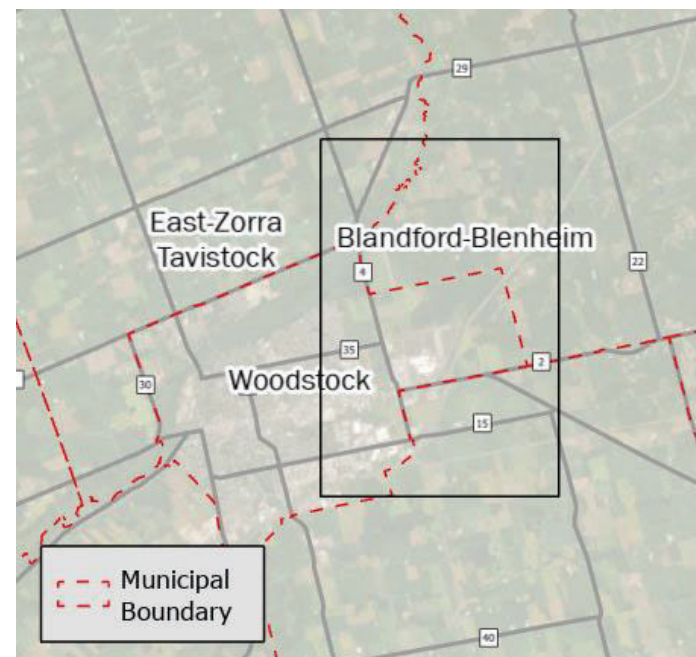
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

East Woodstock/Blandford-Blenheim/Norwich Township

Category	Comment
Safety	<ul style="list-style-type: none"> Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).
Transportation	<ul style="list-style-type: none"> Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4). Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4). Need more parking (e.g., Innerkip – new plaza and housing development).* Illumination (e.g., streetlights at Highway 53 in Norwich Township).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township

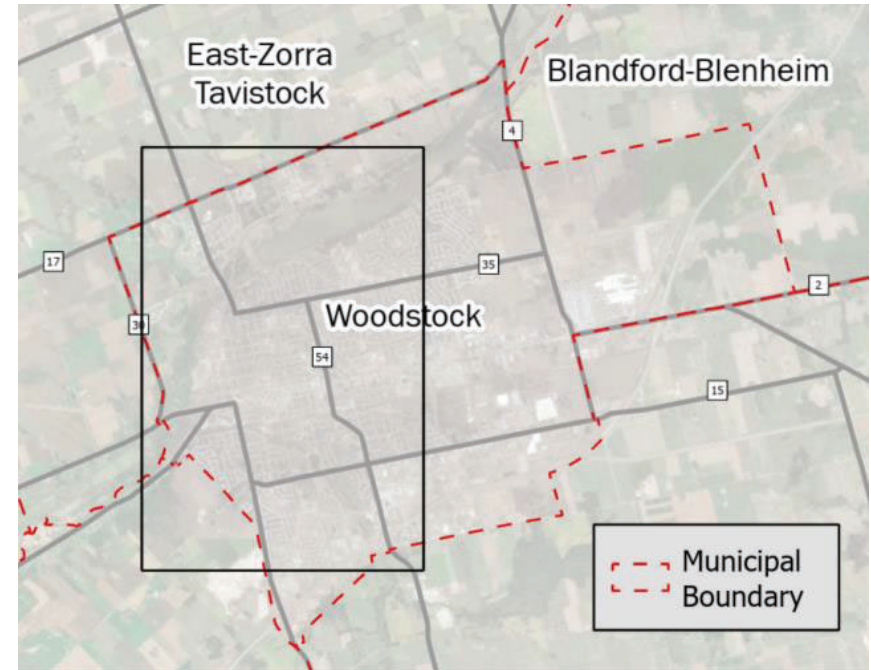


WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> Sidewalks should be built (e.g., OR 17 near OR 59, development is occurring, many pedestrians walk OR 17 and the increase in traffic is concerning).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street). Traffic signal timings (e.g., review OR 59/Montclair Drive).
Transportation	<ul style="list-style-type: none"> Intersection layout (e.g., square off intersection OR 2/OR 9). Railway tracks (e.g., fix track crossing on OR 9). Pedestrian crossing (e.g., required at OR 35/Clark St.).

Location of Public Consultation Centre #1 comments for West Woodstock



* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.



OXFORD COUNTY

Transportation Master Plan

PROGRAM & PROJECT HIGHLIGHTS

Annual Capital Programs

- **Guide Rail Installation:** The County completes annual guide rail improvements based on needs
- **Pedestrian Crossings (PXO):** The County has completed 13 PXOs since the beginning of 2020, with an additional three (3) planned in 2023/24.
- **Intersection Illumination:** The County completes illumination of intersections at various locations
- **Cycling Infrastructure:** The County is proceeding with design of cycling infrastructure based on the CMP implementation plan.
- **Road Rehabilitation and Resurfacing:** The County has completed approximately 20 specific road rehabilitations, as well as annual asphalt padding/patching and other annual miscellaneous road repairs since 2020
- **Crack Sealing:** The County completes annual crack sealing on various County roads and other joint projects with area municipalities
- **Drain Improvements:** Annual program of municipal drain improvements, completed by Area Municipalities
- **Urban Storm Sewer:** Storm sewer component for road projects in urban areas
- **Rural Storm Sewer:** Storm sewer component for road projects in rural areas
- **Bridge & Culvert Rehab/Replacement, Expansion and Design:** The County has completed over 15 specific bridge rehabilitations, as well as other various annual repairs since 2020
- **Traffic Signal:** Since 2020, the County has replaced/repared more than 10 traffic signals, and completed the design/installation of one (1) new traffic signals
- **Traffic Calming:** Over 20 Speed Management and Road Safety Reviews have been completed since 2020, with an additional six (6) planned in 2023
- **Retaining Walls:** The County completes annual retaining wall repairs and replacements based on needs

PROGRAM & PROJECT HIGHLIGHTS

Major Road Reconstruction / Rehabilitation / Urbanization

- The County has completed or initiated major reconstruction/rehabilitation projects on seven (7) County roads since 2020
- Of the seven (7) projects, four (4) were identified in the 2019 TMP implementation plan. The other three (3) were identified by County staff for implementation. The completed or initiated projects include:
 - 1) Oxford Road 9 (Oxford Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
 - 2) Oxford Road 16 (31st Line to Kintore – Ph 1) – Zorra
 - 3) Oxford Road 54 (Dundas St. to Devonshire Ave.) – Woodstock
 - 4) Oxford Road 59 (Dundas St. to Cedar St.) – Woodstock
 - 5) Oxford Road 119 (Oxford Rd. 10 to Oxford Rd. 7) – Ingersoll
 - 6) Oxford Road 36 (Oxford Rd. 29 to Township Rd. 5) – Blandford-Blenheim
 - 7) Oxford Road 35 (Lansdowne Ave. to Woodall Way) – Woodstock



PROGRAM & PROJECT HIGHLIGHTS

Undertake Intersection Upgrades / Improvements

- The County has completed or initiated intersection upgrades/improvements at nine (9) intersections since 2020
- Of the nine (9) projects, four (4) were identified in the 2019 TMP implementation plan, one (1) was a result of completed intersection control feasibility studies and the remaining four (4) were identified by County staff. The completed or initiated projects include:
 - 1) Oxford Road 10 and Thomas Street – Ingersoll
 - 2) Oxford Road 15 and Ferguson Drive – Woodstock
 - 3) Oxford Road 29 and Blenheim Road – Blandford-Blenheim
 - 4) Oxford Road 59 and Juliana Drive – Woodstock
 - 5) Oxford Road 59 and Oxford School – East Zorra-Tavistock
 - 6) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 7) Oxford Road 59 (intersections between OR 35 & OR17) – Woodstock
 - 8) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 9) Oxford Road 59 (Palmer and Tidey) – Norwich



PROGRAM & PROJECT HIGHLIGHTS

Consider Intersection Control Feasibility Study

- The County has completed or initiated intersection control feasibility studies on eight (8) intersections since 2020
- All eight (8) projects were identified in the 2019 TMP implementation plan. The completed or initiated projects include:
 - 1) Oxford Road 59 and Oxford Road 28 – East Zorra-Tavistock
 - 2) Oxford Road 4 and Oxford Road 15 – Woodstock
 - 3) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 4) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 5) Oxford Road 6 and Oxford Road 16 – Zorra
 - 6) Oxford Road 24 and Oxford Road 5 – East Zorra-Tavistock
 - 7) Oxford Road 4 and Oxford Road 17 – Woodstock / East Zorra-Tavistock
 - 8) Oxford Road 4 and Oxford Road 35 – Woodstock





OXFORD COUNTY

Transportation Master Plan

PROGRAM & PROJECT HIGHLIGHTS

Transportation Plan, Condition Assessments, and Other Studies

- The County has completed or initiated seven (7) plans since 2020. These plans include:
 - Transportation Master Plan
 - Road Needs Study
 - Oxford Road 4 Corridor Study
 - Cycling Master Plan
 - Transportation Network Study - 2024 DC Background Study
 - Bridge Needs Study
 - Grade Level Crossing Safety Assessment

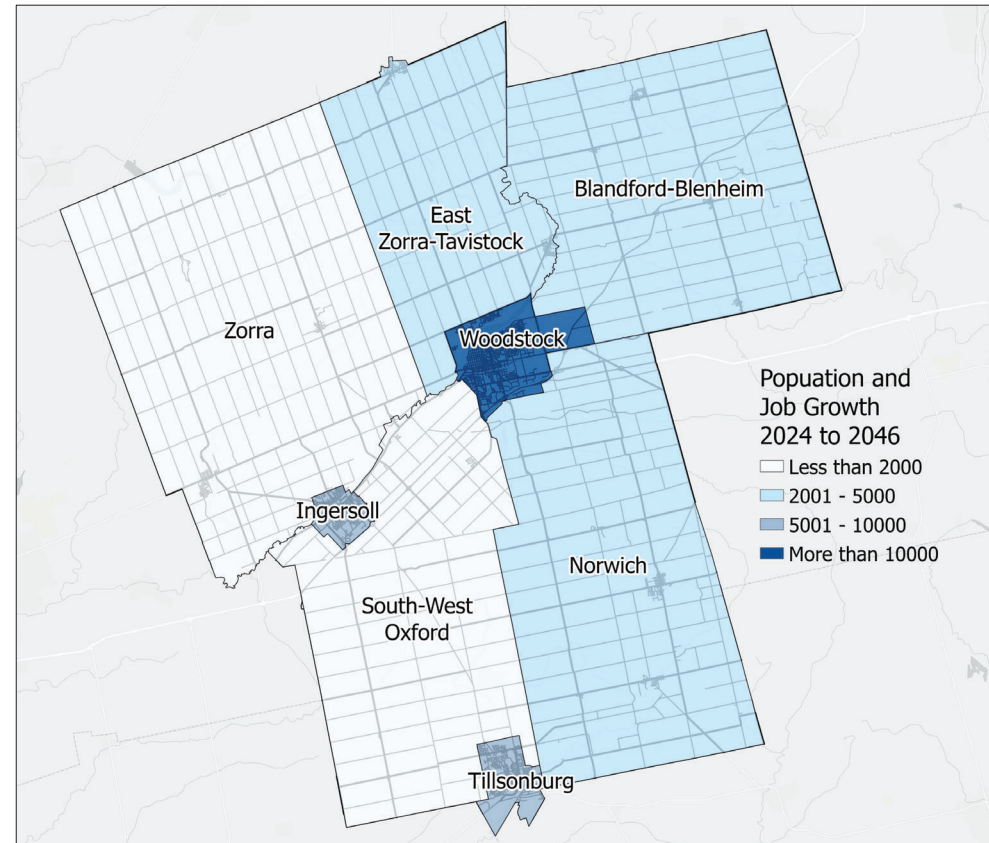
Class Environmental Assessment Studies

- Two (2) Environmental Assessment, has been completed or initiated since 2020. Both were included in the 2019 TMP implementation Plan. The two (2) completed studies include:
 - Oxford Road 19 (Provincial Highway 19 to Norfolk County Limits)
 - Trans Canada Trail Bridge over Ontario Southland Railway

THE COUNTY IS GROWING

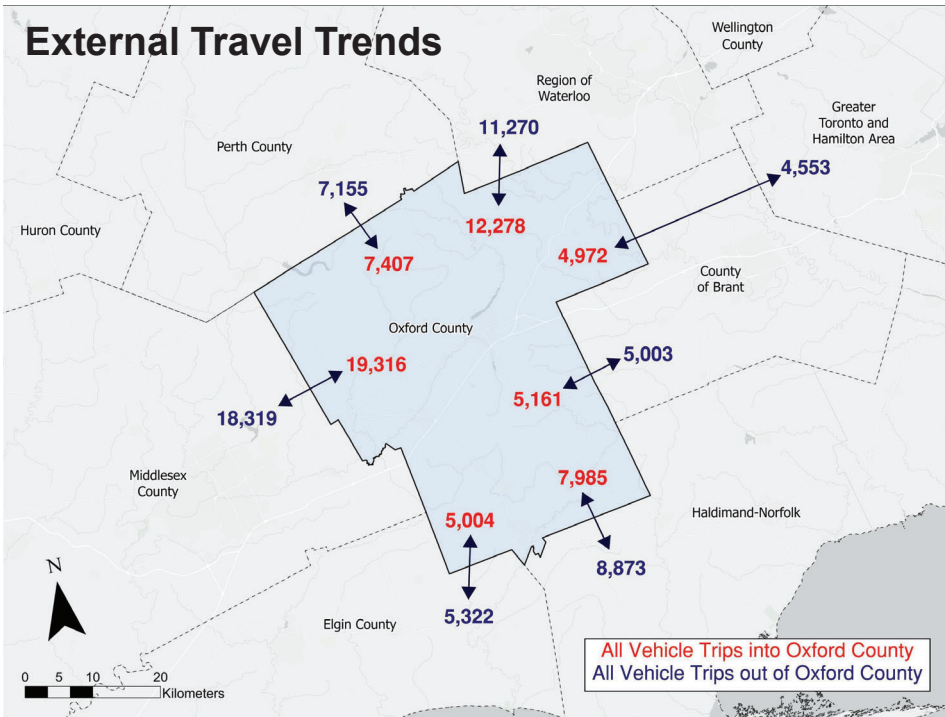
- Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.
- The County is intensifying in Woodstock, Ingersoll and Tillsonburg.
- Other suburban and rural areas of the County are expected to grow.

	2024 - 2046 Population Growth	2024 - 2046 Job Growth
Oxford County	34,168	14,816
Woodstock	16,980	9,330
Tillsonburg	3,736	1,594
Ingersoll	4,405	2,218
Blandford-Blenheim	1,754	276
East-Zorra Tavistock	2,212	458
Norwich	2,538	492
South-West Oxford	1,269	206
Zorra	1,275	242



TRAVEL TRENDS – ORIGIN AND DESTINATION PATTERNS

External Travel Trends



Internal Travel Trends

		Origin							
		Norwich	Tillsonburg	South-West Oxford	Ingersoll	Zorra	East Zorra-Tavistock	Woodstock	Blandford-Blenheim
Destination	Norwich	20,050	3,205	1,291	443	234	190	6,157	224
	Tillsonburg	3,456	69,054	4,194	1,455	397	54	1,842	23
	South-West Oxford	1,245	3,701	6,931	6,685	808	340	6,416	95
	Ingersoll	507	1,593	7,419	71,991	4,681	422	8,143	161
	Zorra	244	237	743	4,214	15,421	710	3,087	117
	East Zorra-Tavistock	274	68	370	376	671	16,652	8,554	1,235
	Woodstock	7,321	1,965	8,149	9,139	3,591	9,628	243,333	3,593
	Blandford-Blenheim	210	21	122	120	102	1,144	2,881	7,445

Top 3 Internal County Origin-Destination Patterns

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

Top 3 Destinations

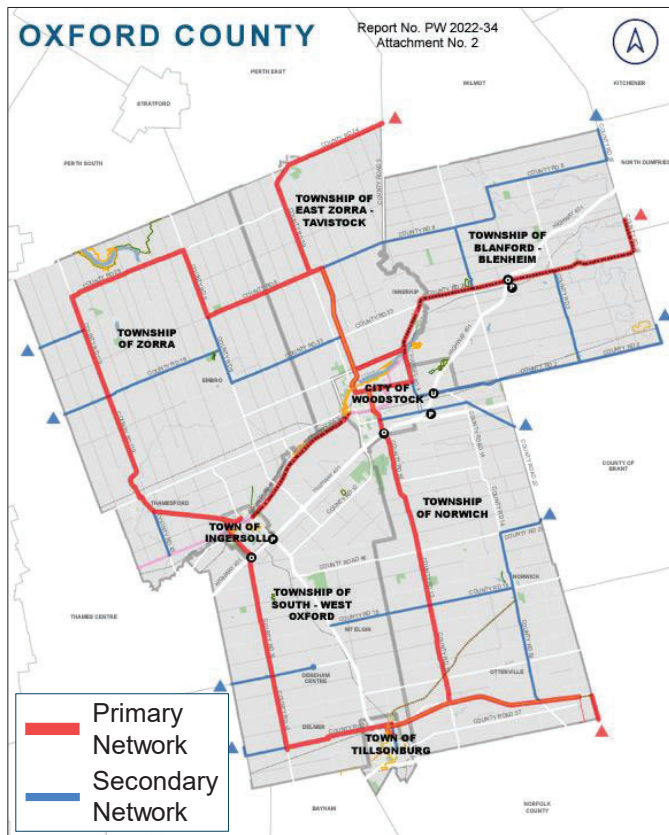
- 1) Middlesex County
- 2) Region of Waterloo
- 3) Haldimand-Norfolk

Top 3 Origins

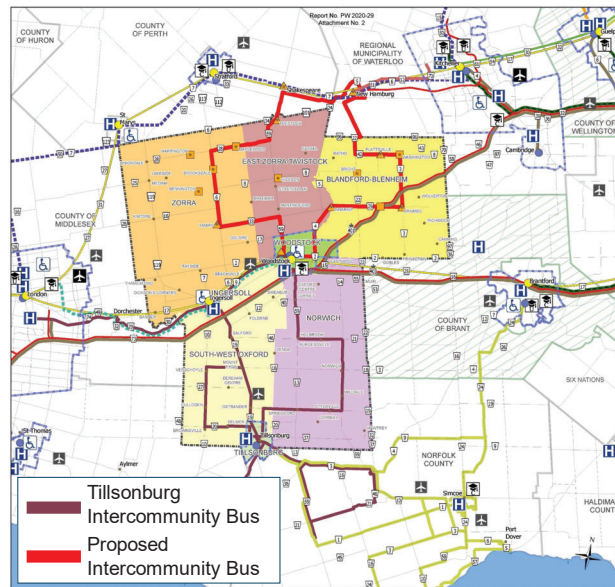
- 1) Middlesex County
- 2) Region of Waterloo
- 3) Haldimand-Norfolk

TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

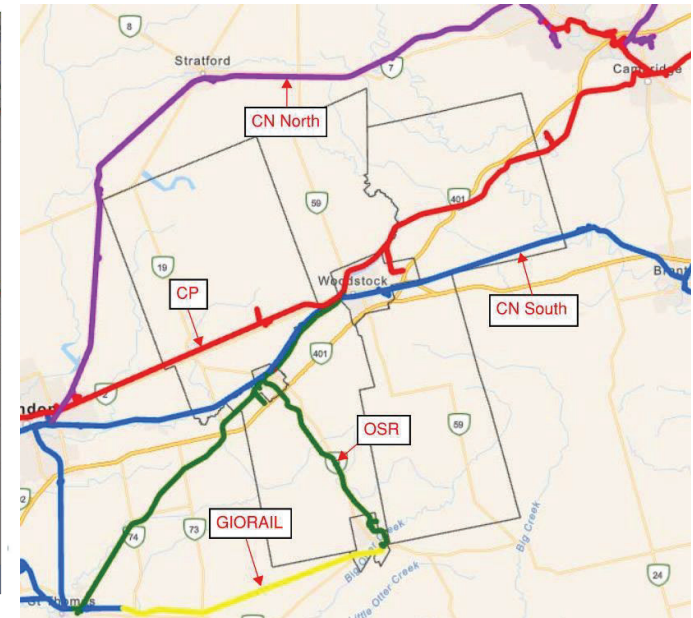
Cycling Network



Inter-Community Transit



Rail Network



EXISTING ROAD NETWORK ANALYSIS



What is Volume-to-capacity (V/C)?

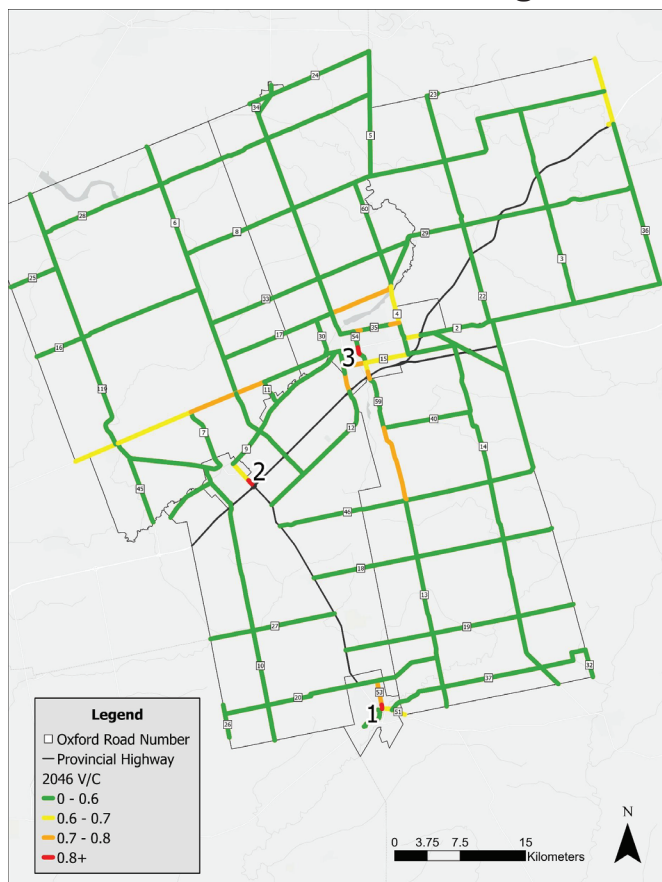
Is a measure of the vehicular demand relative to the carrying capacity of the roadway based on known relationships with geometry, traffic control and driver behaviour.

<p>V/C – 0.0 to 0.6 Free-flowing traffic with no delays.</p>	<p>V/C – 0.6 to 0.7 Stable traffic flow with little delays.</p>
<p>V/C – 0.7 to 0.8 Some restricted traffic flow. Decline in comfort and convenience</p>	<p>V/C – 0.8 + Restricted traffic flow with increased delays. Approaching capacity</p>

- The existing conditions of the County road network has been assessed by analyzing the volume-to-capacity (V/C) ratio of all County roads
- Future network analysis will compare network performance and aim to maintain similar performance. Where necessary, future improvements will be recommended to maintain performance levels.

FUTURE ROAD NETWORK ANALYSIS

2046 – Do Nothing



2046 – Proposed Network



- The future network assessment shows Oxford's Road network generally remains in good shape, with ample capacity through the ultimate 2046 horizon period.
- There are three segments which are over the 0.8 V/C threshold in the 2046 Do Nothing Scenario. They are:
 - 1) OR 53 - Hwy. 19 to Brock St. E
 - 2) OR 119 - Clarke Rd. and Hwy. 401
 - 3) OR 59 - Dundas St. to Wilson St.
- In the Proposed Network analysis, each of these segments has been widened and the resulting analysis shows that any capacity issues are resolved.

OXFORD ROAD 4 CONDITIONS ANALYSIS



What is Level of Service?

An indicator of intersection performance based on the average delay per vehicle. A lower LOS, such as "A", indicates no delay and better performance!

LOS A & B	Free-flowing traffic with no delays.
LOS C & D	Some restricted traffic flow. Decline in comfort and convenience
LOS E & F	Restricted traffic flow with increased delays. Approaching capacity

- Oxford Road 4 operates with an acceptable Level of Service (LOS) at most study intersection.
- Future analysis shows an increasing number of intersection experience substantial delays.
- To address the issues observed, the following improvements are recommended;
 - 2024: Signalization & realignment – OR 4 and OR 15
Signal timing optimization – OR 4 and OR 2
 - 2033: Dual SB Left – OR4 and OR 2
 - 2046: Signalization – OR 4 and OR 17

COLLISION ANALYSIS – URBAN INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries
✓ *	Upgrades Completed in 2021	Woodstock	OR59 and Julianna	44	4
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Dundas	42	6
✓		Woodstock	OR59 and OR15	40	0
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Peel	38	10
		Woodstock	OR35 and Springbank	33	5
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Hounsfeld/Main	33	7
		Woodstock	OR4 and OR2	26	7
✓		Woodstock	OR2 and OR12	22	6
		Woodstock	OR54 and OR35	21	4
		Woodstock	OR15 and OR12	21	2

Note: * denotes a top 5 collision intersection from the 2019 TMP

COLLISION ANALYSIS – RURAL INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries / Fatalities
✓ *		Zorra	OR2 and OR6 (Existing Roundabout)	25	5 / 0
✓ *	Upgrades in Progress	East-Zorra Tavistock	OR59 and OR33	19	5 / 1
✓ *		Norwich	OR59, OR13 and OR46	16	5 / 0
	Illumination added in 2021	Zorra	OR6 and OR33	13	6 / 0
✓	All Way Stop implemented in 2021	East-Zorra Tavistock	OR59 and OR8	13	5 / 0
		South-West Oxford	OR9 and OR6	11	3 / 0
	Upgrades planned for 2024	Zorra	OR28 and OR6	11	3 / 1
		East-Zorra Tavistock	OR60 and OR33	11	4 / 0
	Illumination added in 2021	South-West Oxford	OR6 and Karn Road	11	5 / 2
		East-Zorra Tavistock	OR8 and OR60	10	2 / 0

Note: * denotes a top 5 collision intersection from the 2019 TMP



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Major Road Reconstruction / Rehabilitation / Urbanization

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 3 (part of Princeton Drainage Project)	✓	
Woodstock	Oxford Road 9 Road Reconstruction – Phase 2	✓	
Zorra	Oxford Road 16 (from 27 th Line to Kintore) – Phase 2 *	✓	
Zorra / Norwich	Oxford Road 19 (Hwy 19. to Norfolk County Border)	✓	
Woodstock	Oxford Road 59 (Cedar Street to Parkinson)	✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits)	✓	
Blandford-Blenheim	Oxford Road 22 & Oxford Road 8 (in the village of Bright)	✓	
Woodstock	Oxford Road 35 (from Woodall Way to Oxford Road 4) *		✓
Norwich	Oxford Road 59 (within the village of Burgessville) *	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Undertake Intersection Upgrades / Improvements

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) *	✓	
Woodstock	Oxford Road 15 & Springbank Avenue	✓	
Zorra	Oxford Road 6 & Oxford Road 16	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28	✓	
Zorra	Oxford Road 2 & Middleton Street	✓	
Ingersoll	Clarke Road & Harris Street *	✓	
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 *	✓	
Woodstock	Oxford Road 9 & Oxford Road 2 *		✓
Woodstock	Oxford Road 59 & Oxford Road 15 (Parkinson Road.) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15	✓	
Woodstock	Oxford Road 4 & Oxford Road 2		✓
East Zorra-Tavistock/Woodstock	Oxford Road 4 & Oxford Road 17		✓
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5	✓	
Woodstock	Oxford Road 59 & Pattullo Ave.	✓	
Tillsonburg	Oxford Road 20 (North St.) & Oxford Road 53 (Tillson Ave.)	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Intersection Control Feasibility Studies

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 13 & Oxford Road 18 *	✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36 *	✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9 *	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24 *		✓
Woodstock	Oxford Road 35 & Springbank Avenue	✓	
Woodstock	Oxford Road 54 & Oxford Road 35		✓
Woodstock	Oxford Road 15 & Oxford Road 12	✓	
Zorra	Oxford Road 2 & Oxford Road 6		✓
Zorra	Oxford Road 6 & Oxford Road 33	✓	
Zorra	Oxford Road 28 and Oxford Road 6	✓	
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33		✓
South-West Oxford	Oxford Road 6 and Karn Road	✓	
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60		✓
Zorra	Oxford Road 119 & Oxford Road 2	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



OXFORD COUNTY

Transportation Master Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Other Major Infrastructure Projects

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Woodstock	Bridge 59755 on Oxford Road 59 – Crossing Thames River / CP Rail	✓	
Woodstock	Grade Separation – Oxford Road 59 and CNR		✓
Woodstock	Grade Separation – Oxford Road 9 and CNR		✓

Undertake Class Environmental Assessment

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19) *	✓	
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *	✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 23 to Oxford Road 21/New Dereham Road) *		✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓	
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59) *	✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓	
Tillsonburg	Oxford Road 53 (Hwy. 19 to Brock St. E)		✓
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓	
Woodstock	Oxford Road 59 (Dundas St. to Wilson St)		✓
Woodstock	Oxford Road 17 (Oxford Road 4 to Oxford Road 59)	✓	
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 4 to Oxford Road 8)	✓	
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49		✓

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan



Have your say: oxfordcounty.ca/speakup



SUPPORTING POLICIES AND STRATEGIES

Themes	Policies or Initiatives	Focus Areas	Recommendations
5	19	32	53

Theme	Policy or Initiative	Focus Area	Recommendations
Road Network	Maximizing Road Safety	Speed Management and Traffic Calming	<ul style="list-style-type: none"> Continue Speed Management & Road Safety Programs Expand the Program to Include Intersection Safety Improvements
		Collision Database	<ul style="list-style-type: none"> Continue to Update and Maintain the Collision Database Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements
		Community Safety Zones	<ul style="list-style-type: none"> Complete Implementation of Initial Community Safety Zones Review and monitor network for potential future CSZ to be added as required
	Network Performance	Roundabout Implementation	<ul style="list-style-type: none"> Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions
	Accommodating Future Growth	Transportation Demand Management	<ul style="list-style-type: none"> Continue to Promote Working from Home through Engagement with Residents and Businesses Implement 2024 TMP Active Transportation and People Movement Strategies
Active Transportation	Cycling Infrastructure	Expanding Cycling Infrastructure	<ul style="list-style-type: none"> Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> Continue Review of Existing Conditions & Network Implement Accessible & Best Practice Design Guidance Improve Pedestrian Links with Communities and Important Destinations Integrate Pedestrian Improvements with Other Modes Develop Reasonable Pedestrian Improvement Funding Strategy Complete Safety Analysis of Existing Infrastructure

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Pedestrian Infrastructure	Pedestrian Safety	<ul style="list-style-type: none"> Support use of Staggered and/or Extended Pedestrian Phasing at Signals Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner
	Trail Infrastructure	Trails Master Plan	<ul style="list-style-type: none"> Facilitate trail development with municipal partners and stakeholders Complete update to 2014 Trails Master Plan
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> Develop and Implement a Micro Mobility Strategy
New Technology Pilot Program		<ul style="list-style-type: none"> Explore Opportunities to Implement/Host New Technology Pilots Consider Incentive Program to Encourage Use of New Sustainable Travel Modes 	
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> Engage Local and Regional Governments to Advocate the Provincial and Federal Governments to Provide Funding or Tax Credits for Expanding Siding, Transload, Warehousing and Distribution Facilities
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> Develop a Goods Movements Priority Network Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor

SUPPORTING POLICIES AND STRATEGIES (cont'd)

Theme	Policy or Initiative	Focus Area	Recommendations
People Movement and Public Transportation	Support Intercommunity Transit	Intercommunity Bus Transit	<ul style="list-style-type: none"> Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail
		North Oxford Transit	<ul style="list-style-type: none"> Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service
		Transit Promotion	<ul style="list-style-type: none"> Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement
		Service Integration	<ul style="list-style-type: none"> Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations Advocate for North Oxford Intercommunity Bus Service to provide the same service
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services
Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) o support y	Mobility Hubs	Carpooling / Ridesharing	<ul style="list-style-type: none"> Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County
		<ul style="list-style-type: none"> In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as "Mobility Hubs" to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers 	

Theme	Policy or Initiative	Focus Area	Recommendations
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility
		Electric Vehicles and Charging Stations	Charging Network
Low Carbon and New Technology Alternatives	Autonomous Vehicles		Funding Strategy
		Implement AV Network	<ul style="list-style-type: none"> Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles
		Integrate AV Network	<ul style="list-style-type: none"> Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion
		Work with MACAVO	<ul style="list-style-type: none"> Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)
Alternative Fuel Sources	Expanding Use of Alternative Fuels	Monitor Network	<ul style="list-style-type: none"> Monitor the Safety and Success of AV Network as Implemented
		<ul style="list-style-type: none"> Explore Implementation of Solar Photovoltaic Charging Options Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative Monitor the use of Hydrogen as a Fuel Alternative in the Long-term Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County 	
		Future Technology	<ul style="list-style-type: none"> Support Provincial Truck Platooning Pilot Program Consider Development of Connected Vehicle Policy for County Roads
		Transit Electrification	<ul style="list-style-type: none"> Prompt Area Municipalities in the Electrification of Transit Service

NEXT STEPS

TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1



TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: "preferred solution"
- Public Consultation Centre #2

TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

TASK 4: TRANSPORTATION MASTER PLAN REPORT

BEGIN IMPLEMENTING TMP

TASK 5: 30-DAY PUBLIC REVIEW OF TMP REPORT

Following ExTAC #2 the Project Team will:

- Review and assess your feedback to understand transportation concerns, priorities and needs;
- Implement the framework and outline transportation issues, needs and opportunities; and
- Prepare the Transportation Master Plan Report and implement the 30-day public review.



OXFORD COUNTY

Transportation Master Plan

SPEAK UP!

Connect with Us!

- Visit oxfordcounty.ca/speakup where you can provide comments on our interactive map and complete the survey
- Scan the QR code to take you directly to the website
- View project updates, provide input or join the project mailing list
- Sign up on oxfordcounty.ca/speakup to view recorded virtual Public Consultation Centre #2



We want to Hear from You!

- Tell us your insights and thoughts on County transportation needs and issues
- Provide input on suggested improvements and supporting policies by April 11, 2023 for the round #2 comment period

**Have questions or would like to provide further comments?
Reach out to the Project Managers below for the duration of the study:**

Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
Email: john.grieve@parsons.com
Cell: 289-404-5363

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Subject: Oxford County TMP and County Road 4 Study Economic Development Forum Meeting #2
Location: Microsoft Teams
Dates: April 6, 2023, 1:00 pm – 3:00 pm
Author(s): Prapti Syeda - Parsons
Distribution: All Present

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Name	Organization	Email
Curtis Tighe	Town of Tillsonburg	curtis.tighe@ingersoll.ca
Mark Renaud	Downtown Tillsonburg BIA, Chair of Tillsonburg Regional Airport Advisory Committee	m.renaud@tillsonburgbia.ca
Melissa Onafrychuk	Toyota	melissa.onafrychuk@toyota.com
Dave Vink	Toyota	dave.vink@toyota.com
Hetal Modi Devram	Toyota	hetal.modidevram@toyota.com
Kim Whitehead	Woodstock Chamber of Commerce	info@woodstockchamber.ca
Ryan Vink	Oxford County	rvink@oxfordcounty.ca
Frank Gross	Oxford County	fgross@oxfordcounty.ca
Reuben Davis	Oxford County	rdavis@oxfordcounty.ca
Shawn Vanacker	Oxford County	svanacker@oxfordcounty.ca
Jennifer Lavallee	Oxford County	jlavallee@oxfordcounty.ca
John Grieve	Parsons	john.grieve@parsons.com
Marianne Alden	Parsons	marianne.alden@parsons.com
Prapti Syeda	Parsons	prapti.syeda@parsons.com

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A round of introductions was held and included the role of each attendee.

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John G. gave a presentation that included:

- Transportation Master Plan EA Process
- What We Heard at PCC#1
- Program and Project Highlights
- Travel Trends
- Existing Road Network Analysis

- Future Road Network Analysis
- Oxford Road 4 Conditions Analysis
- Collision Analysis
- Proposed Infrastructure Implementation Plan
- Supporting Policies and Strategies

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- Mark R. noted that the Tillsonburg staff are sensitive to truck traffic, and it is good to see that it will be addressed through the study.
- Mark R. asked if the TMP will help identify the lack of funding received from the County Council regarding Tillsonburg airport. John G. mentioned that Tillsonburg airport is a component of a complete transportation system, and the team would want to understand if and why there is a lack of funding available so that the team can help the County Council consider more funding for the Tillsonburg airport.
- Mark R. noted that the Tillsonburg Regional Airport is ideally situated with the rail line right across the street from the airport and Provincial Highway 19. This potentially, (as mentioned in the Airport Master Plan) lends to a multimodal cargo handling facility, combined with the high growth in the Tri-County region.
- Mark R. mentioned there is a bottleneck at the confluence of the eastern portion of the Norfolk County that is critical, but often forgotten.
- Mark R. mentioned that the railway line at the southern end of the County, (which partly runs outside of Tillsonburg), has been recommended to be decommissioned. He added this is short sighted and asked why the other railway line is not being preserved considering the capacity on the CN south line that runs east-west and Baldwin Exit's capacity with freight traffic. Mark R. further noted that the Tillsonburg Regional Airport Advisory Committee have active interest in chartered companies operating in and out of the airport and Tillsonburg receive government funding last year to fix up some things there. He added that the way nuance of the language in the report needs to be looked at.
- Ryan V. mentioned that the way the team wrote the policies was in a general way to support the initiatives that the area municipalities need to initiate. John G. mentioned that Tillsonburg is in the process of undertaking their own Master Plan and will take the conclusions from this Master Plan to focus on the Tillsonburg related elements.
- Ryan V. confirmed with Mark R. that a bus stop option explored for the Tillsonburg Airport was not completed.
- Mark R. mentioned that Tillsonburg is the third fastest growing municipality in the country, known as census agglomeration or census metropolitan area and that growth is not slowing down, rather it is accelerating. He also noted that the population growth projections of Ingersoll and Woodstock are always overestimated while the growth projection for Tillsonburg are underestimated and this fast growth in population for Tillsonburg will have a major impact in all aspects of transportation. Ryan V. mentioned that the project team will not only look at the higher growth patterns but also the developmental patterns for recommendations.

APPENDIX A.6

NOTICE OF PCC#1

Notice of Public Consultation Centre #1

Oxford County 2024 Transportation Master Plan

Oxford County has initiated the development of a Transportation Master Plan (TMP) to provide the County with long-term strategic planning for the transportation system through to 2046.

What is the Transportation Master Plan?

The Transportation Master Plan (TMP) is a long-term strategic transportation planning document that lays out the County's vision and goals for its transportation system until 2046. The Plan will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions, while also considering sustainable and multi-modal transportation solutions (e.g., promoting active transportation, transportation demand strategies, and public transportation over single-occupant vehicle trips); and
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the Transportation Master Plan Update. Key objectives of the update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan that maximizes the use of existing infrastructure and promotes regional connectivity.

As part of the Transportation Master Plan Update, a corridor study of Oxford Road 4 will be completed. This corridor is a key transportation link between Highways 401/403 and the northern part of the County. Findings of this study will be incorporated into the Plan.

The Transportation Master Plan Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (2000, as amended to 2007, 2011, & 2015), approved under the Ontario *Environmental Assessment Act*.

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

We want to hear from you

The Project Team is hosting the study's first virtual Public Consultation Centre (PCC) to introduce the Transportation Master Plan Update study and provide an opportunity to hear from the public on the existing transportation system and future transportation goals and visions. PCC #1 will be held:

Tuesday, September 27, 2022
5:00 - 7:00 p.m.

Register at www.oxfordcounty.ca/2024tmp

The comment period for PCC #1 is from September 27 to October 19, 2022.

In addition to the virtual PCC #1, the Project Team is hosting "pop-up events" at various local events to further make known this Transportation Master Plan Update Study and to engage directly with members of the community. Pop-up events are planned for:

- Canada's Outdoor Farm Show: Tuesday, September 13 from 8:30 a.m. to 4:30 p.m.
- Ingersoll Town Council Chamber: Tuesday, September 20 from 6:00 to 7:00 p.m.
- Tillsonburg Ribfest: Friday, September 23 from 11:00 a.m. to 7:00 p.m.

Public comments and feedback may be submitted online now at www.oxfordcounty.ca/2024tmp. This site includes an online feedback form, question form, and feedback through an interactive map.

Comments are welcome for the duration of the study on the project website or by contacting the project leads listed below.

Contacts for information

Ryan Vink, P.Eng.
Oxford County Project Manager
rvink@oxfordcounty.ca | 1-800-755-0394, ext. 3023

John McGill, P.Eng., PTOE, RSP1
Project Manager, Parsons
john.mcgill@parsons.com | 905-330-9569

Posted August 10, 2022 | Updated September 12, 2022

APPENDIX A.7






PCC#1 Pop-Up Event Boards

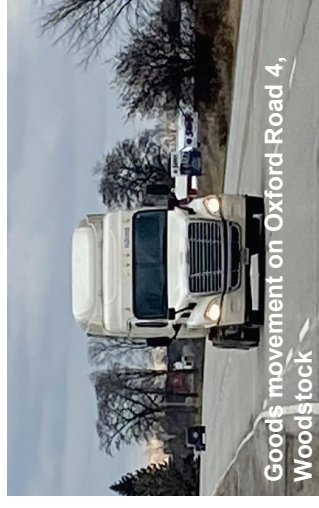
WELCOME

Oxford County Transportation Master Plan Update

What does Connecting Oxford 2024 Focus On?

The movement of people and goods in and around Oxford County, and includes:

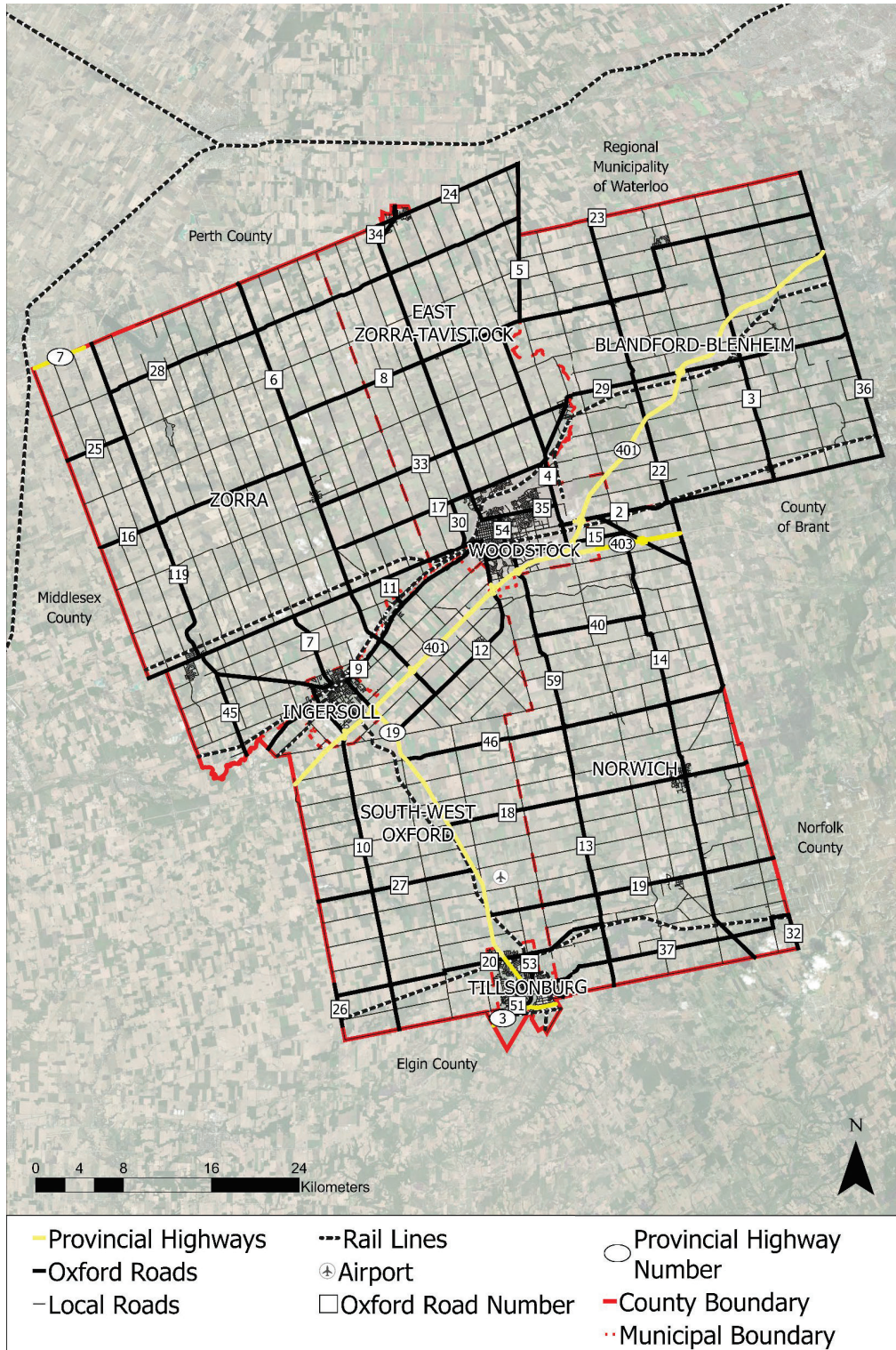
-  Private automobiles
-  Active Transportation (e.g., walking and cycling)
-  Intercommunity transportation (e.g., passenger rail, bus and airport)
-  Goods movement (e.g., trucking and rail)
-  Agriculture vehicles



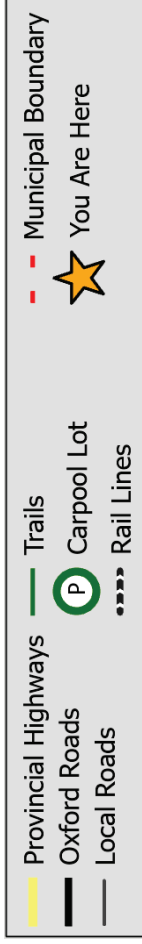
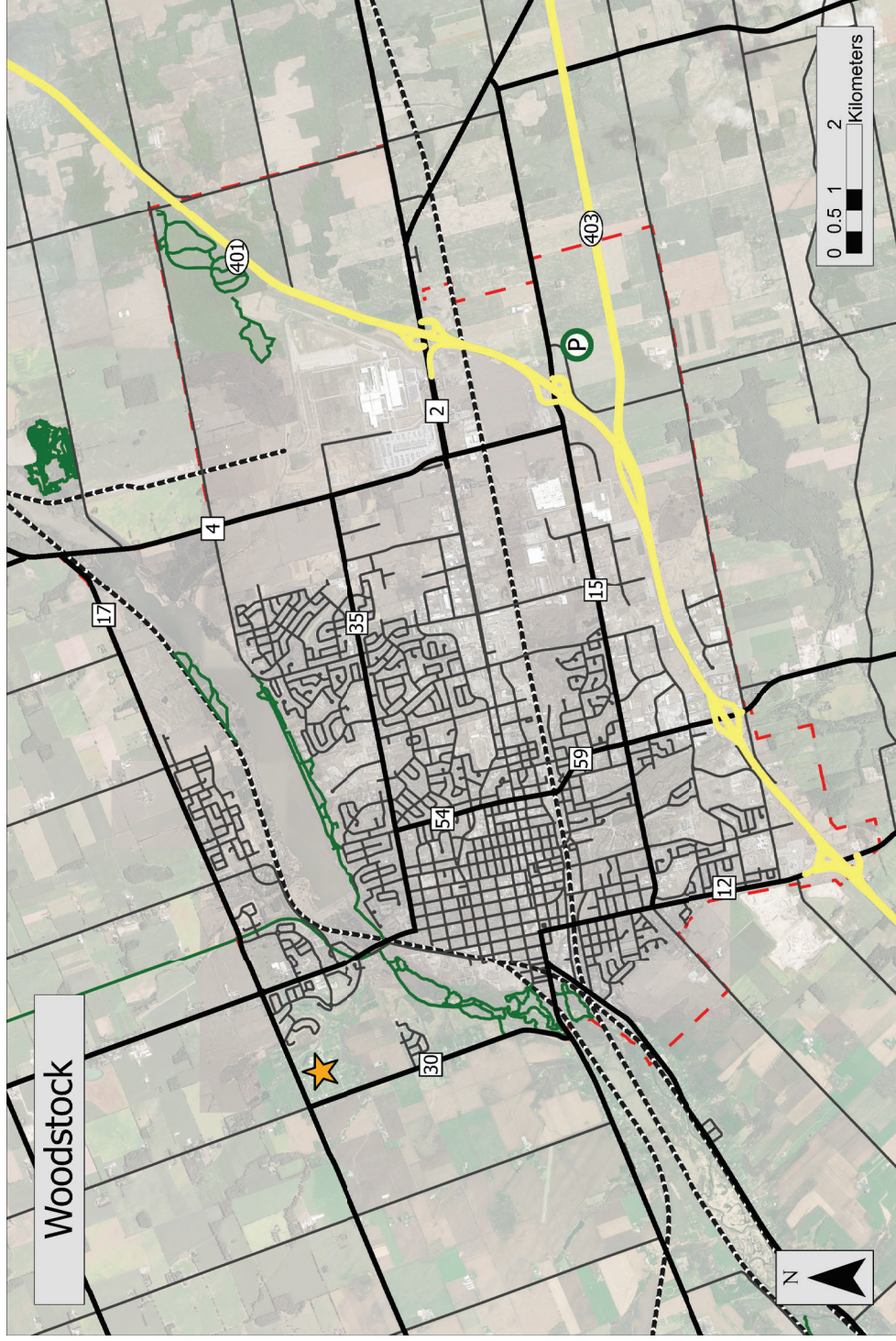
Connecting Oxford 2024 will:

- Identify infrastructure to support growth, as identified in the Oxford County Official Plan Update (currently underway) and other existing and ongoing planning initiatives;
- Develop a plan for all modes of travel within the County's transportation system (e.g., walking, cycling, driving, goods movement);
- Identify strategies to reduce single occupant vehicle trips (transit, active transportation, carpooling, work from home);
- Recommend measures for managing and implementing safe transportation to develop healthy communities; and
- Provide a forum for input and awareness with the general public and area municipalities for transportation system initiatives.

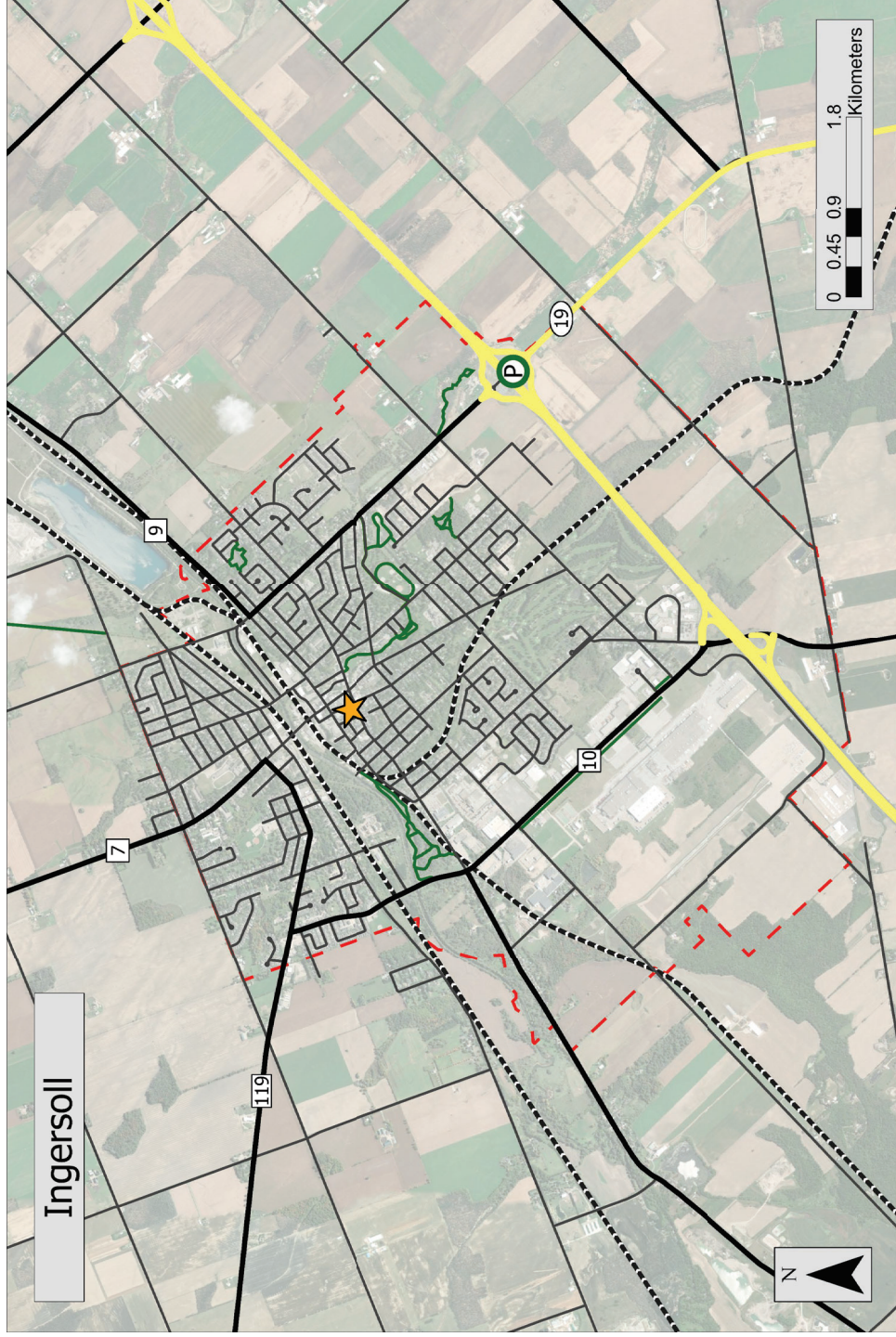
Map of County Roads



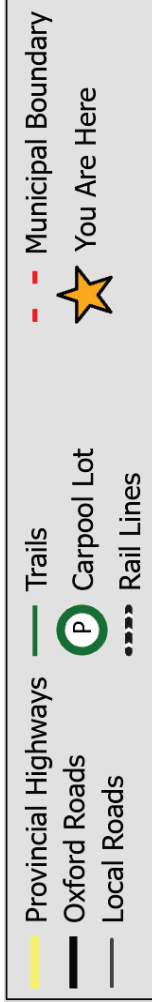
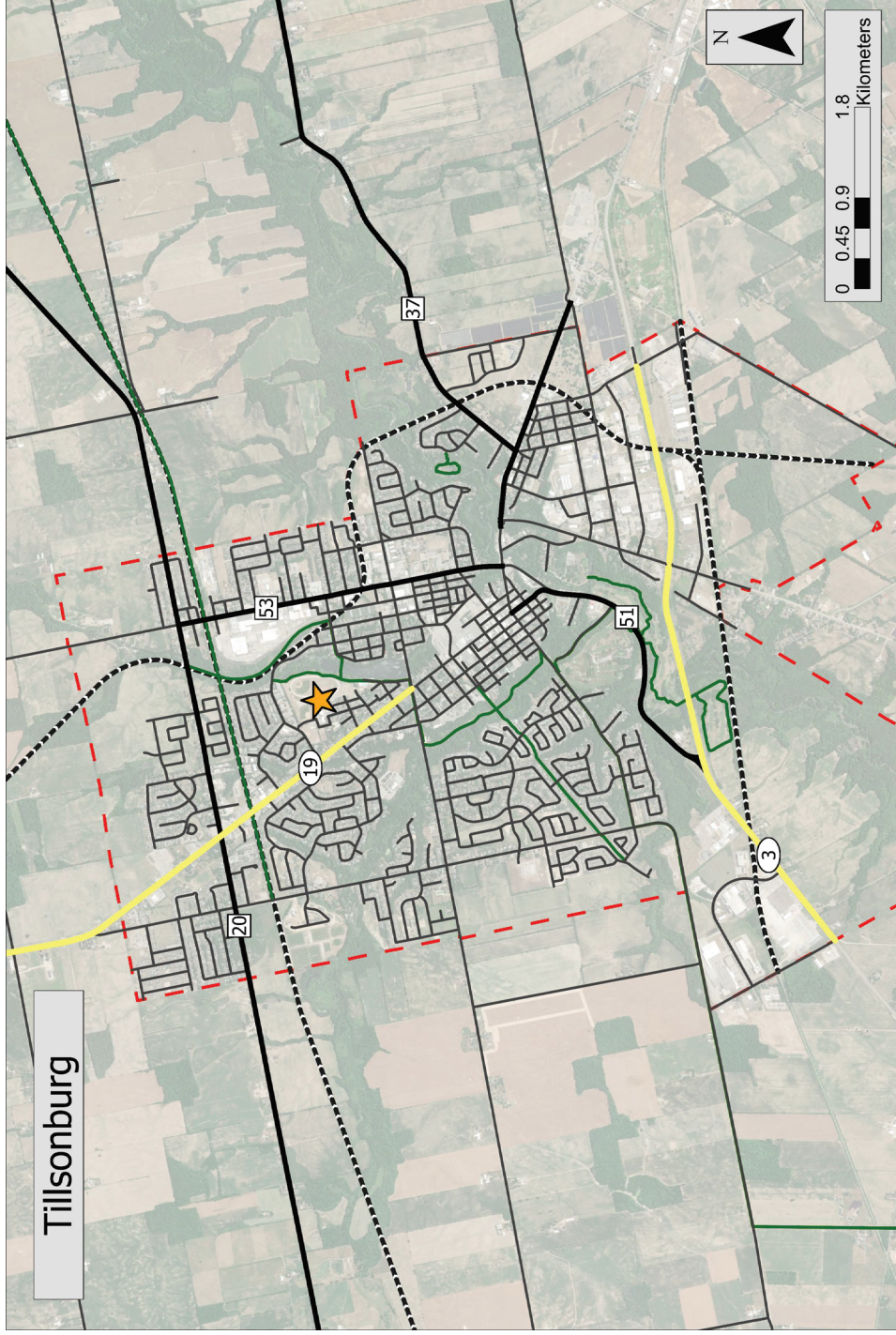
Transportation Master Plan



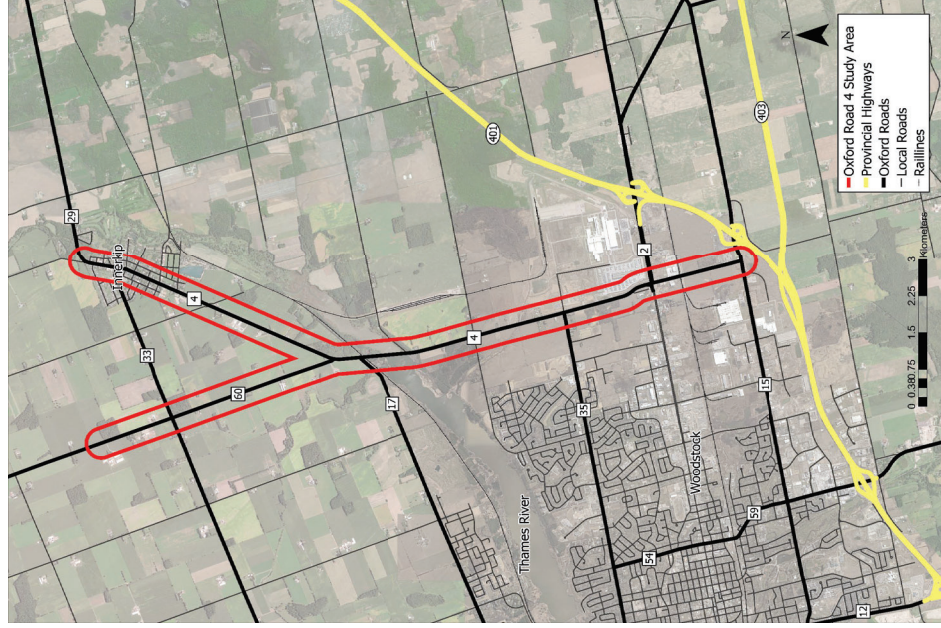
Have your say: oxfordcounty.ca/speakup



Have your say: oxfordcounty.ca/speakup



Oxford Road 4 Corridor Study



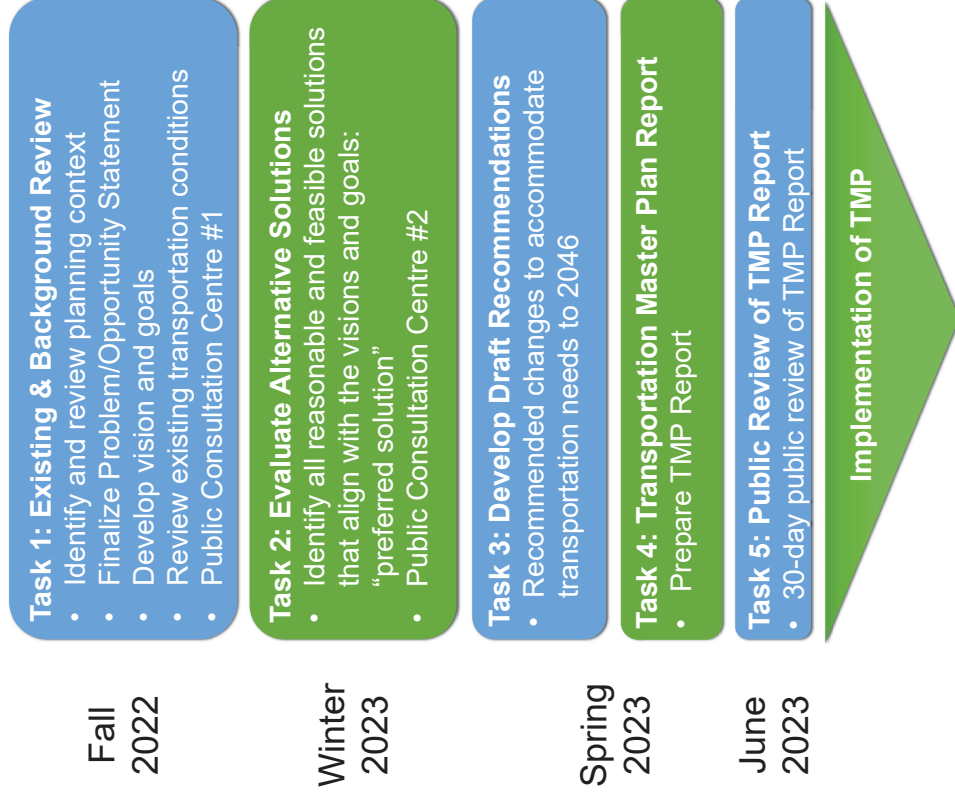
Oxford Road 4 Study Area Map

In conjunction with the Transportation Master Plan, a specific corridor study of Oxford Road 4, which includes analysis on a portion of Oxford Road 60, is being undertaken:

- Oxford Road 4 and 60 are important arterial roads connecting the Highway 401/403 corridors and the north portion of Oxford County through the City of Woodstock.
- With development along the corridor expected to increase, the County is planning for the future of the corridor.

This study is examining the current road and intersection conditions and performance, active transportation facilities, and collision history in the study area to identify opportunities for improvement and better facilitate movement of vehicles to the north without passing through the City of Woodstock.

Timeline



Next Steps

- Following virtual Public Consultation Centre #1 (September 27 – October 19., 2022) the Project Team will:
- Review and assess your feedback to understand transportation concerns, priorities and needs;
 - Implement the framework and outline transportation issues, needs and opportunities;
 - Finalize the Problem/Opportunity Statement and Visions and Goals;
 - Develop proposed transportation infrastructure projects;
 - Create policies and strategies to support recommended transportation infrastructure projects; and
 - Present recommendations at Public Consultation Centre #2 (Winter 2023).

Connect with Us!

- Visit oxfordcounty.ca/speakup where you can provide comments on our interactive map and complete the survey
- Scan the QR code to take you directly to the website
- View project updates, provide input or join the project mailing list
- Sign up on oxfordcounty.ca/speakup to attend virtual Public Consultation Centre #1 (live presentation to be held **September 27, 2022 from 5:00 p.m. to 7:00 p.m.**)



We want to Hear from You!

- Tell us your insights and thoughts on County transportation needs and issues
- Provide suggestions where you would like to see transportation improvements by October 19, 2022 for the PCC #1 comment period

Have questions or would like to provide further comments? Reach out to the Project Managers below for the duration of the study:

Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Desk: 1-800-755-0394 ext. 3023

John McGill, P.Eng., PTOE, RSP
Parsons Project Manager
Email: john.mcgill@parsons.com
Cell: 905-330-9569

APPENDIX A.8

PCC#1 Boards

WELCOME

Oxford County Transportation Master Plan Update Virtual Public Consultation Centre #1

September 27, 2022
5:00PM – 7:00PM

Comment period for Public Consultation Centre #1 open until October 19, 2022



Scan the QR code or visit the website below to
provide comments on the survey and interactive map

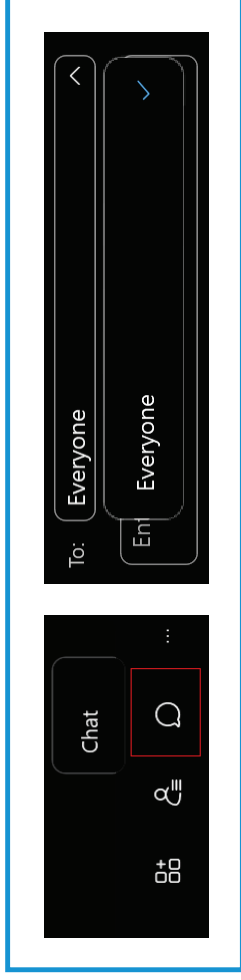
DISCLAIMER: THIS MEETING IS BEING RECORDED. BY PARTICIPATING
IN THIS MEETING, YOU ARE CONSENTING TO BE RECORDED.

HOUSEKEEPING ITEMS

- When joining the online meeting, the attendees will be muted. We request you to please turn off your camera.



- There will be an opportunity at the end of the presentation to ask any questions or submit comments. Please use the chat function from the meeting window to type in your questions/comments.



- This presentation is being recorded and will be posted on the project webpage listed below.

PURPOSE OF PUBLIC CONSULTATION CENTRE #1

Introduce **Connecting Oxford 2024** and collect feedback on:

- The existing state of the County's transportation system;
- The County's future transportation goals and visions;
- Developing trends in transportation; and
- How to get involved in the study.

What are the Consultation Objectives?

- Present this study and the planning process to be undertaken;
- Distinguish your most important transportation issues, needs and opportunities; and
- Gather feedback on transportation within Oxford County.

We want to hear from you!
To provide input please visit
oxfordcounty.ca/speakup where you can:

- View an interactive map and provide comments
- Complete the survey
- Scan the QR code to take you directly to the project website



WHAT IS CONNECTING OXFORD 2024?

- Oxford County's Transportation Master Plan is a strategic long term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.
- A safe, effective and sustainable multi-modal transportation master plan which focuses on all modes of transportation (i.e., cycling, walking and private automobile) with provisions to support freight/goods movement, agriculture mobility, corridor access management and low carbon transportation.

Why is an Update Required?

- **Healthy Communities** - Increased awareness and emphasis on active transportation, goods movement, accessibility, climate change, equity, sustainability and safety.
- **Balance Needs** - Changing travel plans (e.g., work from home, new projects) and needs of residents and businesses in rural and urban areas.
- **Economic Vitality** - To guide and implement asset management.
- **Increase Connectivity** - Facilitate further integration of inter-community and inter-regional transportation solutions.
- **Continued Focus on Road Safety** - To address ongoing concerns regarding road safety, traffic calming and speed management.

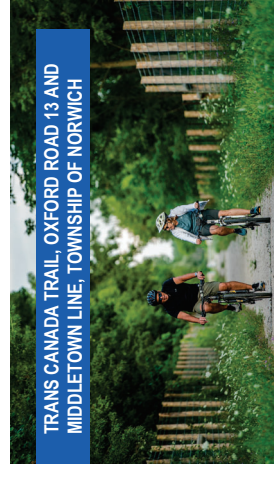
WHAT DOES CONNECTING OXFORD 2024 FOCUS ON?

The movement of people and goods in and around Oxford County and includes:



Connecting Oxford 2024 will:

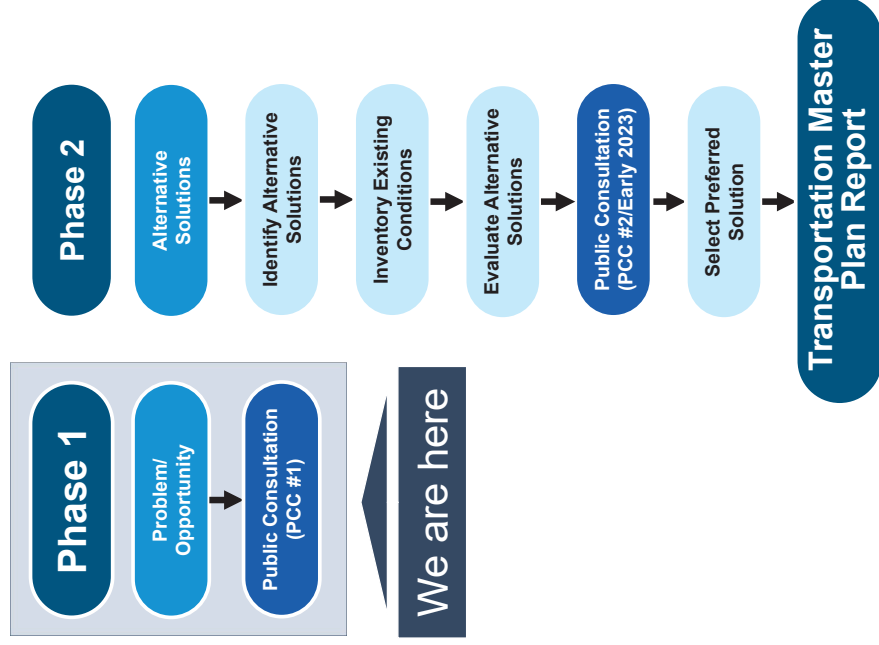
- Identify infrastructure to support growth, as identified in the Oxford County Official Plan Update (currently underway) and other existing and ongoing planning initiatives;
- Develop a plan for all modes of travel within the County's transportation system (e.g., walking, cycling, driving, goods movement);
- Identify strategies to reduce single occupant vehicle trips (transit, active transportation, carpooling, work from home);
- Recommend measures for managing and implementing safer transportation and developing healthy communities; and
- Provide a forum for input and awareness with the general public and area municipalities for transportation system initiatives.



INFLUENCES ON CONNECTING OXFORD 2024

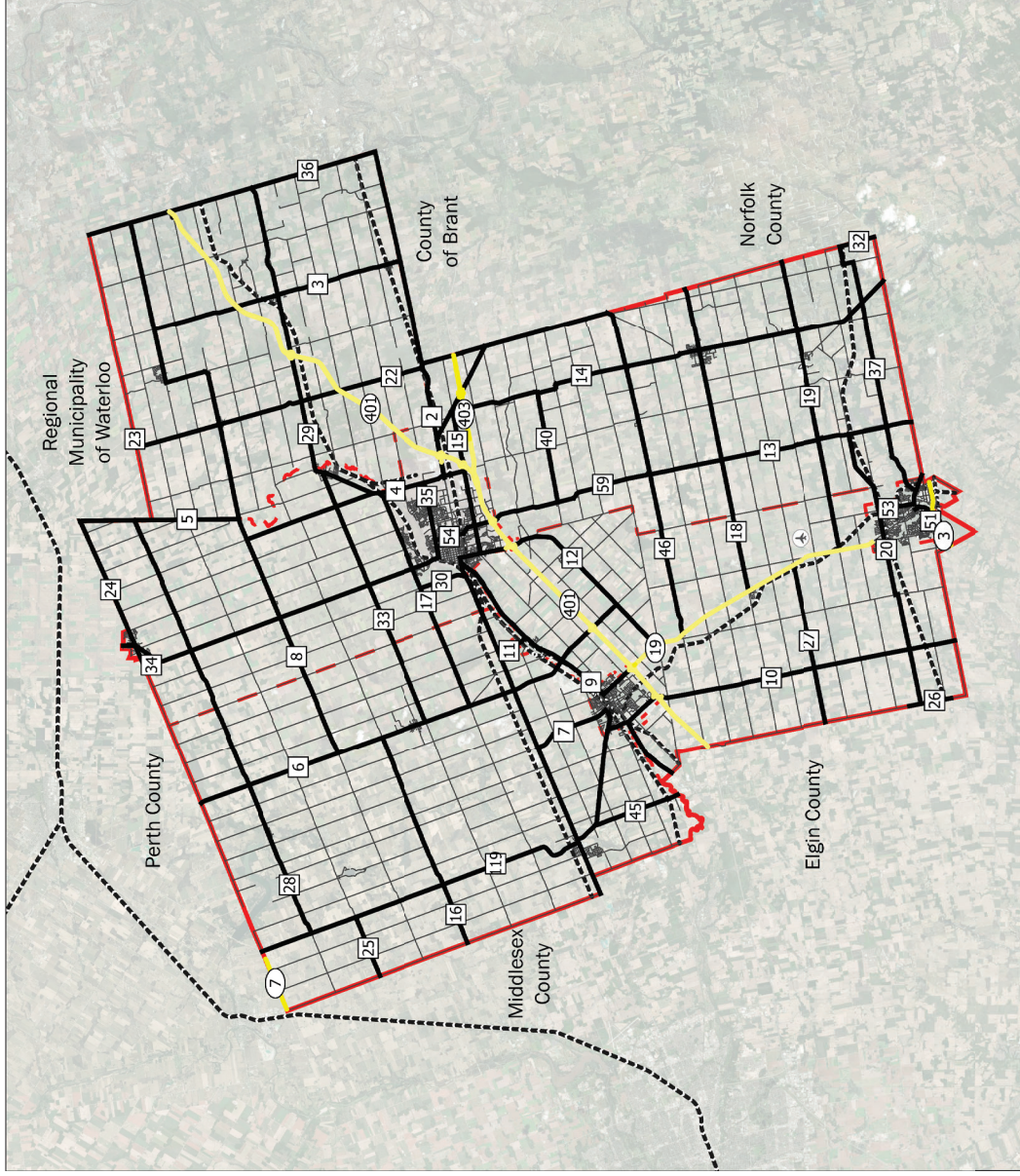


TRANSPORTATION MASTER PLAN: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS




- **Connecting Oxford 2024** involves updating the 2019 Transportation Master Plan following Phases 1 and 2 of the Municipal Class EA (as amended to 2015) process. The Transportation Master Plan is the foundation for Schedule B and C projects identified within the Plan but will require more detailed study before implementation.
- We are currently in Phase 1. This involves identification or description of the **Problem or Opportunity Statement**:

As Oxford County continues to grow and establish itself as a thriving community in southwestern Ontario, it is imperative that transportation policies and the multi-modal transportation network align with the County's goals and visions. The Transportation Master Plan (TMP) provides the opportunity for the County to plan and forecast network changes and improvements to support continued growth all while enhancing County policies around transportation demand management, freight movements, agricultural mobility, and low-carbon transportation solutions.



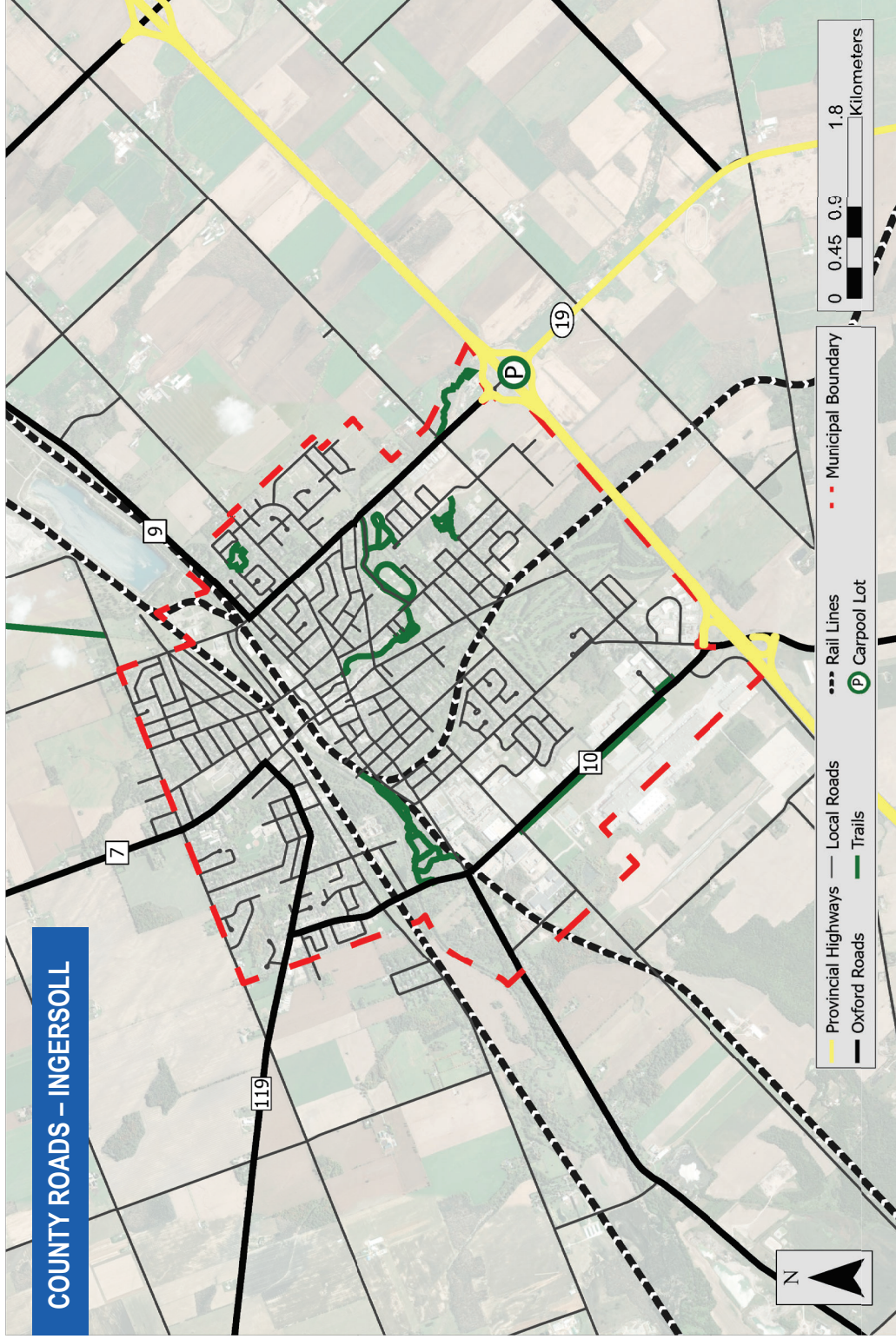
OXFORD COUNTY TRANSPORTATION NETWORK

Legend

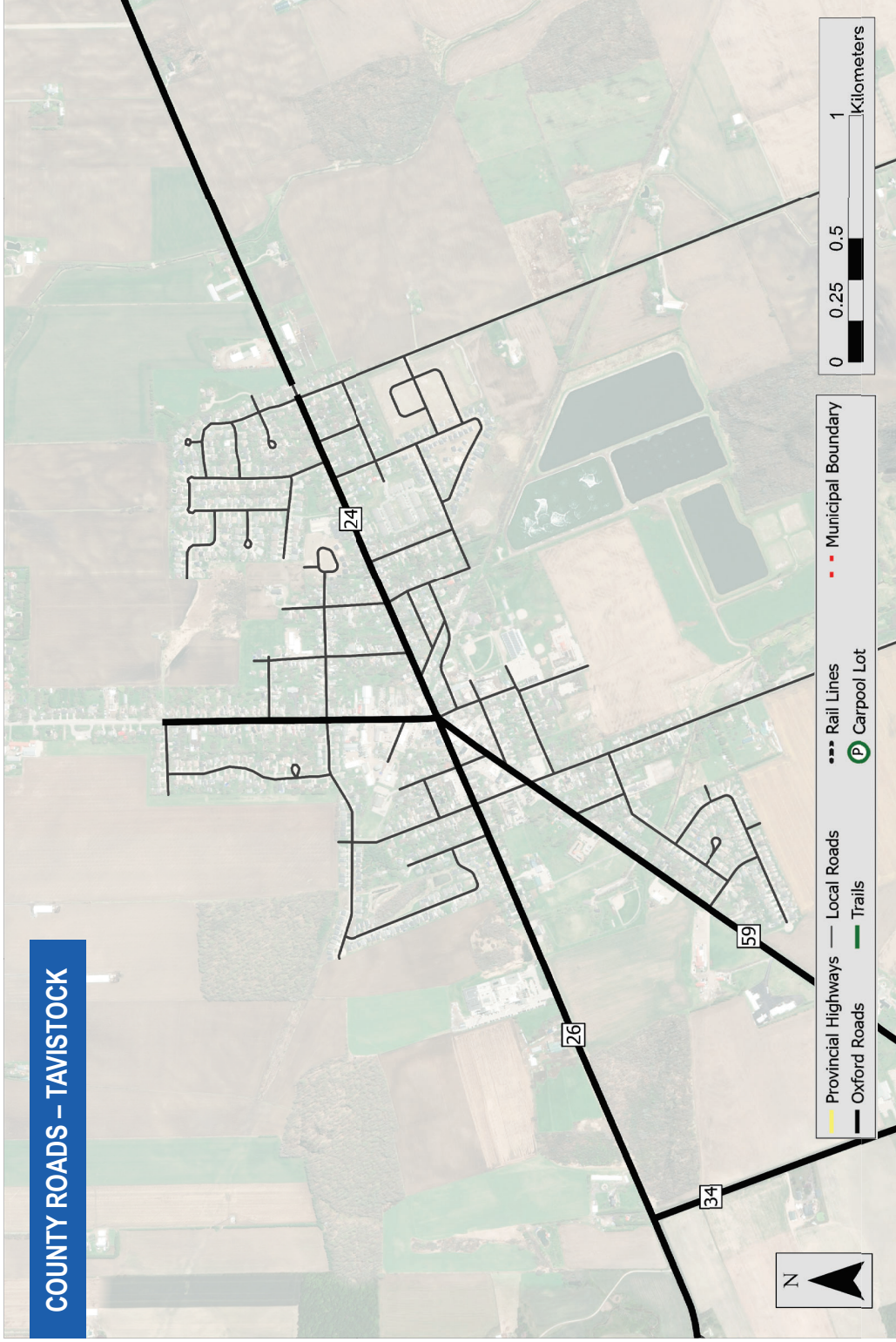
- Provincial Highways
- Oxford Roads
- Local Roads
- Rail Lines
-  Airport
- Oxford Road Number
- Provincial Highway Number
- County Boundary
- Municipal Boundary



COUNTY ROADS – INGERSOLL

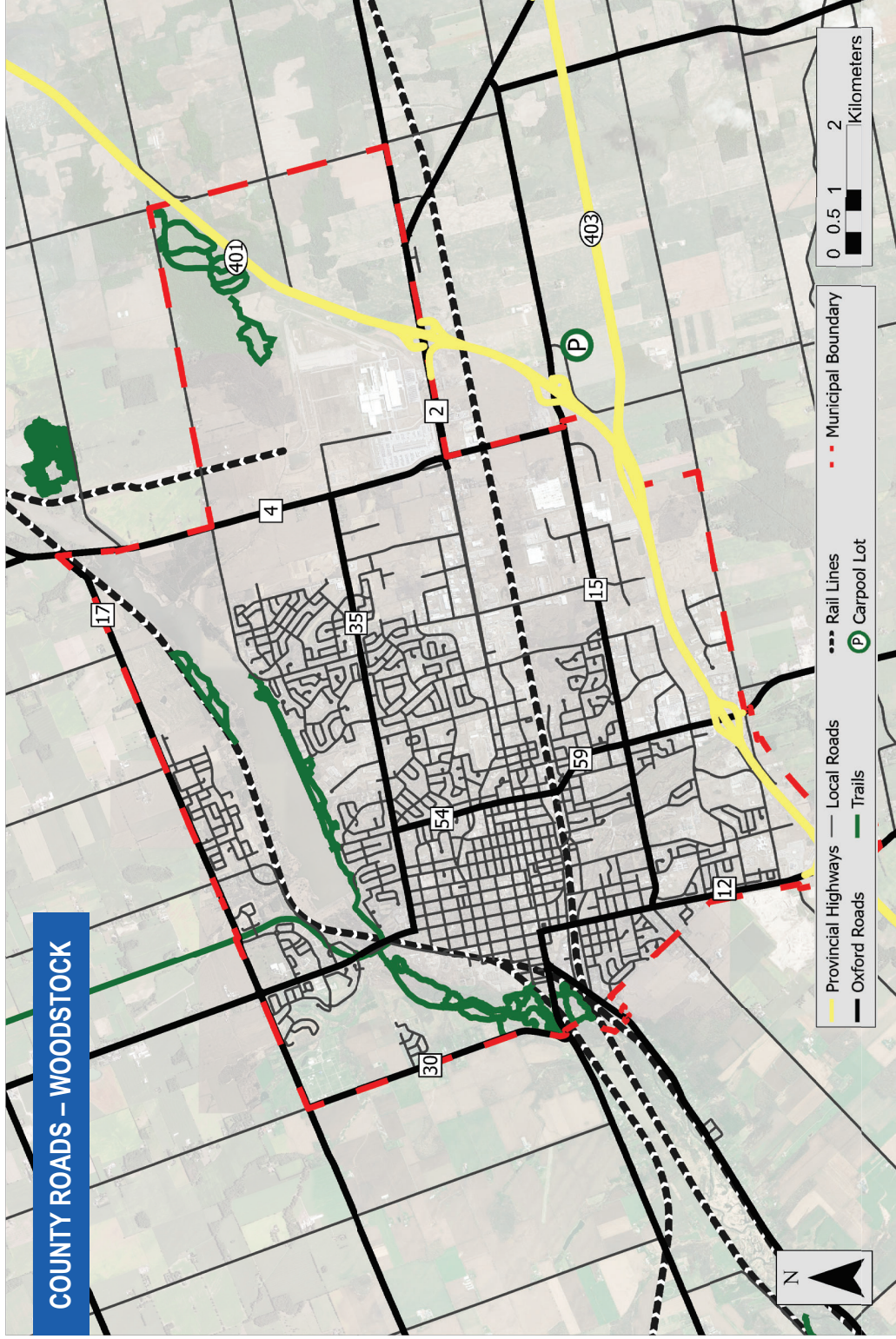


COUNTY ROADS – TAVISTOCK

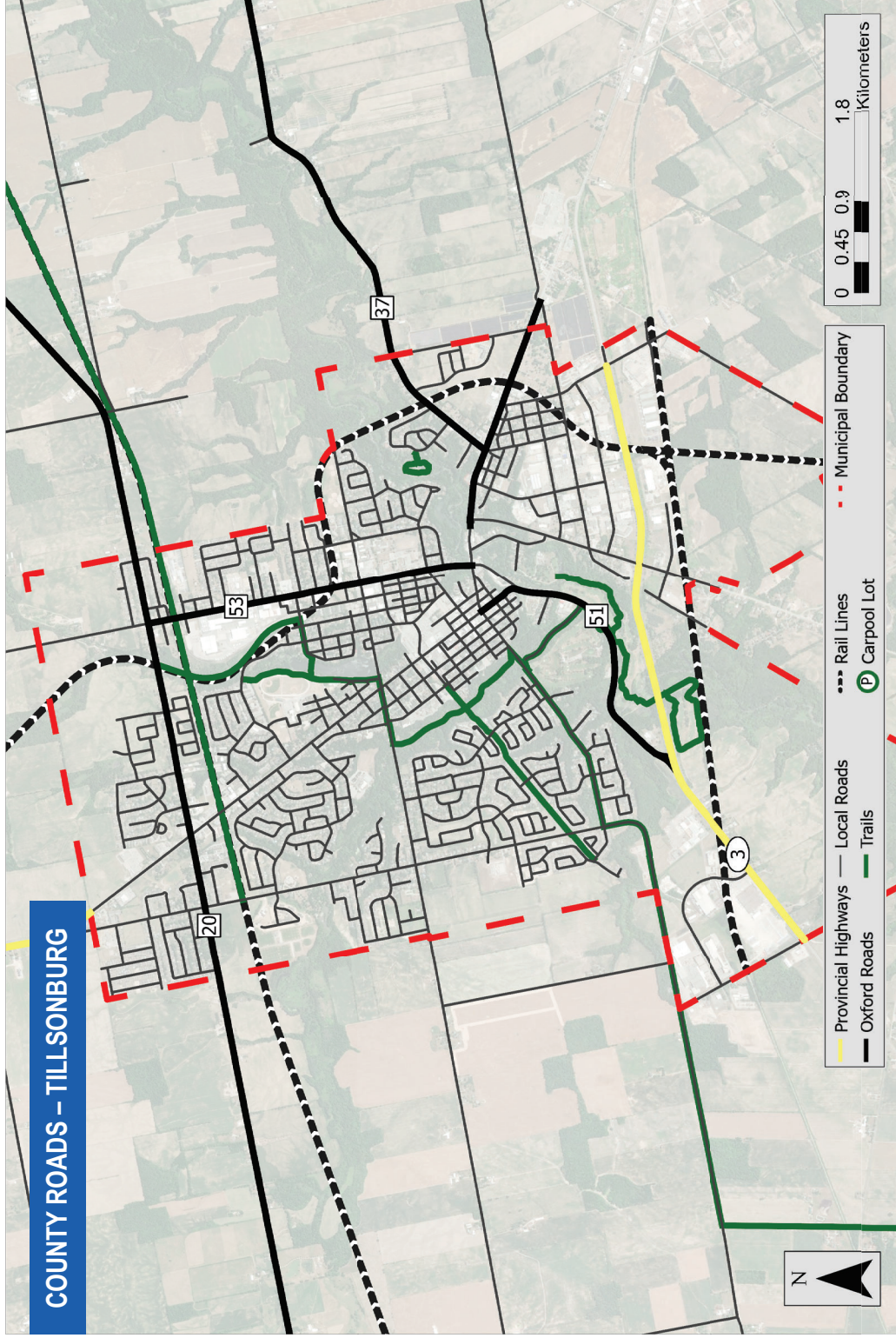


Transportation Master Plan

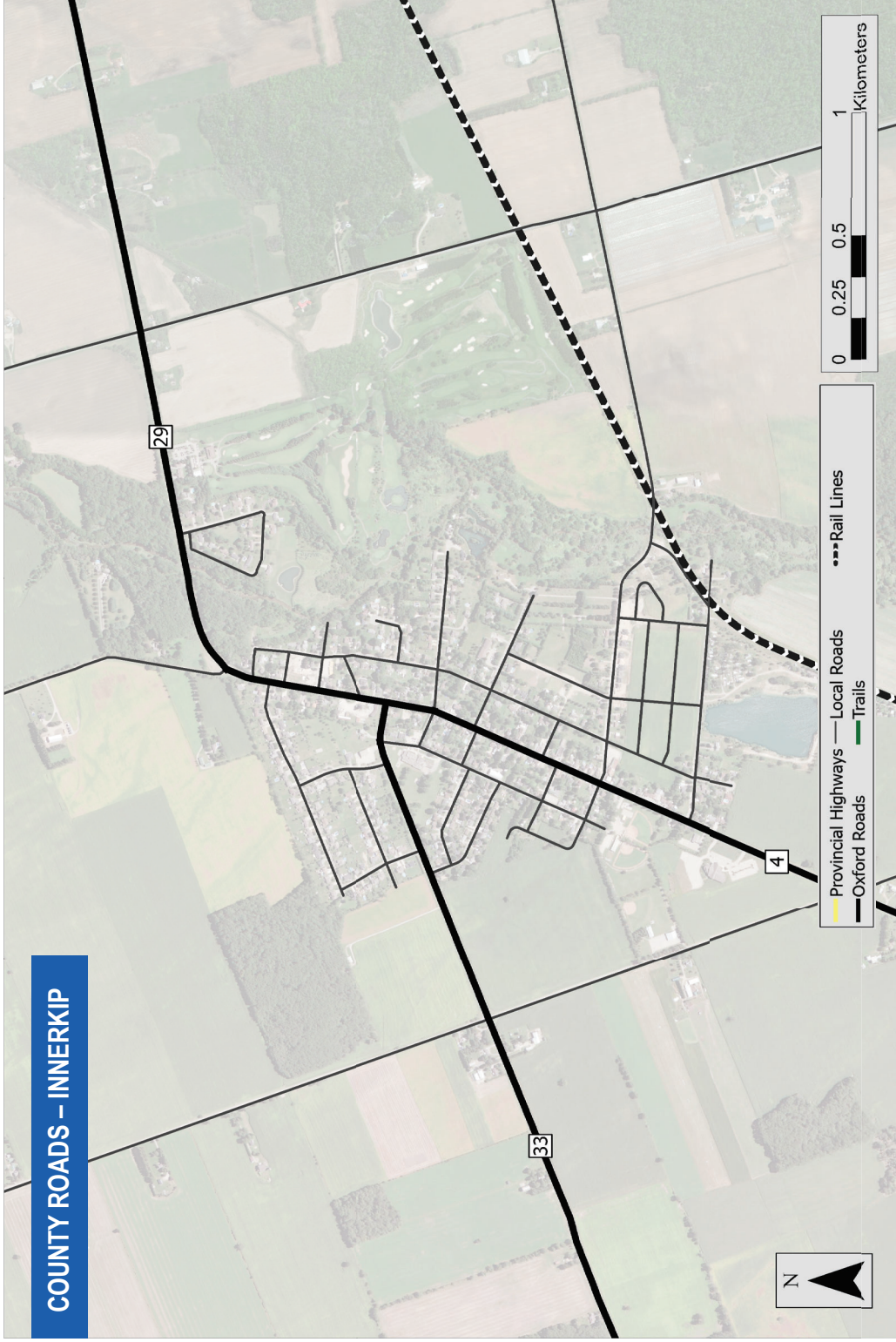
COUNTY ROADS – WOODSTOCK

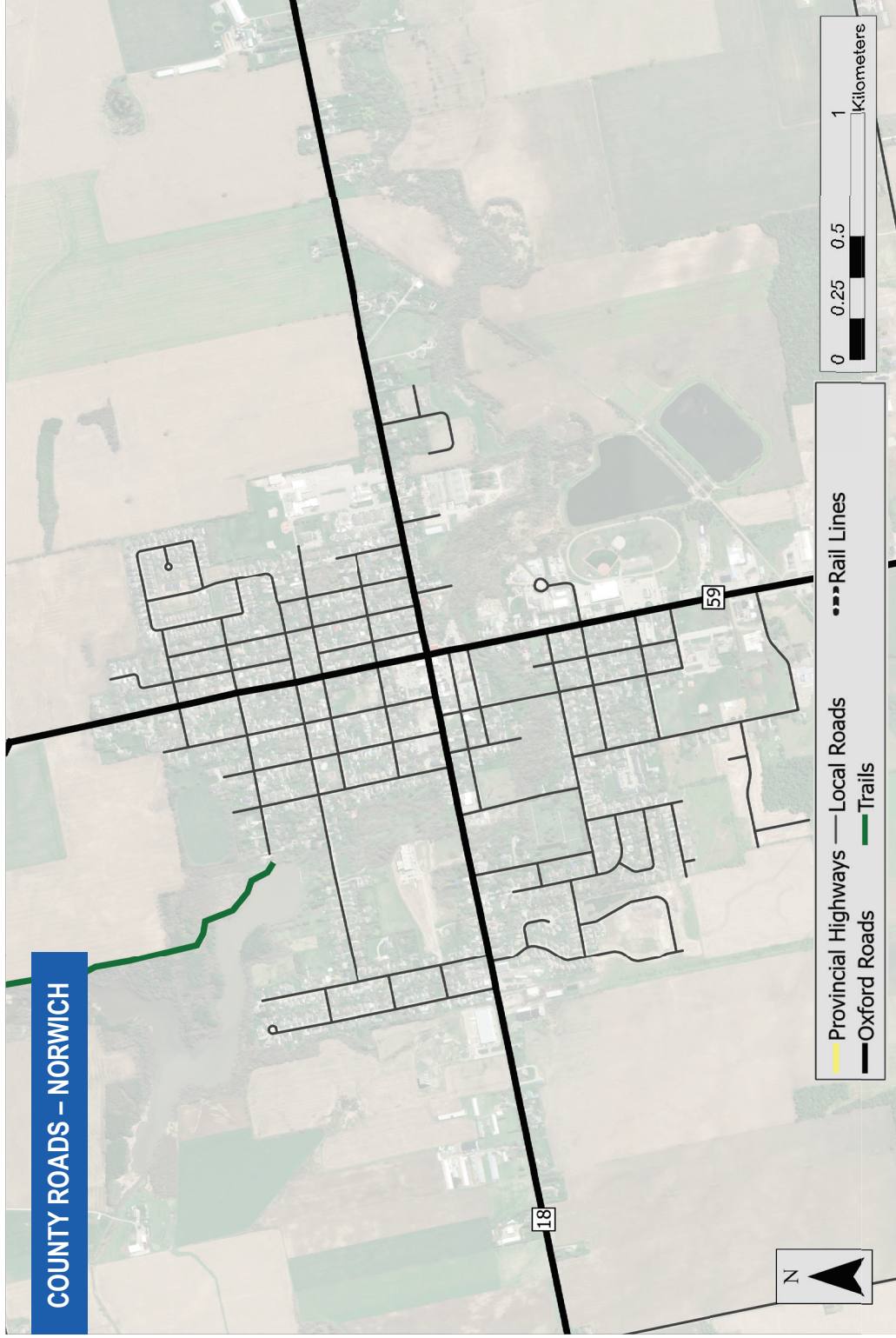


COUNTY ROADS – TILLSONBURG

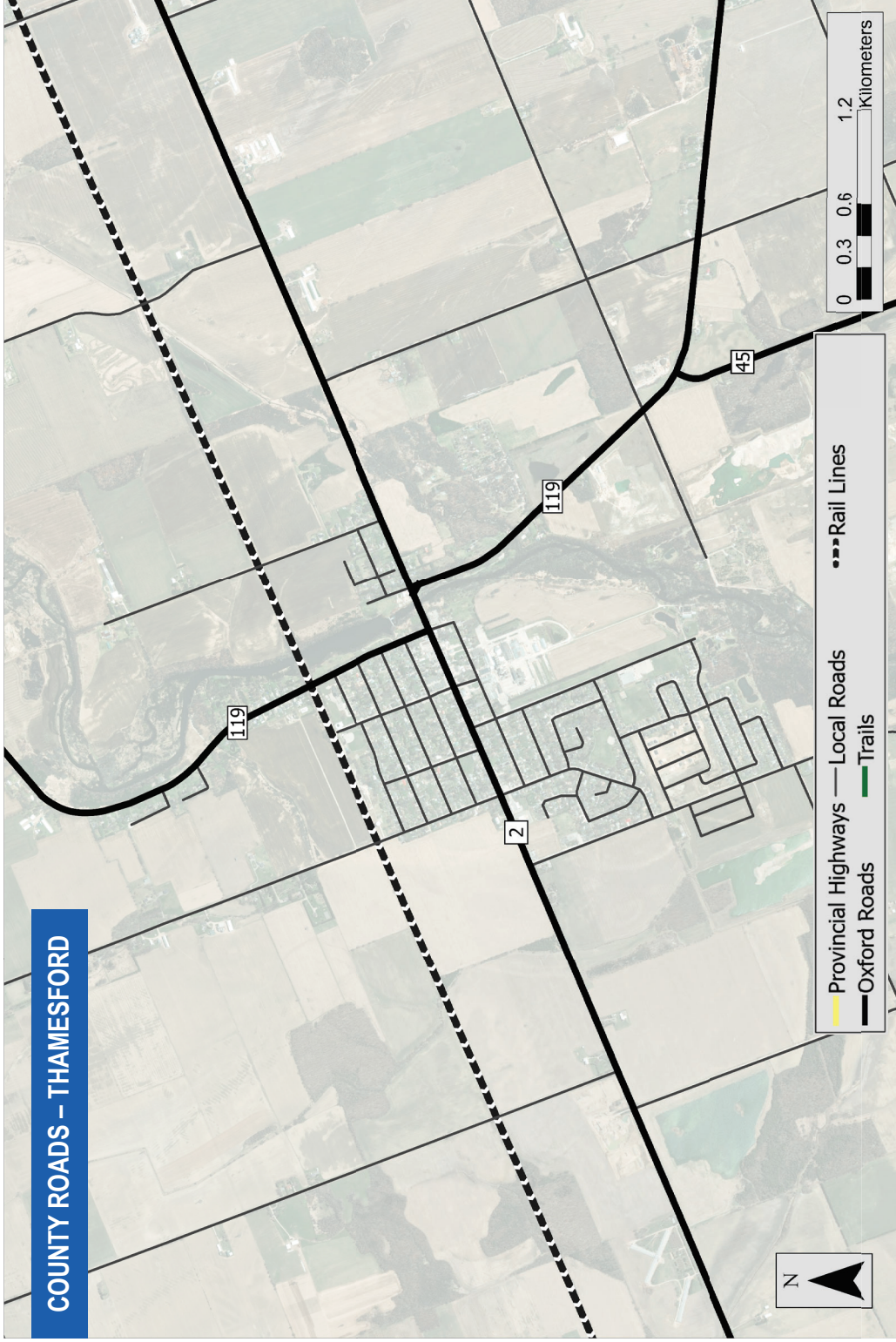


COUNTY ROADS – INNERKIP

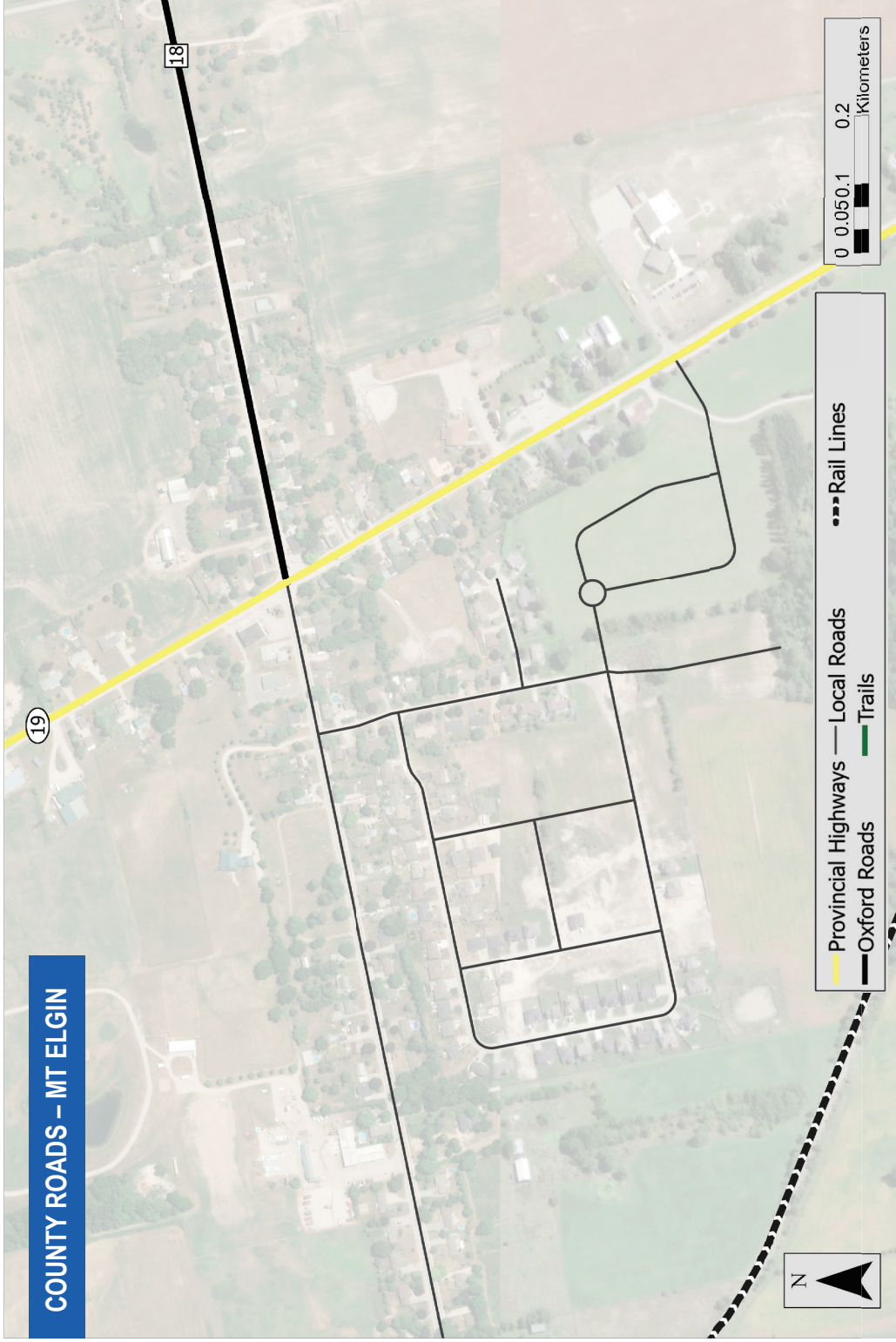




COUNTY ROADS – THAMESFORD

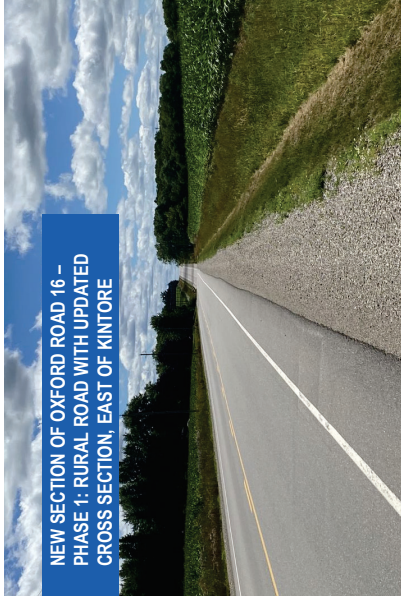


COUNTY ROADS – MT ELGIN

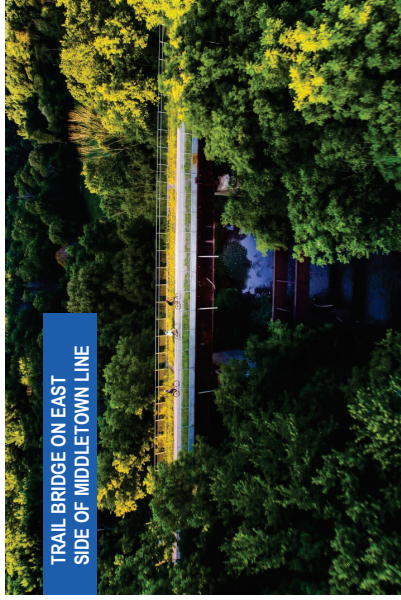


Transportation Master Plan

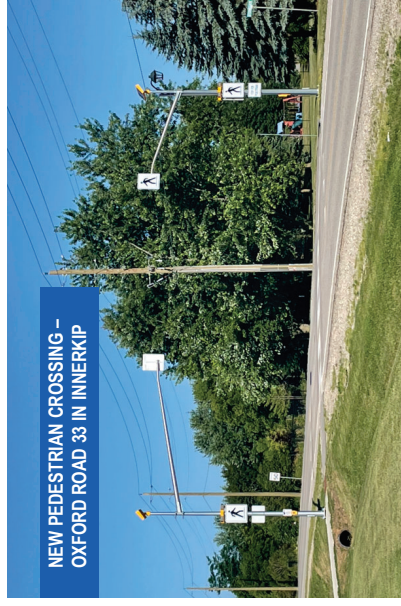
OXFORD COUNTY TRANSPORTATION PROJECT HIGHLIGHTS!



NEW SECTION OF OXFORD ROAD 16 –
 PHASE 1: RURAL ROAD WITH UPDATED
 CROSS SECTION, EAST OF KINTORE



TRAIL BRIDGE ON EAST
 SIDE OF MIDDLETOWN LINE



NEW PEDESTRIAN CROSSING –
 OXFORD ROAD 33 IN INNERKIP



NEW PEDESTRIAN CROSSING –
 PARKINSON ROAD IN WOODSTOCK



OXFORD ROAD 2/OXFORD ROAD 6
 ROUNDABOUT, WEST OF WOODSTOCK



ROAD URBANIZATION – DEVONSHIRE AVENUE
 (FROM LANSOWNE TO CARDINAL), WOODSTOCK

CURRENT STATE OF COUNTY TRANSPORTATION – COUNTY ROAD NETWORK



- There are 1,331 km of County owned roads
- Recent investments in infrastructure improvements:
 - Road Rehabilitation – \$28.1 Million
 - Major Road Reconstruction (Oxford Road 16) – \$2.7 Million
 - Road Urbanization – \$5.3 Million
 - Intersection Upgrades and Improvements – \$175,000

*The volume-to-capacity (V/C) ratio is a measure of the vehicular demand relative to the carrying capacity of the roadway, based on known relationships with geometry, traffic control, and driver behaviour. The V/C value ranges from 0 to < 1.0, with 1.0 indicating the segment is operating at its carrying capacity.

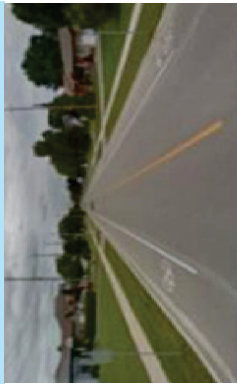
CURRENT STATE OF COUNTY TRANSPORTATION – EXISTING COUNTY CYCLING INFRASTRUCTURE

ON-ROAD FACILITIES:

URBAN SHOULDERS:
23.5 KM

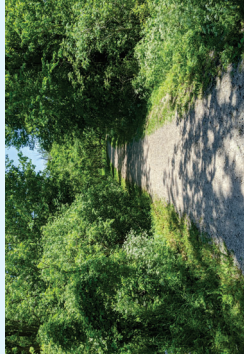


BIKE LANES:
3.7 KM



OFF-ROAD FACILITIES:

OFF-ROAD TRAIL:
32.3 KM

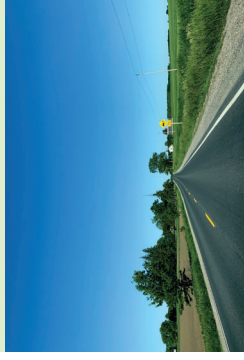


COUNTY SHOULDER CONDITIONS:

NO SHOULDERS:
56.7 KM



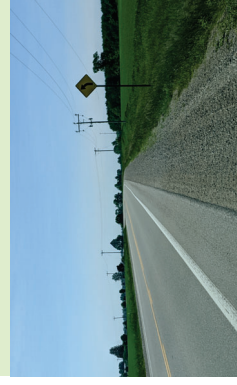
NARROW GRAVEL
SHOULDERS: 154.1 KM



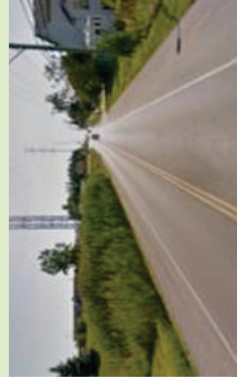
FULL GRAVEL
SHOULDERS: 234.2 KM



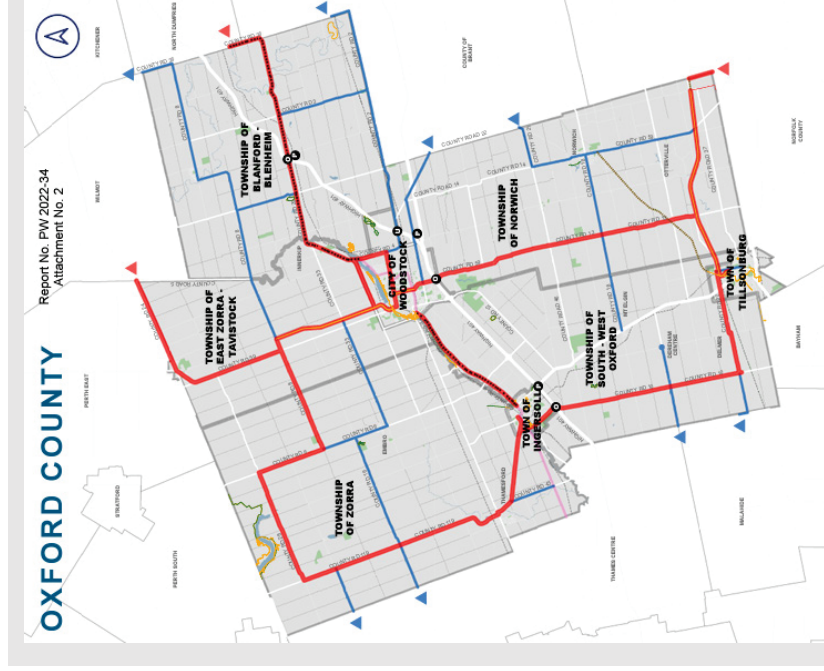
PARTIAL PAVED/GRAVEL
SHOULDERS: 202.2 KM



PAVED SHOULDERS:
202.2 KM



CURRENT STATE OF COUNTY TRANSPORTATION – COUNTY CYCLING NETWORK



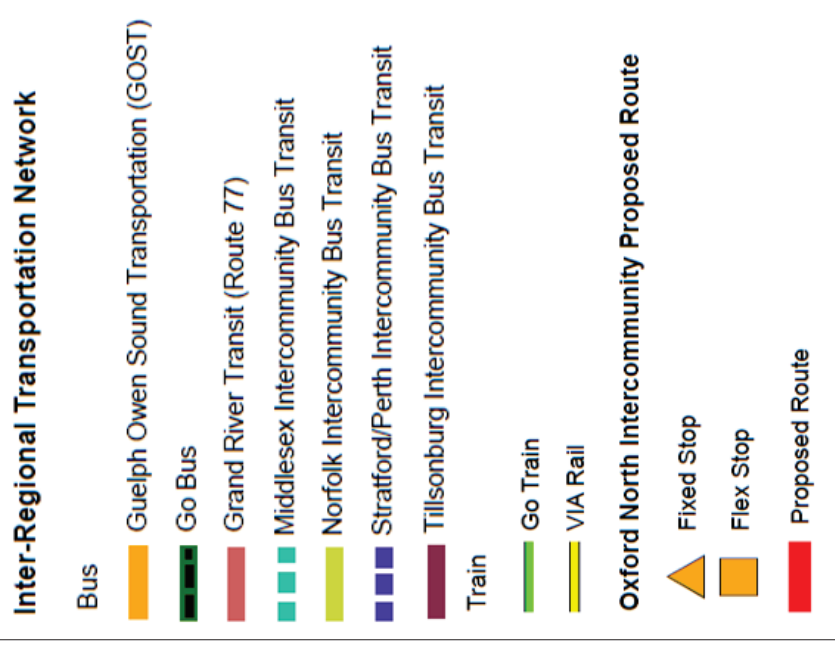
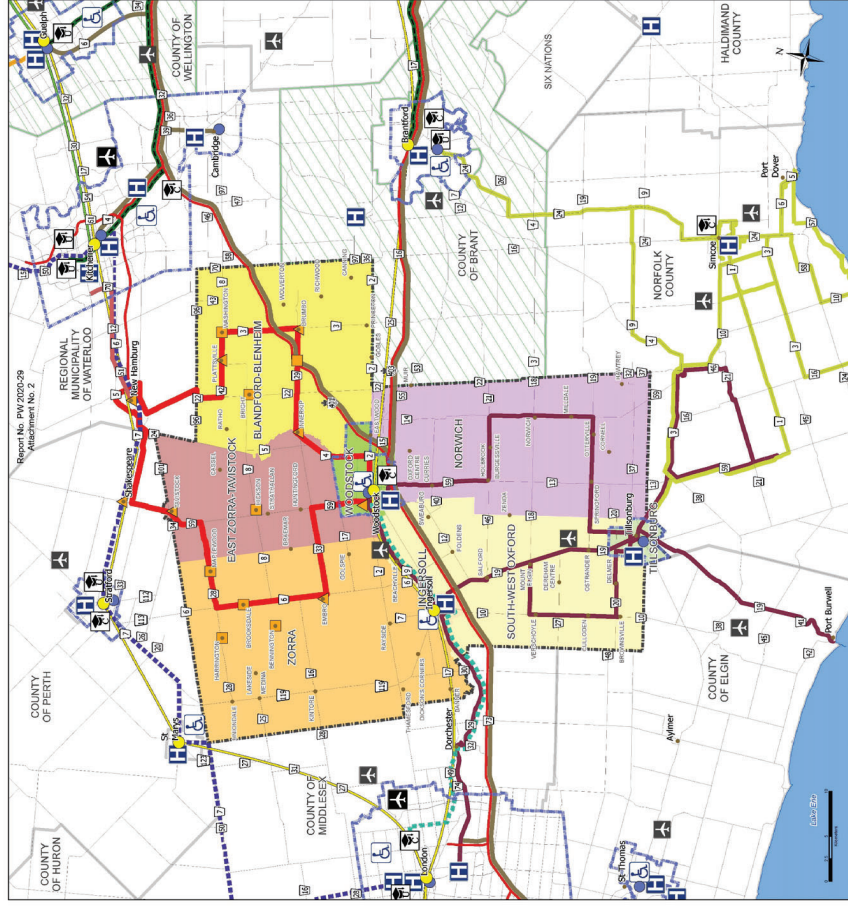
- Primary Network – 189 km
 - Critical corridors connecting to urban centres and settlement areas
- Secondary Network – 181 km
 - Connecting smaller settlement areas to primary network
- Local Connecting Links – 20 km
 - Routes on local roads that form part of MTO province-wide cycling network
- Proposed Off-Road Trail – 15 km
 - Abandoned rail corridor from Tillsonburg to Norwich

CURRENT STATE OF COUNTY TRANSPORTATION – TRANSIT

- T'Go is intercommunity transit (i.e., bus) that serves Tillsonburg, Ingersoll, Woodstock and surrounding areas (e.g., Middlesex County)
 - The T'Go intercommunity transit route connects with local transit networks in Tillsonburg (T'Go) and Woodstock (Woodstock Transit)
 - Transit connections from surrounding municipalities that serve Oxford County include Norfolk County (service from Tillsonburg), and Middlesex County (service to Ingersoll, Thamesford and Woodstock)
- Regional transportation integration includes passenger rail (e.g., VIA Rail in Ingersoll and Woodstock) and carpool lots (e.g., Ministry of Transportation carpool lot at Highways 401 and 19 in Ingersoll)
- Proposed an intercommunity bus transit route for the Townships of East Zorra-Tavistock, Zorra and Blandford-Blenheim



CURRENT STATE OF COUNTY TRANSPORTATION – TRANSIT



CURRENT STATE OF COUNTY TRANSPORTATION – RAIL AND AIRPORT

Freight Rail



- Main Line Rail – Canadian National Railway (CN), Canadian Pacific Railway (CP)
- Short Line Rail – GIO Rail (located on the CN Cayuga Subdivision line) and Ontario Southland Railway (OSR)
 - Within Oxford County, OSR has stops in Ingersoll, Salford, Mt. Elgin, Ostrander, Tillsonburg, and the Tillsonburg Junction

Passenger Rail



- VIA Rail – Stations located in Ingersoll and Woodstock
- Metrolinx Pilot – located on the CN North line

Rail Improvement Projects



- There are 23 level crossings and 10 grade-separated crossings
- Oxford Road 4 and CP rail line crossing
 - 2019-2020 – Grade crossing improvements (flashing lights, bells, and gates)

Tillsonburg Regional Airport



- Located in the Township of South-West Oxford and owned by the Town of Tillsonburg
- Serves flight training providers (e.g., Tillsonburg Flying School), flying clubs, private and corporate aircraft, charters, aerial work activities and gliders, Emergency Medical Services (EMS), and Canadian Military aircraft

EMERGING TRANSPORTATION TRENDS IN OXFORD COUNTY



MOBILITY

New mobility planning and design



TRANSPORTATION DEMAND MANAGEMENT (TDM)

Reducing or redistributing travel demand in time and location in order to optimize the transportation network (e.g., increasing work from home employees)



SAFETY

Infrastructure improvements to improve road safety for all users



WORKING TOWARDS NET ZERO EMISSIONS TO MEET CANADA'S TARGETS BY 2050



15-MINUTE COMMUNITY

A 15-minute walk, cycle or micro-mobility trip to local live/work opportunities, schools, retail and essential services, culture and green space



INTERCOMMUNITY TRANSPORTATION

(e.g., bus, passenger rail, airport)



ENHANCED FREIGHT AND COMMUTER RAIL



ALL-WEATHER/FOUR SEASON MULTIMODAL NETWORK

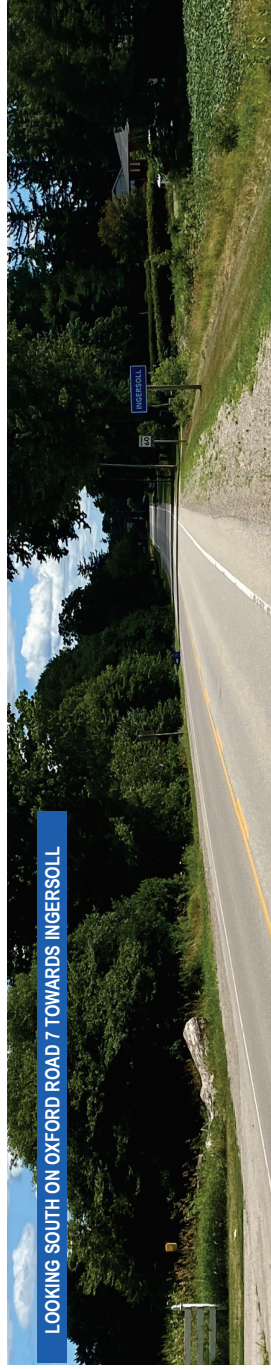


EXPANDING ACTIVE TRANSPORTATION OPPORTUNITIES

OXFORD COUNTY
Transportation Master Plan

CONNECTING **20**
Oxford 24

OXFORD COUNTY TRANSPORTATION VISION AND DEMOGRAPHICS



Connecting Oxford 2024 Vision Statement

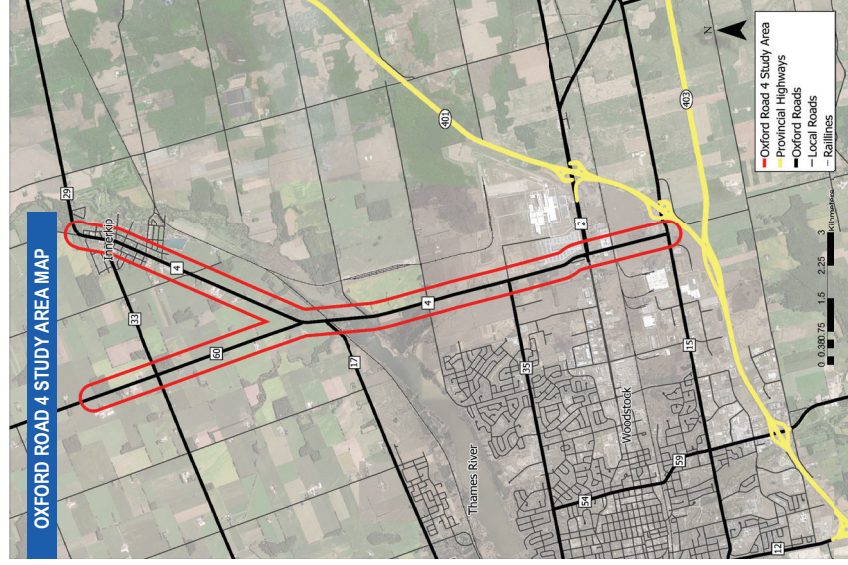
Through 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient and sustainable multimodal transportation network to move people and goods into and throughout the County, including access and connections to opportunities and essential services, while improving mobility for all types of road users and communities.

Demographic Overview of Oxford County

- Auto ownership and operating costs exceeding 20% of household income
- Aging population
- More complete and compact urban form
- Hybrid work, remote work, working from home
- Social media mobility/rideshare communities

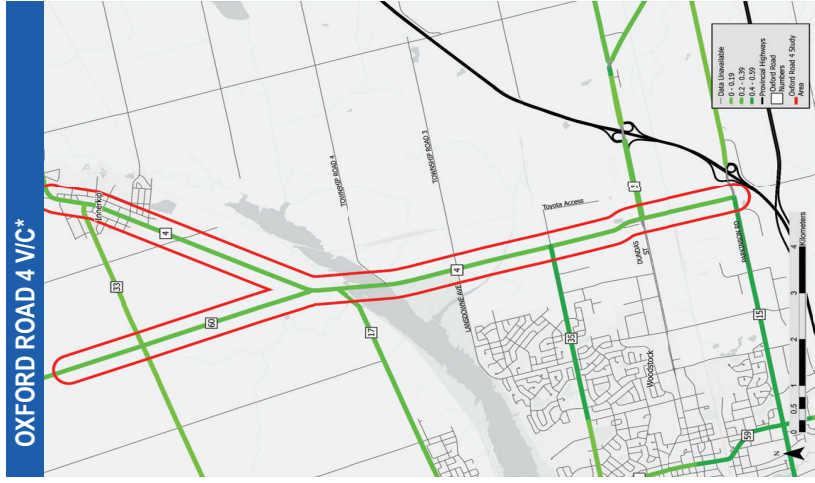


OXFORD ROAD 4 CORRIDOR STUDY



- In conjunction with the Transportation Master Plan, a specific corridor study of Oxford Road 4, which includes analysis on a portion of Oxford Road 60, is being undertaken:
 - Oxford Road 4 and 60 are important arterial roads connecting the Highway 401/403 corridors and the north portion of Oxford County through the City of Woodstock.
 - With development along the corridor expected to increase, the County is planning for the future of the corridor.
- This study is examining the current road and intersection conditions and performance, active transportation facilities, and collision history in the study area to identify opportunities for improvement and better facilitate movement of vehicles to the north without passing through the City of Woodstock.

OXFORD ROAD 4 CORRIDOR STUDY



COLLISIONS ON OXFORD ROAD 4 BY YEAR AND TRAFFIC CONTROL TYPE

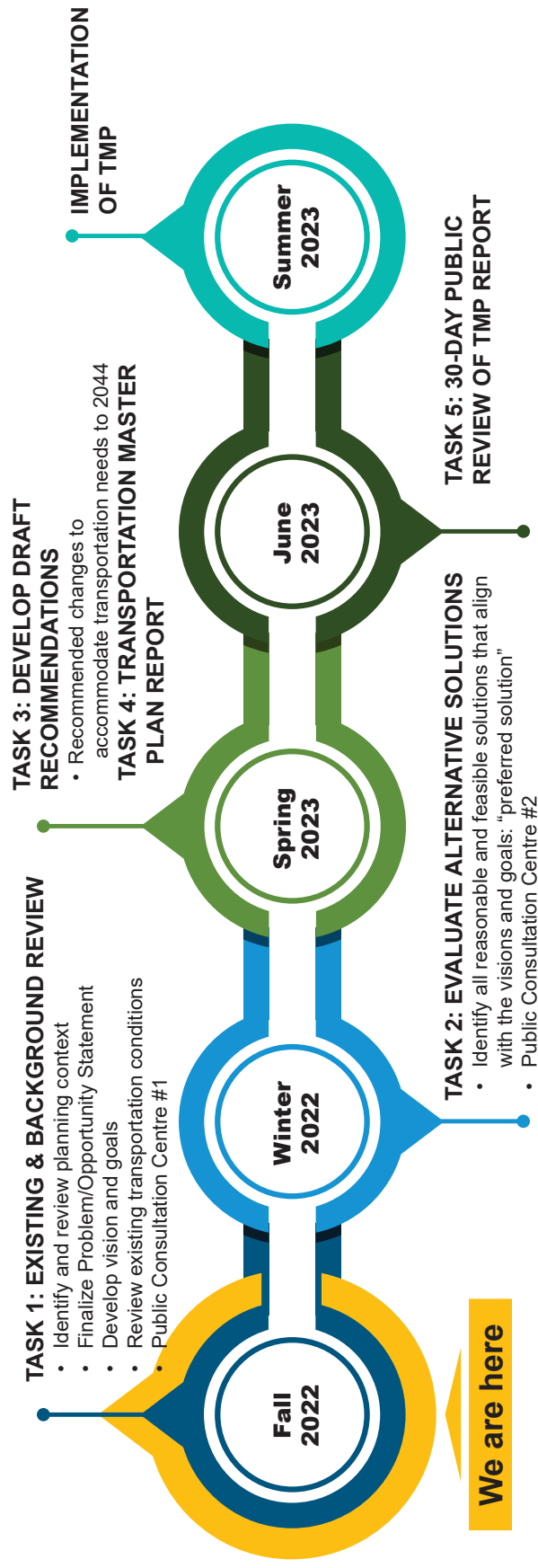
	No Control	Yield Sign	Traffic Gate	Stop Sign	Traffic Signal	School Bus	Other	Total
2013	1	-	-	1	6	-	2	10
2014	7	-	-	1	4	-	-	12
2015	5	-	-	2	-	-	-	7
2016	9	-	-	2	10	-	-	21
2017	12	-	-	4	7	-	-	23
2018	14	-	-	3	13	1	-	31
2019	10	1	-	5	5	-	-	21
2020	15	-	1	3	6	-	-	25
2021	7	-	-	4	3	-	-	14
Total	80	1	1	25	54	1	2	164

To analyze intersection performance and identify any potential improvements, intersection counts will be completed at major intersections along Oxford Road (OR) 4:

- OR 15/Parkinson Rd
- OR 2/Dundas St
- OR 35/Devonshire Ave
- OR 17
- OR 60/16th line
- OR 33

*The volume-to-capacity (V/C) ratio is a measure of the vehicular demand relative to the carrying capacity of the roadway, based on known relationships with geometry, traffic control, and driver behaviour. The V/C value ranges from 0 to < 1.0, with 1.0 indicating the segment is operating at its carrying capacity.

NEXT STEPS



Following PCC #1 the Project Team will:

- Review and assess your feedback to understand transportation concerns, priorities and needs;
- Implement the framework and outline transportation issues, needs and opportunities;
- Finalize the Problem/Opportunity Statement and Visions and Goals;
- Develop proposed transportation infrastructure projects;
- Create policies and strategies to support recommended transportation infrastructure projects; and
- Present recommendations at Public Consultation Centre #2 (Winter 2022)

CONNECTING OXFORD 2024 CONSULTATION SCHEDULE 2022-2023

- March 10, 2022 | Internal Technical Advisory Committee Meeting #1
- March 24, 2022 | External Technical Advisory Committee Meeting #1
 - Comprised of: Oxford County Municipalities; Adjacent Municipalities; Conservation Authorities; Provincial Agencies; Railway Authorities; Local Transit Authorities; Local Emergency and Medical Services
- May 4, 2022 | Economic Development Forum #1
 - Comprised of: Local Business Improvement Areas (BIAs) – Tillsonburg and Woodstock; Community Engagement Services Oxford; Local Chambers of Commerce; Rural Oxford Development Corporation; Toyota; and Cami (General Motors)
- Public Engagement Pop Up Events
 - September 13, 2022, 8:30 am – 4:30 pm | Canada's Outdoor Farm Show
 - September 20, 2022, 6:00 pm – 7:00 pm | Town of Ingersoll Council Chambers
 - September 23, 2022, 11:00 am – 7:00 pm | Tillsonburg Ribfest
- September 27, 2022 - October 19, 2022 | Public Consultation Centre #1 (Virtual)
- Winter 2022 | Internal Technical Advisory Committee Meeting #2
- Winter 2022 | External Technical Advisory Committee Meeting #2
- Winter 2022 | Economic Development Forum #2
- Winter 2022 | Public Consultation Centre #2

 CONNECTING **20**
Oxford 24

OXFORD COUNTY
Transportation Master Plan

SPEAK UP!

Connect with Us!

- Visit oxfordcounty.ca/speakup where you can provide comments on our interactive map and complete the survey
- Scan the QR code to take you directly to the website
- View project updates, provide input or join the project mailing list
- Sign up on oxfordcounty.ca/speakup to view recorded virtual Public Consultation Centre #1



We want to Hear from You!

- Tell us your insights and thoughts on County transportation needs and issues
- Provide suggestions where you would like to see transportation improvements by October 19, 2022 for the PCC #1 comment period

Have questions or would like to provide further comments?
Reach out to the Project Managers below for the duration of the study:

Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Desk: 1-800-755-0394 ext. 3023

John McGill, P.Eng., PTOE, RSP
Parsons Project Manager
Email: john.mcgill@parsons.com
Cell: 905-330-9569

APPENDIX A.9

PCC#1 Survey Responses

Connecting Oxford:

What are Oxford's transportation priorities?

SURVEY RESPONSE REPORT

1 July 2022 - 20 October 2022

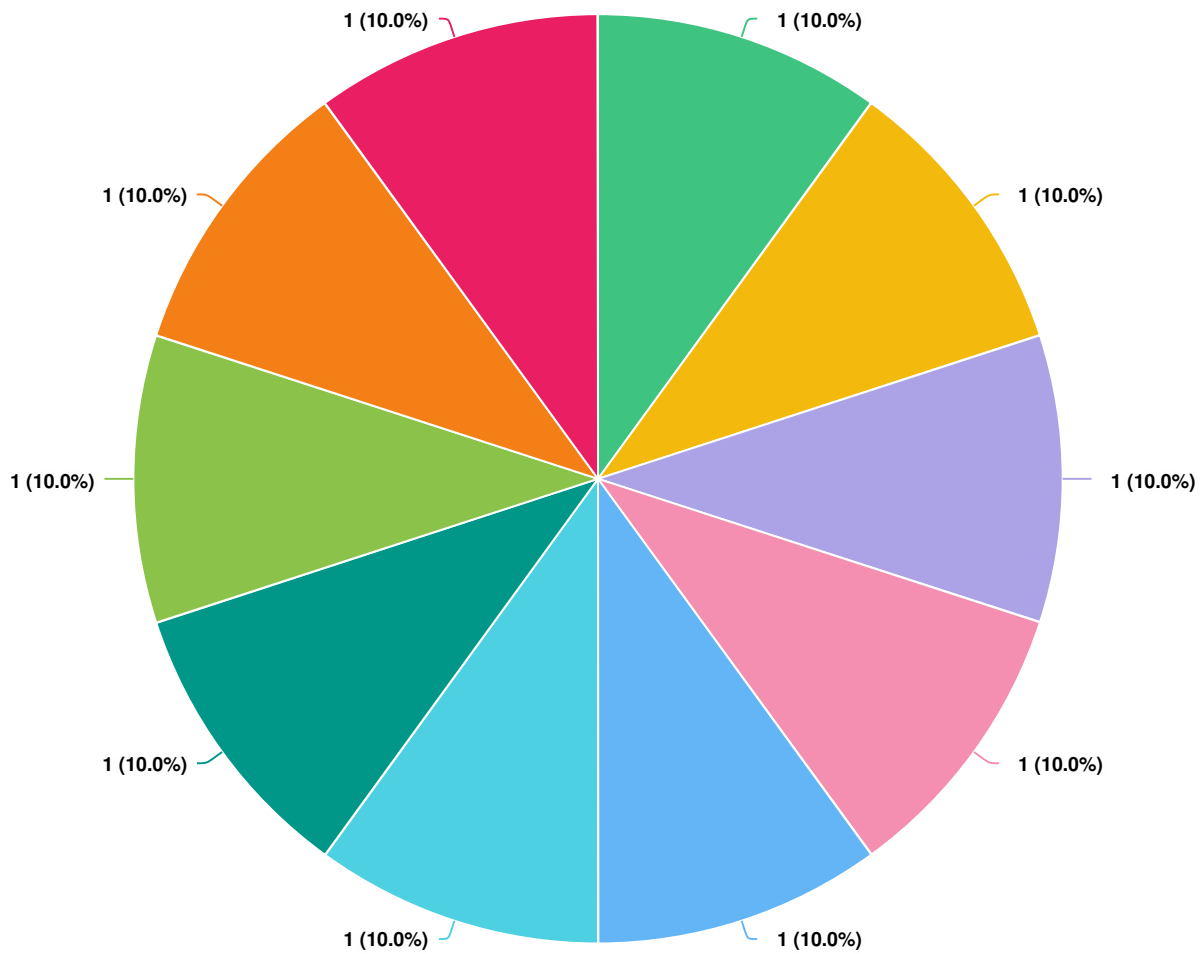
PROJECT NAME:

2024 Transportation Master Plan



REGISTRATION QUESTIONS

Q1 Postal Code



Question options

- Woodstock, ON, N4S3M4
- Tillsonburg, ON, N4G5J6
- Woodstock, Ontario, N4S7Y3
- Woodstock, ON, N4S7W1
- Tillsonburg, ON, N4G0C3
- Tillsonburg, ON, N4G4G8
- Woodstock, ON, N4S5L9
- Ingersoll, ON, N5C2J7
- Woodstock, ON, N4T0J6
- Woodstock, ON, N4S4C1

Mandatory Question (10 response(s))
Question type: Region Question



SURVEY QUESTIONS

Q1 What are Oxford County's transportation priorities? Please select the top three priorities in your opinion, with "1" being ...

OPTIONS	AVG. RANK
Improving transportation safety (e.g., road safety)	2.81
Improving pedestrian environments and connections	3.25
Investing in public transit services	3.33
Reducing costs (i.e., share of municipal tax bill)	3.67
Reducing travel delays and/or shorter commute times	3.68
Expanding sustainable travel mode options (e.g., carpooling, walking, cycling, transit)	4.00
Reducing environmental impact of transportation (i.e., climate change, energy consumption, air quality)	4.03
Investing in safe and connected cycling infrastructure	4.07

Optional question (53 response(s), 2 skipped)
Question type: Ranking Question

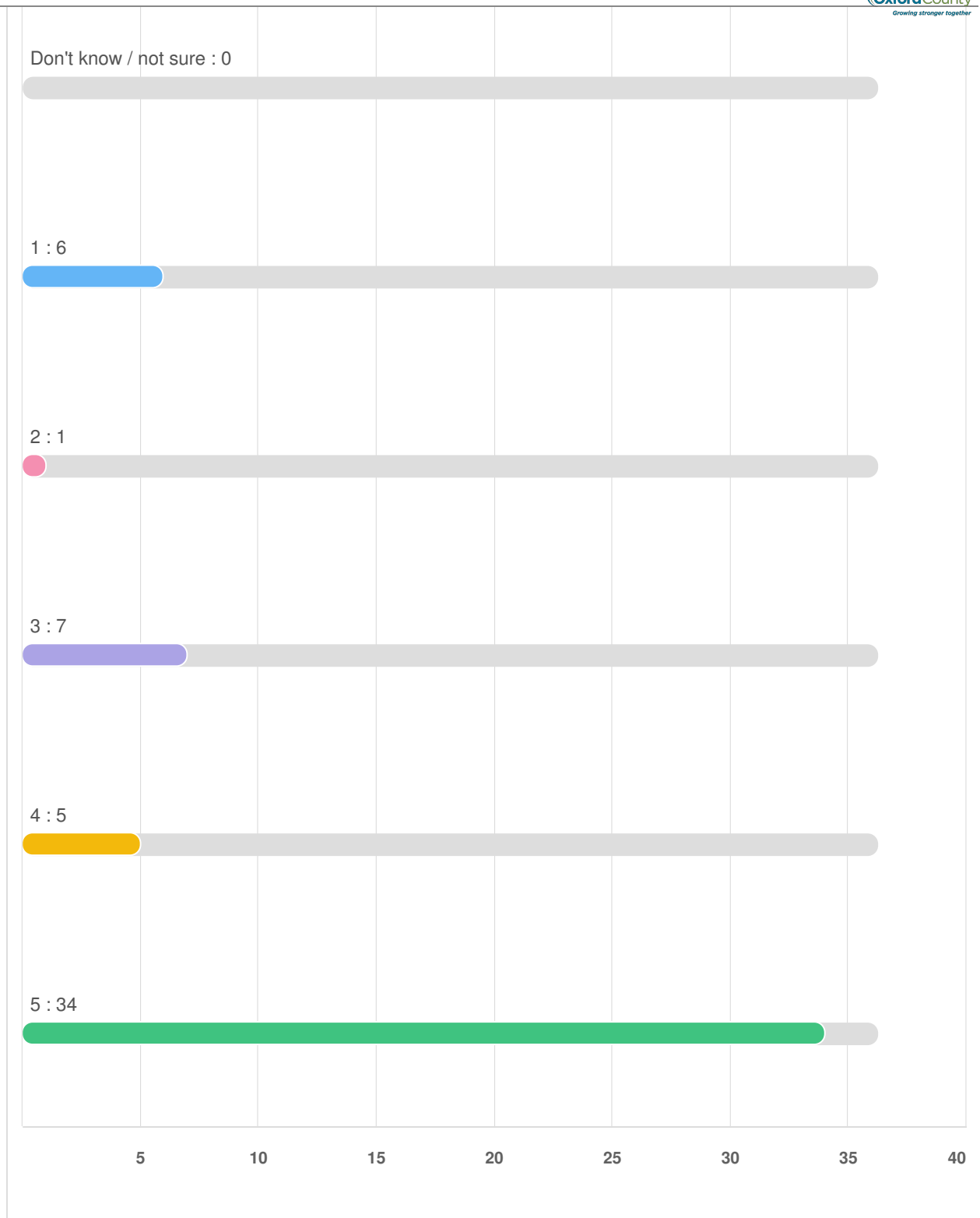
Q2 How important are the following local transportation modes in Oxford County? Please rank on a scale from 1 to 5, with "5" being very important and "1" being not at all important.



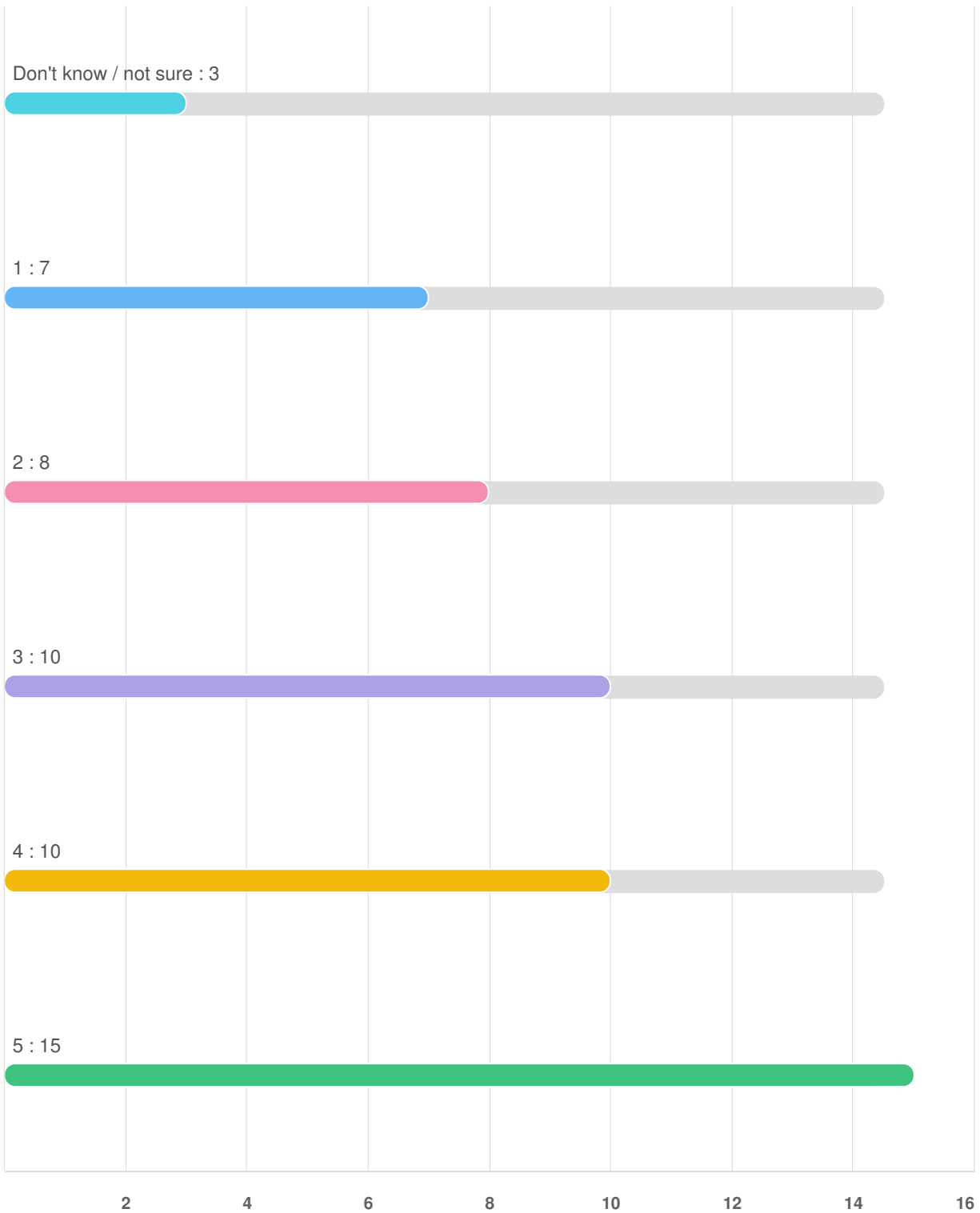
Optional question (54 response(s), 1 skipped)
Question type: Likert Question

Q2 How important are the following local transportation modes in Oxford County? Please rank on a scale from 1 to 5, with "5" being very important and "1" being not at all important.

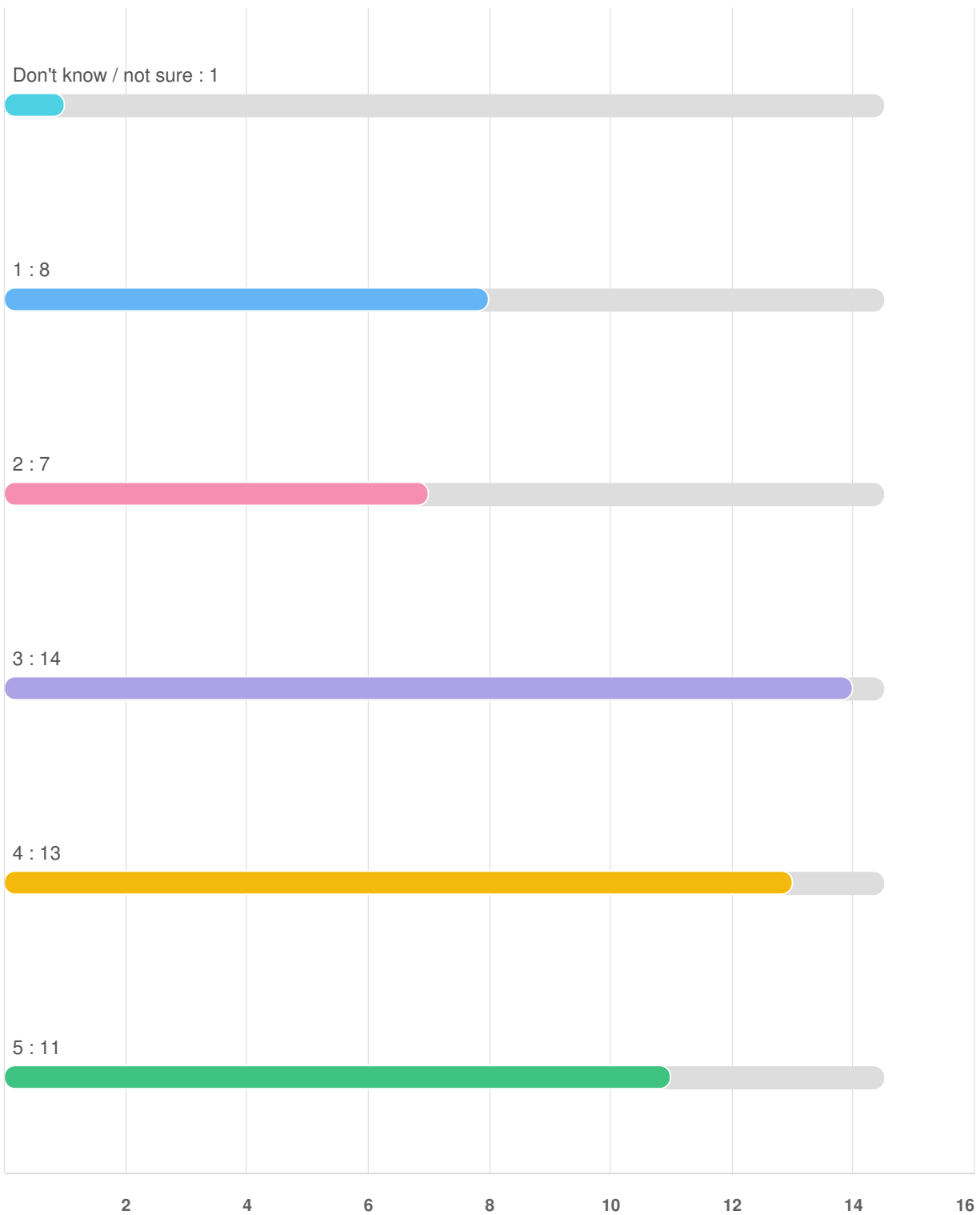
Movement of cars



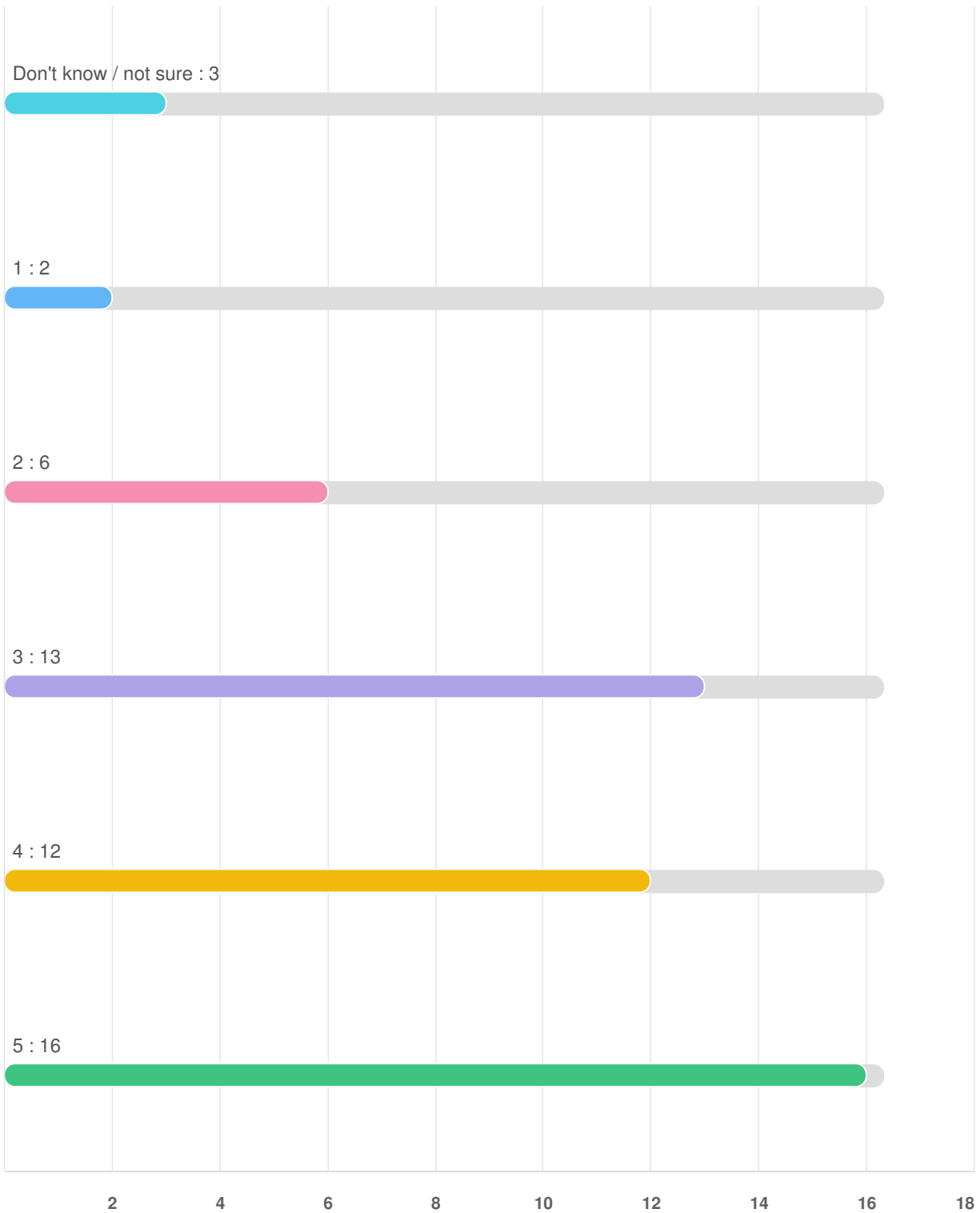
Transit services (e.g., buses)



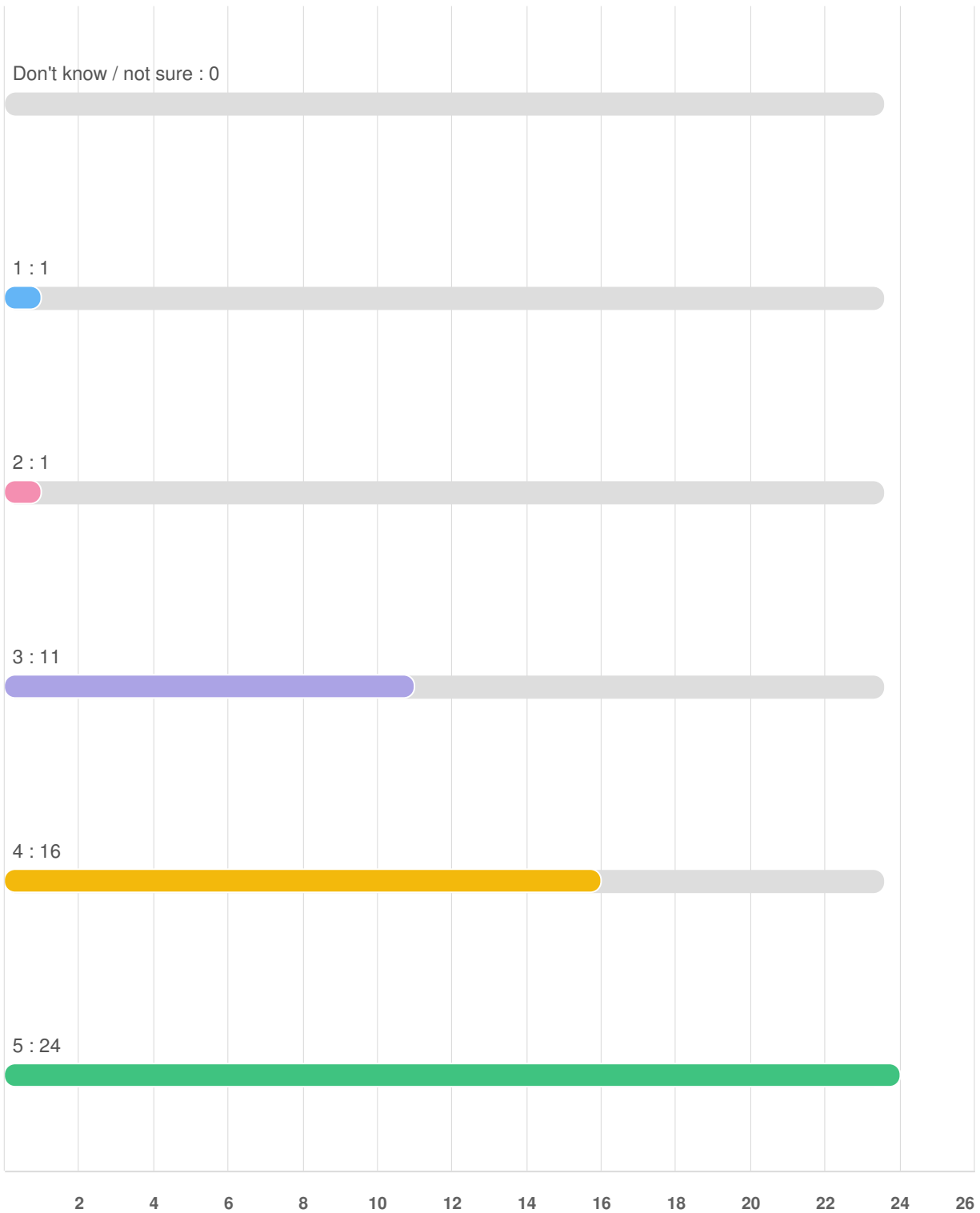
Cycling on-road



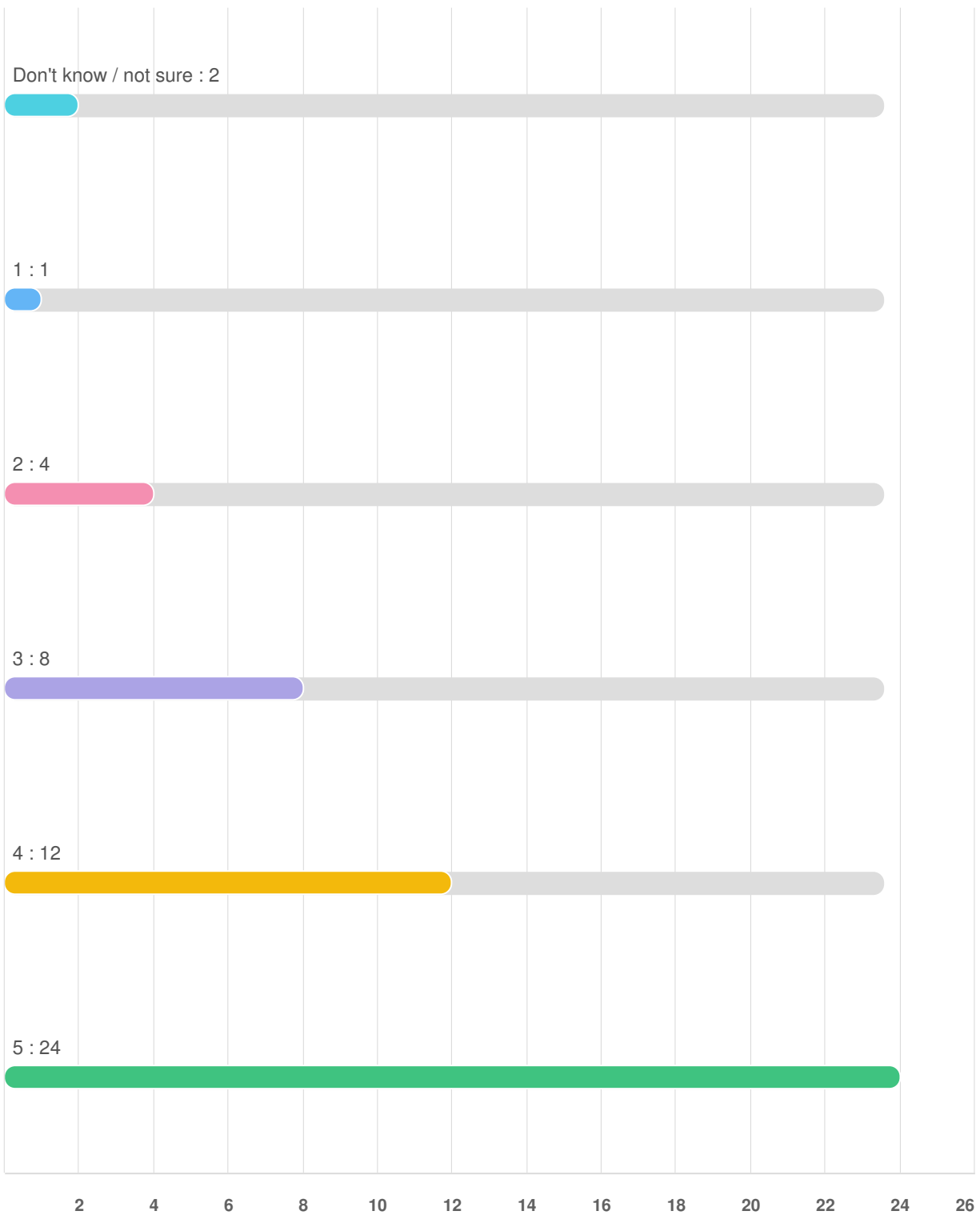
Cycling off-road (pathways and trails)



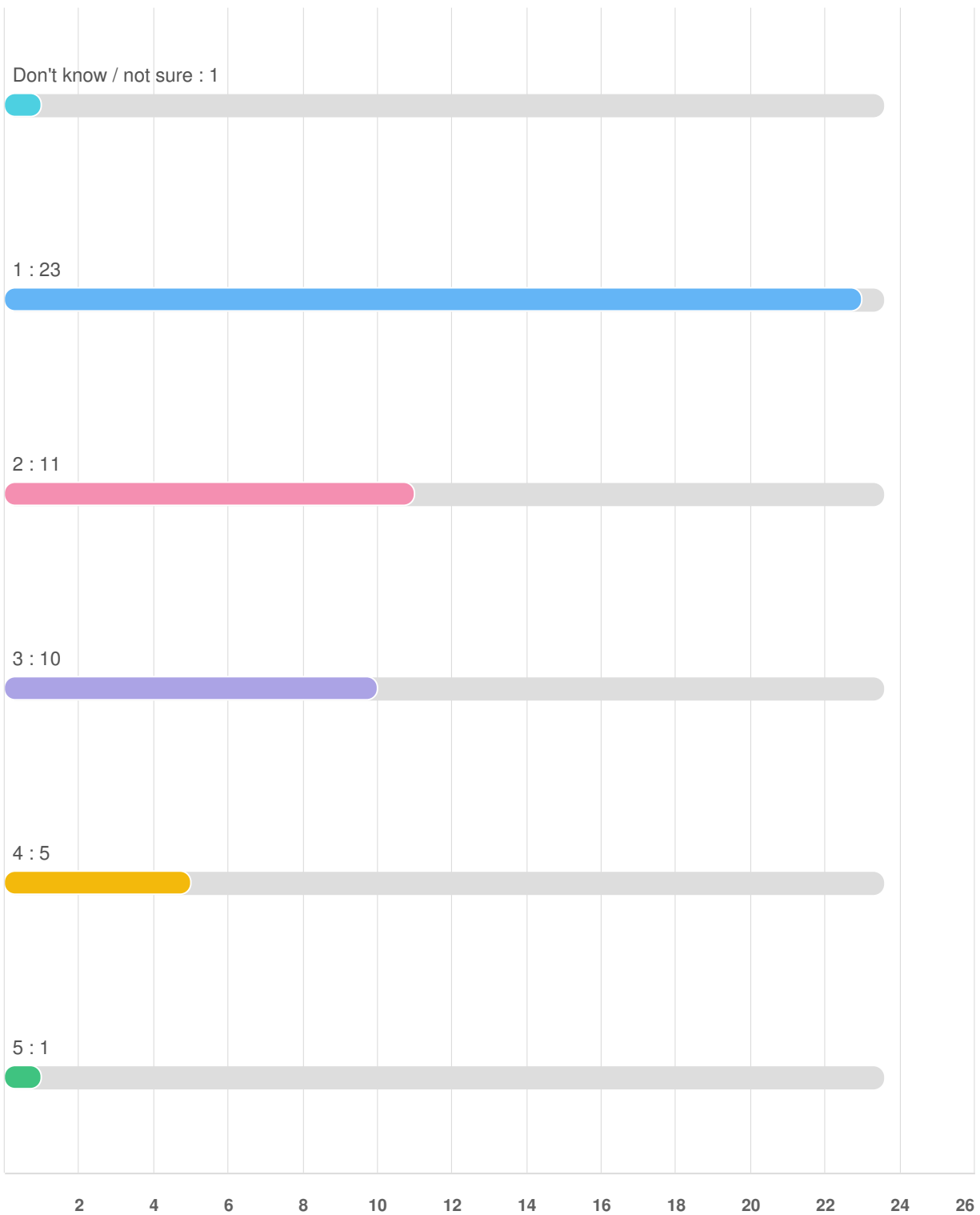
Pedestrian sidewalks



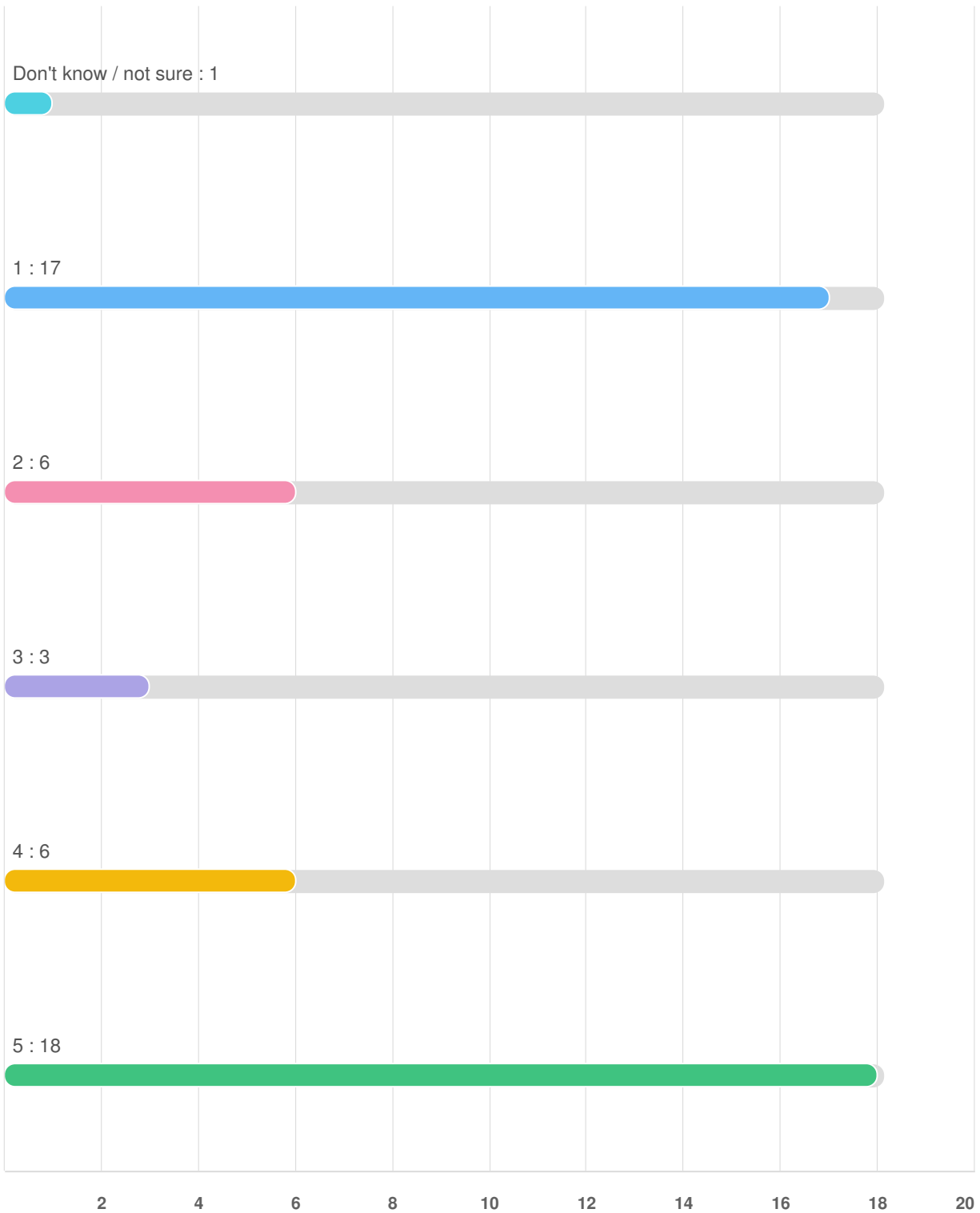
Pedestrian off-road pathways and trails



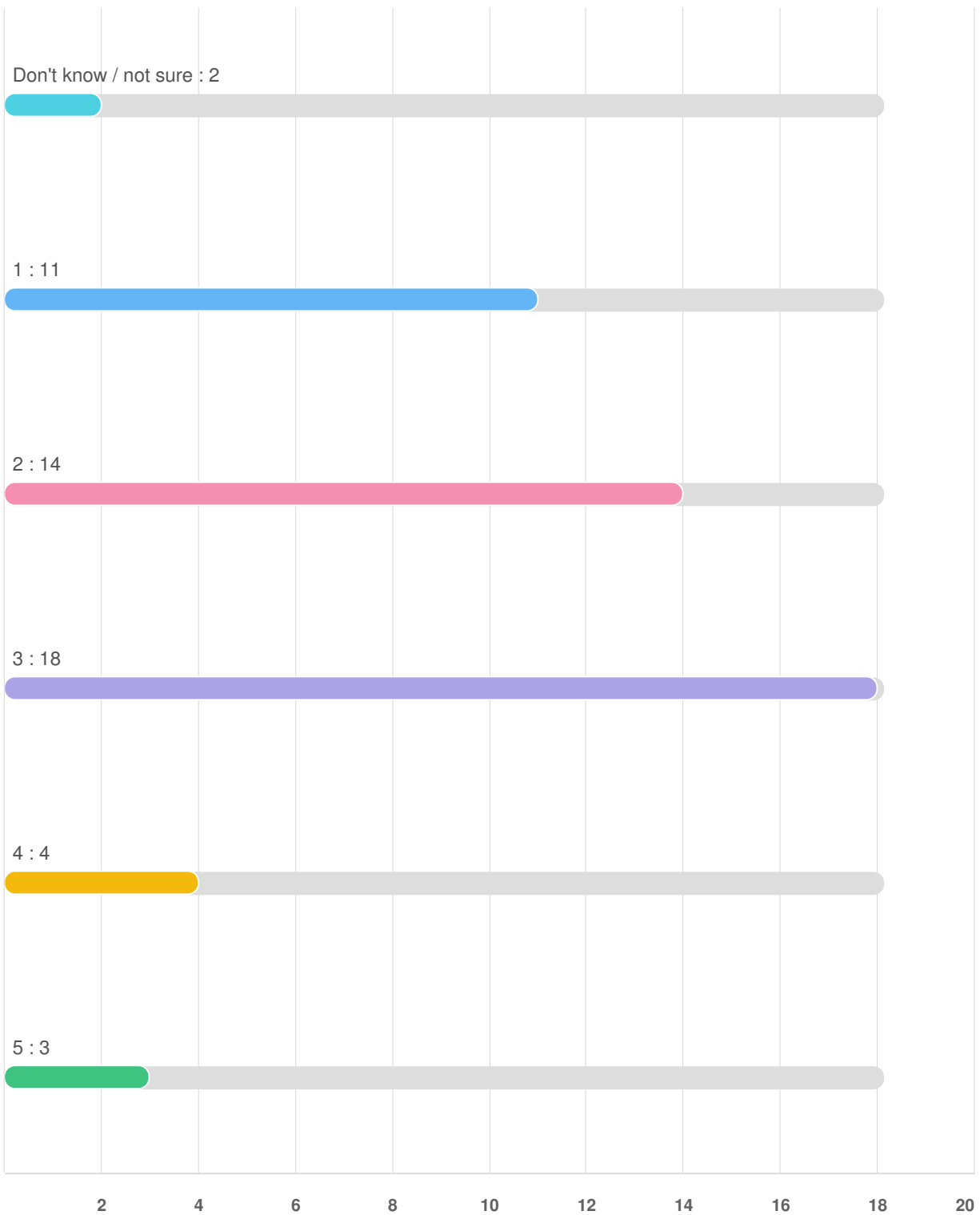
Airport (travel, recreation and business)



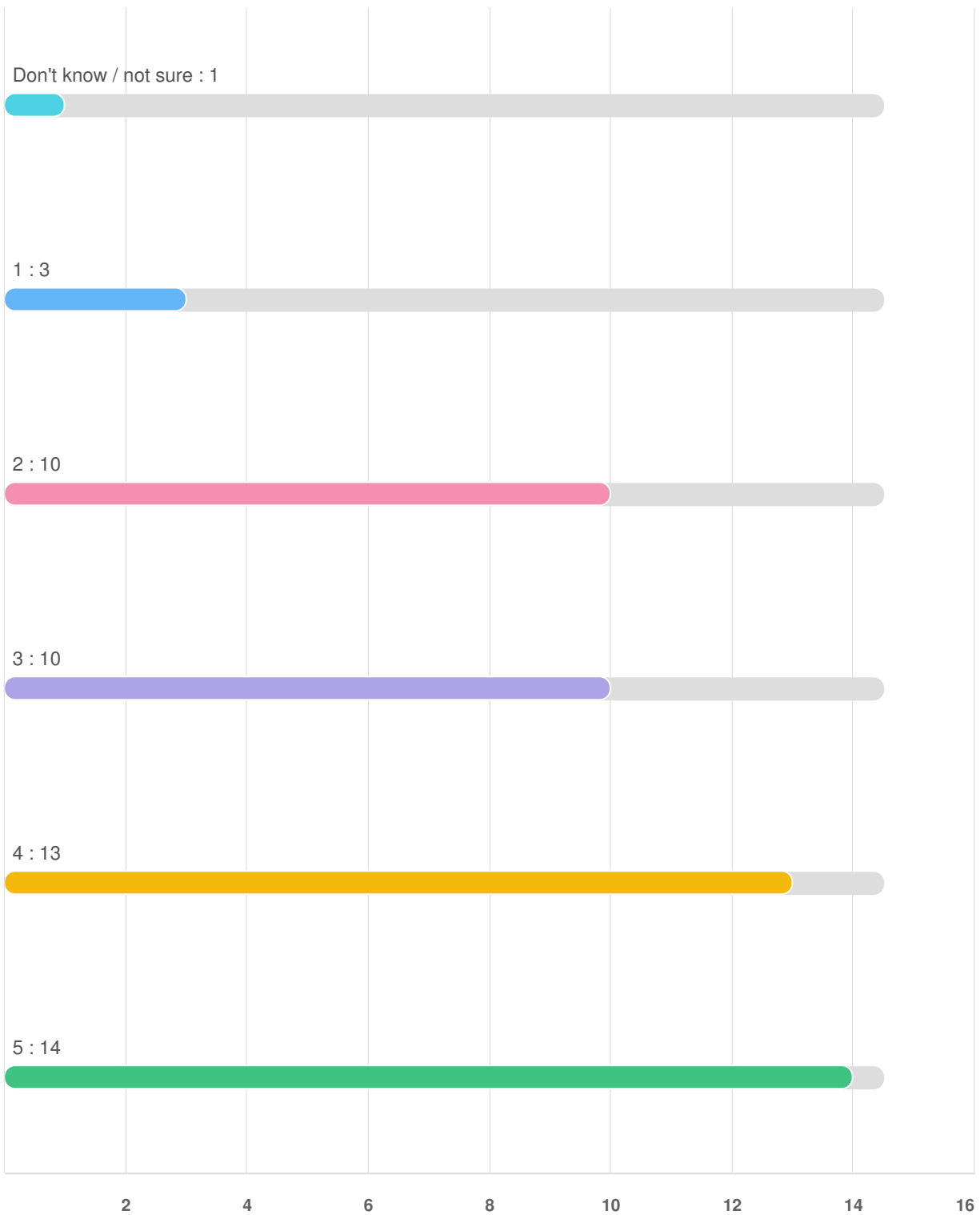
Intercity railway service (e.g., GO train)



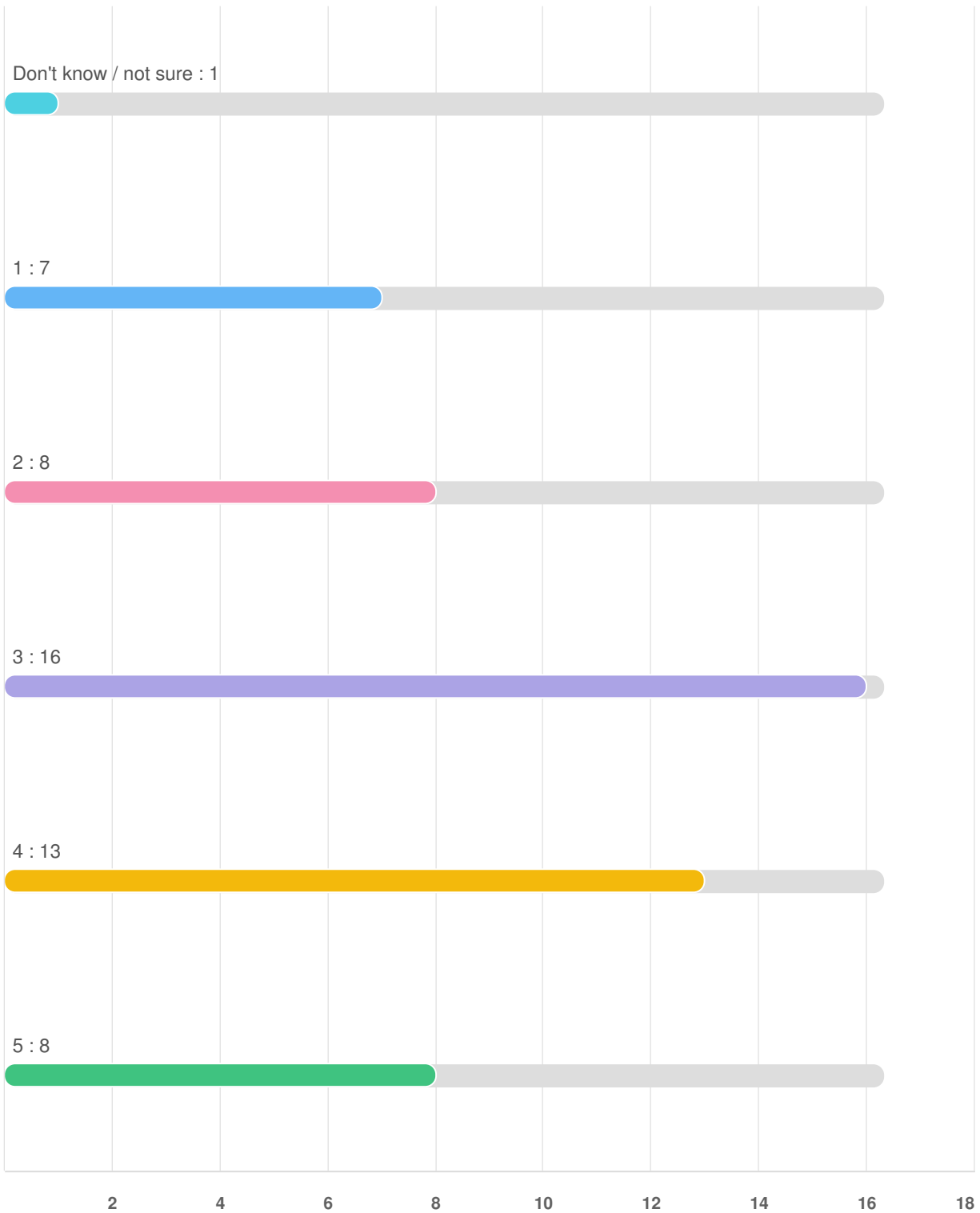
Taxis/ Uber



Goods movement (i.e., trucks)



Parking



Q3 What works well in Oxford County's transportation system?

Screen Name Redacted

9/05/2022 06:27 AM

The roads are pretty open and rarely jammed with traffic.

Screen Name Redacted

9/06/2022 01:41 PM

You can only effeciently get around by driving, and doing that during rush hour is excruciatingly slow.

Screen Name Redacted

9/06/2022 02:11 PM

In general, within a city or town in Oxford, roads are useful to motorists (other than lack of maintenance) in that they access all areas you need to go, are easy to manoeuvre, have good signage, there is enough parking on the street or in free parking lots, etc.

Screen Name Redacted

9/07/2022 12:57 PM

Well maintained roads, ample parking, trails for snowmobiles in winter

Screen Name Redacted

9/07/2022 08:20 PM

The buses start earlier and run later now and that is great! Also running on Sat.

Screen Name Redacted

9/10/2022 12:32 PM

It's fine if you have a car

Screen Name Redacted

9/13/2022 08:07 PM

Expanding bus service

Screen Name Redacted

9/14/2022 07:12 AM

Can drive where you need to go.

Screen Name Redacted

9/14/2022 08:35 AM

Easy access to express highways.

Screen Name Redacted

9/14/2022 08:56 AM

Not much We're bottle necked everywhere with all the new ppl and lack of roads to handle the volume. Huron down to one lane?? Heard Springbank between Dundas and Parkinson is going the same way

Screen Name Redacted

9/14/2022 09:12 AM

Roads are presently good

Screen Name Redacted

9/14/2022 10:05 AM

The lower number of vehicles compared to bigger cities. But the roads near Cowan Park need a lot of work and some streetlights and intersections need to be reevaluated for safety. Buses are getting better

Screen Name Redacted

9/14/2022 04:34 PM

N/A

Screen Name Redacted

9/14/2022 07:47 PM

Stop adding bike lanes that no one uses

Screen Name Redacted

9/14/2022 11:18 PM

nothing lol

Screen Name Redacted

9/15/2022 07:47 PM

Traffic flow for the most part

Screen Name Redacted

9/15/2022 09:39 PM

Seeking opportunities to improve in growing communities

Screen Name Redacted

9/16/2022 09:32 AM

No idea

Screen Name Redacted

9/18/2022 08:22 PM

Via Rail.

Screen Name Redacted

9/19/2022 06:02 PM

The city has a good grid system.

Screen Name Redacted

9/19/2022 06:25 PM

Not certain. What's the master plan with mission statement goals etc?

Screen Name Redacted

9/20/2022 06:58 AM

Roads are well maintained

Screen Name Redacted

9/23/2022 08:40 AM

Roundabouts

Screen Name Redacted

9/23/2022 08:48 AM

Infrastructure upkeep, maintenance.

Screen Name Redacted

9/23/2022 08:50 AM

Well maintained roads

Screen Name Redacted

9/23/2022 06:00 PM

Nothing

Screen Name Redacted

9/24/2022 10:10 AM

county roads, not city roads some highway access improvements to accessibility

Screen Name Redacted

9/24/2022 10:35 AM

I don't really have any concerns with roads ways my concern is for people who have to use the transit system

Screen Name Redacted

9/26/2022 02:23 PM

Oxford has a well laid out grid of roads, lined north, south, east and west for most part.

Screen Name Redacted

9/26/2022 04:17 PM

overall low volumes/congestion and short commutes

Screen Name Redacted

9/26/2022 04:46 PM

Via service is great for travelling to London or Toronto

Screen Name Redacted

10/03/2022 10:41 AM

Nothing really, the half baked current infastructure is going to end up like London.

Screen Name Redacted

10/12/2022 04:18 PM

Country highways are well maintained and safe

Optional question (33 response(s), 22 skipped)

Question type: Essay Question

Q4 | What improvements would you like to see in Oxford County's transportation system and why?

Screen Name Redacted

9/05/2022 06:27 AM

- Add more roundabouts to alleviate stop and go (traffic light, stop signs) -> less pollution, better speed management on roads and additional safety - Better inter community public transit for smaller community would be welcome (e.g. Bus: Princeton - Paris) -> (safer roads / access to service for the elderly / lower carbon footprint) - Better Train Options to commute to bigger urban centers (e.g. Go Train or Affordable Train line to Mississauga, Toronto etc.) ->

Attract City dwellers and grow the community while offering a sustainable transportation option than the car

Screen Name Redacted

9/06/2022 01:41 PM

Better intercity connections via Go Transit and VIA to London, Toronto, Kitchener/Cambridge, Guelph, etc. County-wide bus systems so those rely solely on public transit can move outside of city limits.

Screen Name Redacted

9/06/2022 02:11 PM

Unless you live downtown in Woodstock, Ingersoll, or Tillsonburg or have someone to drive you everywhere, you absolutely must have a car. Everything is spread out even within the city, there are no transit options to go between towns and villages in the county unless you want to pay for taxis and many of our best places to frequent are in rural areas. It is unsafe to bike on the highways where there are no bike lanes and everyone is speeding/does not move over. Even in town, there are few streets that are wide enough where a cyclist feels safe to ride and a driver feels comfortable that the cyclist isn't going to veer into the lane - there is also a lack of education for both motorists and cyclists about how to interact with each other.

Screen Name Redacted

9/07/2022 12:57 PM

Priority on reducing the cars on the roads and promote/facilitate use of public transit to reduce environmental impact. Ex - cycling lanes on highway 2 to travel between towns, bus between the small towns (ex. Paris - Princeton - Burford - Woodstock). Roundabouts instead of light intersections to reduce gas/carbon emissions.

Screen Name Redacted

9/07/2022 08:20 PM

I would like to see transit on Sunday as well. People still work Sunday and shop.

Screen Name Redacted

9/10/2022 12:32 PM

Pedestrian/bike trails from Woodstock to Ingersoll so people can safely commute without the dangers of vehicular traffic

Screen Name Redacted

9/13/2022 08:07 PM

More sidewalks, speed bumps on high traffic side streets ; Odium and lampman and salter Ave

Screen Name Redacted

9/13/2022 10:19 PM

Rail transit needs to be vastly improved.

Screen Name Redacted

9/14/2022 07:12 AM

Implement alternatives such as public transportation, more walkable neighbourhoods and bike lanes to reduce need for car travel.

Screen Name Redacted

9/14/2022 08:35 AM

Both on road and off road cycling routes. Increase demand in cycling since pandemic but roads are not safe for cycling. Safe off road cycling and walking trails are necessary at all corners of the County. Expansion of existing trails as more users of the systems are creating parking and trail congestion. Paved paths would be beneficial to all users. For example the Brantford to Waterford paved walking/cycling path. Bus routes for the homes in the expanded of City of Woodstock boundaries. Example - 11th Line, Woodstock & County Road 17.

Screen Name Redacted

9/14/2022 09:12 AM

Rural public transit

Screen Name Redacted

9/14/2022 10:05 AM

Buses and trains need a cost-effective way to get to Toronto/Kitchener with round trip. Intersections near cowan park and vanisittart need safety reevaluations

Screen Name Redacted

9/14/2022 12:16 PM

I absolutely hate getting off the 401 west at Norwich avenue. I find it's dangerous merging on to Norwich. They should have left the dedicated lane that went down to the lights at Juliana Dr. Or add a dedicated lane/right turn lane I also believe that a roundabout is needed at cedar/Henry/Wilson st. If you are turning left onto Wilson, people tend to drive at inconsistent speeds and the timing of the lights at the bend by jp variety and houndsfield can make turning there, tough. And with traffic getting backed up when the train comes though, having the roundabout could potentially help with congestion by temporarily rerouting some traffic down Henry and over the wellington st. Bridge. Another suggestion, albeit a more costly one, would be to put an under pass at said train tracks along with a roundabout. That would virtually eliminate congestion and save some lives, keeping pedestrians from having to cross the tracks. Synchronizing lights on the main arteries in town could be helpful as well

Screen Name Redacted

9/14/2022 04:34 PM

Traffic lights on very outdated timers and always turning red specifically on wellington between grace and Dundas its always red or changes red with out any traffic present. Also the light and intersection at the 711 Dundas is always 2 -3 red lights from all directions before you can get through and always forces traffic down all of the back roads off of Dundas.

Screen Name Redacted

9/14/2022 07:47 PM

Less bike lanes

Screen Name Redacted

9/14/2022 11:18 PM

bike routes more inline with what the netherlands has, would be a good change for oxford county to get ahead of the ball in ontario on having the best bike infrastructure

Screen Name Redacted

9/15/2022 01:48 PM

I'd like to see Oxford County connected to bigger city's with services such as the Go train.

Screen Name Redacted

9/15/2022 07:47 PM

More advanced green turning lights at big intersections to allow easier flow, and ensuring these advanced lights are long enough. More accessible bike lanes!!

Screen Name Redacted

9/15/2022 09:39 PM

Safe options for cycling — Woodstock and surrounding area are growing, it is important that we do not fall behind with safe alternative modes of transportation for the diverse population. Public transit expansion — Woodstock and surrounding area are growing, it is important that we do not fall behind with safe alternative modes of transportation for the diverse population. ACCESSIBLE walking options (sidewalks + trails)

Screen Name Redacted

9/16/2022 09:32 AM

Access for shift workers in the major factories in town

Screen Name Redacted

9/18/2022 08:22 PM

A cheaper alternative with more options for travel times outside of Via rail. Without Greyhound, we're incredibly limited with options.

Screen Name Redacted

9/19/2022 06:02 PM

More walking trails. Preparation for growth before we get grid locked with traffic.

Screen Name Redacted

9/19/2022 06:25 PM

Improve roundabouts. Most are too small especially for transport trucks. Incorporate in new development. Was perfect opportunity to include in new development east of Broadway on North St in Tillsonburg where there is only one entrance exit point and could have been completed prior to development on the south side of North St west of Valley and Rail and River crossing. More trees and windbreaks especially where snow drifts accumulate. Clear span watercourse crossings to allow for fish passage, prevent culvert blowouts and allow wildlife corridors

Screen Name Redacted

9/20/2022 06:58 AM

Less cycling lanes on the road. Please do not spend a lot of money upgrading the roads for this. Very rarely used, and annoying to drivers when on the roads

Screen Name Redacted

9/21/2022 10:16 PM

Better and more accessible methods of public transportation between townships within the county, but also at better times including weekends. Would also like to be able to bring my dog with me for the day. Better access to be able to get to and from via rail stations, at Better times. Better times for via and go trains, especially on the weekends and regular hours of commuting, I.e. not before 6AM

Screen Name Redacted

9/23/2022 08:40 AM

Fix pot holes

Screen Name Redacted

9/23/2022 08:48 AM

In EZT there are several intersections that are major safety concerns with traffic not following to stop signs and a lack of following speed limits. Increased volume of traffic adds to this as well

Screen Name Redacted

9/23/2022 01:51 PM

County road 4 between Blandford Blenheim and the Innerkip county road is well used by cyclists . It has been very badly patched and has many potholes that are extremely dangerous to cyclists . I called about this in the spring . It needs repaving rather than patching and is a liability .

Screen Name Redacted

9/23/2022 03:21 PM

Allow quads and side by sides

Screen Name Redacted

9/23/2022 03:33 PM

with only two bridges getting from one side of woodstock to the other side it is very obvious this year that as the city grows these 2 routes are going to be even more congested than ever.

Screen Name Redacted

9/23/2022 06:00 PM

We need bike paths on the road for tillsonburg

Screen Name Redacted

9/24/2022 10:10 AM

focus on dangerous intersections. major overhaul of 401,403 and Wdst industrial area hwy access to improve truck and passenger access to all hwys. overpass from industrial north to industrial south across 401. subsidies for train travel between cities ... way too expensive. smaller more comfortable, energy efficient buses. cycling path system along river.

Screen Name Redacted

9/24/2022 10:35 AM

I would love to see the bus routes looked at. I am a Developmental Service Worker supporting people with disabilities. The transit system is heavy relied upon by people with disabilities as they can not afford

other types of transportation. It is VERY important for the routes to be close to known low income housing buildings/ Grouphome's (i.e. Harvey Woods Lofts, housing through WDDS). Along with this anyone on ODSP/OW should be offered a monthly pass at a discounted price. They can not afford to pay full price for transit, most other cities offer half price monthly passes with proof of low income... OSDP statement, copy of CRA notice of assessment. Not everyone that is on ODSP requires or qualifies for the paratransit that is offered in the City. Most times if someone is unfamiliar with the transit system they are offered bus training then encouraged to go independently. It helps to encourage people to work, shop and/or socialize when they can afford transit. It is a huge improvement on quality of life for those that can not otherwise afford it. They already live way below the Poverty line not able to afford much in their lives. This would be immensely helpful for them!

Screen Name Redacted

9/26/2022 02:23 PM

Speed calming areas, digital reminders of speed, fines enforced for speeding

Screen Name Redacted

9/26/2022 04:17 PM

reroute trucks around downtown better pedestrian and cycling connections and infrastructure (continuous sidewalks, ramps, safe crossings)

Screen Name Redacted

9/26/2022 04:46 PM

Eliminate unnecessary parking minimums on new development and encourage higher density housing- especially in walkable neighbourhoods close to the downtown core. We need protected bike lanes, wider sidewalks and less half empty surface parking lots.

Screen Name Redacted

9/26/2022 07:07 PM

Better connections (more lanes or more roads) from north of the river into the main city.

Screen Name Redacted

9/27/2022 12:33 PM

Road design changes implemented to increase crossing safety (for children, elder adults, folks with strollers and in wheelchairs)

Screen Name Redacted

9/27/2022 04:44 PM

horrible traffic for such a small population base

Screen Name Redacted

10/03/2022 10:41 AM

Interconnectivity for pedestrain/bike based transportation options.

Screen Name Redacted

Better control of traffic on Devonshire Avenue. There is currently a

10/03/2022 10:42 AM

lack of control of speeding, noise, quantity of traffic, truck traffic on Devonshire. Better planning for construction and ease of travelling through it (eg long waits on Vansittart/Hwy 59).

Screen Name Redacted

10/12/2022 04:18 PM

Roadways within cities do not have sufficient traffic calming measures

Screen Name Redacted

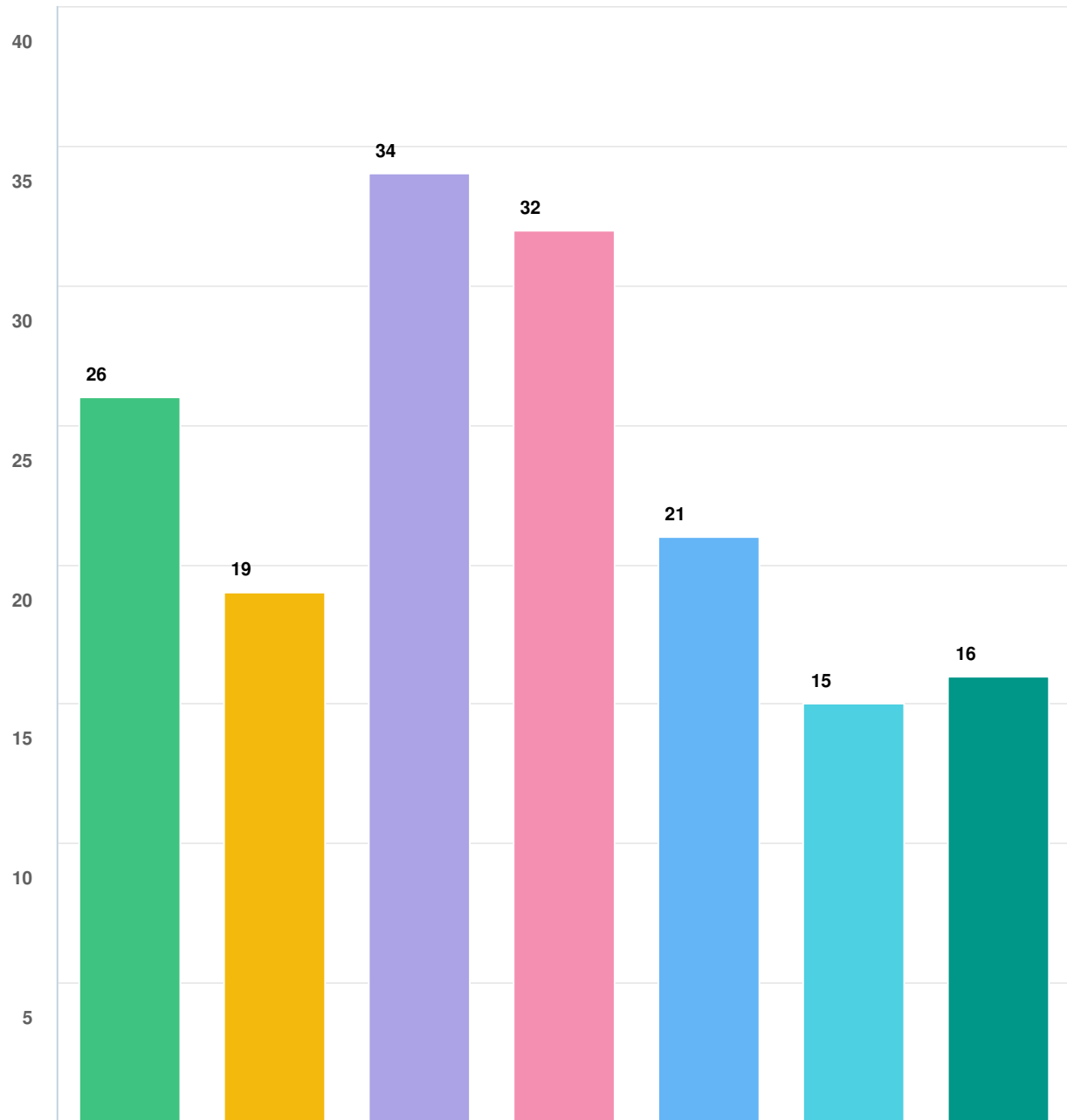
10/19/2022 07:38 PM

Better connection to the GO transit

Optional question (43 response(s), 12 skipped)

Question type: Essay Question

Q5 What changes would encourage you to use different modes of transportation-- like walking, cycling or public transit-- over private automobile? Check all that apply.



Question options

- Other: your thoughts and ideas
- Incentives, rebates or promotions
- Availability of bike racks to lock and leave bikes
- Safe, bike-friendly cycling lanes and routes
- Safe, pedestrian-friendly streets and walkways
- Rebates, discounts or affordable public transit
- Convenient times for public transit

Optional question (51 response(s), 4 skipped)
Question type: Checkbox Question

Q6 | What transportation changes would make your community a more desirable place to live in the future?

Screen Name Redacted

9/05/2022 06:27 AM

- Add more roundabouts to alleviate stop and go (traffic light, stop signs) -& less pollution, better speed management on roads and additional safety - Better inter community public transit for smaller community would be welcome (e.g. Bus: Princeton - Paris) -& (safer roads / access to service for the elderly / lower carbon footprint) - Better Train Options to commute to bigger urban centers (e.g. Go Train or Affordable Train line to Mississauga, Toronto etc.) -& Attract City dwellers and grow the community while offering a sustainable transportation option than the car In essence being less reliant on driving around.

Screen Name Redacted

9/06/2022 01:41 PM

Being able to get in and out of the city (Woodstock) via public transit with more direct routes to Main hubs like Toronto, Guelph and Kitchener. Being able to get down HWY 2 after work without sitting through multiple green lights and having people running reds out of frustration daily.

Screen Name Redacted

9/06/2022 02:11 PM

Sidewalks. Safe, reliable, and affordable (none of that explains taxis right now) transit options to go into Woodstock instead of driving yourself - good for teens, people doing small errands or wanting to do something downtown which requires having to find parking, going out and not having to worry about designated drivers, etc.

Screen Name Redacted

9/07/2022 12:57 PM

Focus on environmental sustainability and making the communities more accessible by public transit.

Screen Name Redacted

9/07/2022 08:20 PM

Sunday transit

Screen Name Redacted

9/10/2022 12:32 PM

More walkable and bicycle friendly

Screen Name Redacted

9/13/2022 08:07 PM

Harsher parking enforcement, for households with more than 2 vehicles

Screen Name Redacted

9/13/2022 10:19 PM

Rail transit. GO transit service

Screen Name Redacted

9/14/2022 07:12 AM

More pedestrian/ public transit friendly neighbourhoods to reduce need for car travel.

Screen Name Redacted

9/14/2022 08:35 AM

Safe sidewalks, user friendly paths and expanded transit routes both local and intercity.

Screen Name Redacted

9/14/2022 09:12 AM

Connection of small towns to larger urban areas by transit

Screen Name Redacted

9/14/2022 10:05 AM

Affordable Bus/GO Train to Kitchener/ Waterloo. If that means connecting the bus route to Stratford or London. Please do that and inform the public transit operators that, that is the best way to get to Kitchener/Toronto.

Screen Name Redacted

9/14/2022 12:16 PM

See suggestions I stated above

Screen Name Redacted

9/14/2022 11:18 PM

safe bike infrastructure

Screen Name Redacted

9/15/2022 01:48 PM

Like I said before being more connected, being able to travel efficiently between city's/ areas

Screen Name Redacted

9/15/2022 07:47 PM

More bike lanes, and better public transit system to access all areas of town with minimal transfers

Screen Name Redacted

9/15/2022 09:39 PM

Expanded public transportation — covering greater area of the community

Screen Name Redacted

9/16/2022 09:32 AM

SAFE CROSS WALKS

Screen Name Redacted

9/18/2022 08:22 PM

More ways to leave.

Screen Name Redacted

9/19/2022 06:02 PM

More trails. More e charging sites.

Screen Name Redacted

9/19/2022 06:25 PM

Parking. Neighbouring municipality members only have personal transport to get anywhere. Unfortunately several trails are congregation points for vagrants and drug addicts

Screen Name Redacted

9/20/2022 06:58 AM

Off road bike and walking trails

Screen Name Redacted

9/21/2022 10:16 PM

Better times for public transportation, with more options. One bus a few times a day during the week doesn't cut it, especially when the hours it runs doesn't mesh well with access to more urban areas other than London.

Screen Name Redacted

9/23/2022 08:40 AM

walking trails

Screen Name Redacted

9/23/2022 08:50 AM

Stop pushing bike lanes and commuter trains. Maintain the roads please.

Screen Name Redacted

9/23/2022 03:21 PM

Allow quads and side by sides

Screen Name Redacted

9/23/2022 03:33 PM

better and safer roads with less wait and idling times

Screen Name Redacted

9/23/2022 06:00 PM

Bike paths on the roads

Screen Name Redacted

9/24/2022 10:10 AM

new smaller buses. access from 401 west to 403 south and visa versa. direct hwy access from Wdst industrial to all hwy directions

Screen Name Redacted

9/24/2022 10:35 AM

One that acknowledges people with disabilities and helps to make transportation more accessible and affordable for them.

Screen Name Redacted

9/26/2022 02:23 PM

Get transports off the rural roads,,they cannot use March 1 - april 30, >5 tonnes per axle, so why not rest of year,, make them use designated highways

Screen Name Redacted

9/26/2022 04:17 PM

better pedestrian crossings and/or fewer trucks downtown

Screen Name Redacted

9/26/2022 04:46 PM

Less street parking on downtown main streets (Better used as permanent patio space for restaurants or widened sidewalks). While not directly related to transportation there should be a large effort on planting trees along sidewalks to provide shade for pedestrians on hot summer days. Improved connections between Ingersoll and London/Toronto - possibly a shuttle to the Via Station for seniors/handicapped.

Screen Name Redacted

9/27/2022 12:33 PM

Safer street crossings and separated bike lanes.

Screen Name Redacted

9/27/2022 04:44 PM

spread out shopping more so everyone isn't bottlenecked into one location

Screen Name Redacted

9/28/2022 02:15 PM

I am a senior and would like to see more bus stops in the town of Tillsonburg so we could not have to walk a fair distance to get to those stops. Also, removing a bus stop right in the centre of 4 senior buildings was not a good move by Tillsonburg transit community. Now we have to walk a distance and its very hard to carry parcels home from there. Thanks.

Screen Name Redacted

10/03/2022 10:41 AM

King St W in Ingersoll is operating as a stroad (someone has already been killed on it). Mandatory street trees have proven to reduce speeds. Happy City by Charles Montgomery and Walkable Cities by Jeff Speck, are both great resources.

Screen Name Redacted

10/03/2022 10:42 AM

Reduce speed, increase police presence, curb loud vehicles, a truck bypass, reduce quantity of traffic, all on Devonshire Ave.

Screen Name Redacted

10/12/2022 04:18 PM

More access to electric charging stations to increase the feasibility of owning one

Optional question (39 response(s), 16 skipped)

Question type: Essay Question

Q7 | Is there anything else Oxford County should consider when updating the Transportation Master Plan?

Screen Name Redacted

limit the impact of transportation on the environment

9/05/2022 06:27 AM

Screen Name Redacted

9/06/2022 01:41 PM

There needs to be more ways to drive through Woodstock (and Oxford county) other than HWY 2 and Norwich, which already struggle to accommodate the level of traffic during peak hours. The Woodstock bus terminal takes up a large chunk of space and already seems too small to accommodate the quantity of buses it services, yet has minimal patrons on site. The buses are loud and smelly and should be updated to more environmentally friendly options.

Screen Name Redacted

9/07/2022 08:20 PM

no

Screen Name Redacted

9/10/2022 12:32 PM

More electric charging stations for EVs

Screen Name Redacted

9/13/2022 08:07 PM

Safety of all citizens

Screen Name Redacted

9/14/2022 07:12 AM

Zoning to allow more density of neighbourhoods

Screen Name Redacted

9/14/2022 08:56 AM

Flow and traffic

Screen Name Redacted

9/14/2022 09:12 AM

New self driving taxi and buses

Screen Name Redacted

9/14/2022 10:05 AM

Please do a reevaluation of safety especially on left turns on several intersections such as Dundas and vanisittart.

Screen Name Redacted

9/14/2022 12:16 PM

Might not be transportation related but building multistorey buildings with underground parking and shops on the ground level (Brampton, Toronto ie.) Could help alleviate the shortage of places to live and in turn possibly encourage more use of public transit.

Screen Name Redacted

9/14/2022 04:34 PM

better traffic light timing with sensors for traffic

Screen Name Redacted

9/14/2022 11:18 PM

safe bike infrastructure

Screen Name Redacted

9/15/2022 09:39 PM

ACCESSIBLE walking options (sidewalks + trails)

Screen Name Redacted

9/16/2022 09:32 AM

I have almost been killed crossing dundas and vansittart a dozen times. DO SOMETHING ABOUT IT. MAKE IT SAFE.

Screen Name Redacted

9/18/2022 08:22 PM

More flexible schedules for Via.

Screen Name Redacted

9/19/2022 06:02 PM

Think about the aesthetic feel of the community. A centre with a variety of options for connecting with nature appears as a progressive place to want to live and grow families.

Screen Name Redacted

9/19/2022 06:25 PM

Have witnessed several aggressive drivers that pass when not safe nor acceptable to do so, plus don't stop at rural stop signs if they can see far enough. Several rural rail crossings need vegetation cleared so you can see if trains are coming or require all train crossings to have lift gates. Fix all rail crossings especially the one south of embro as it will do damage to personal vehicles Several rural communities have reduced speed limits, but it is rare to have anyone slow down especially on 19 or coming off 401. Not sure if roundabouts will help or reduce wait and accidents at stop signs. Provide what the current master plan is. Mission, goals, strategies etc

Screen Name Redacted

9/20/2022 06:58 AM

Money!

Screen Name Redacted

9/21/2022 10:16 PM

Roads that aren't the main county roads or highways need to be repaved, and are long over due. More roundabouts could be used.

Screen Name Redacted

9/22/2022 06:31 PM

I am not a fan of schools, especially private schools that don't use busses, being put on major rural roadways, so that commuters to work are inconvenienced by slower speed limits. Please consider any future schools that are going to be built in the rural areas (country roads) to be put on less busy roads, not highway 59 going to Hickson.

Screen Name Redacted

9/23/2022 08:40 AM

not to raise taxes

Screen Name Redacted 9/23/2022 08:48 AM	Get the trucks off Dundas Street in Woodstock
Screen Name Redacted 9/23/2022 03:21 PM	Don't waste our money
Screen Name Redacted 9/23/2022 06:00 PM	Safety should be number 1
Screen Name Redacted 9/24/2022 10:35 AM	Look at other City as to how they offer discounted passes for people with low income/disabilities.
Screen Name Redacted 9/25/2022 01:55 PM	Hi, I am interested in commenting. I think your form is too elaborate TBH. Ingersoll holds a powerful and mostly unrecognized position in the future of Ontario. The high speed rail system, otherwise known affectionately as Monorail will stop here. We will be North America's leader in mass EV production, a technology hub in the making. Our Cycling and Active Transportation networks will be a role model for others. Special consideration needs to be offered by our rail partners for tourists and recreation possibilities. The rail and cycle trail combination in our hub will offer something for everyone. Cycling will be integrated by the school boards as a recognized addition to the curriculum. The health benefits and environmental afterthoughts will help us all sleep at night. Be ready for Ingersoll with our master plan...be ready for our future.
Screen Name Redacted 9/26/2022 02:23 PM	Make trails accessible to all, walkers, wheelchairs, cyclists, scooters, equestrians, the Amish. Keep surplus rail trails for future use instead of selling like in Bright and the Michigan Central from Tillsonburg to Elgin border. If Elgin had not sold off it could have continued west to Chatham and beyond. So shortsighted bc of some landowners NIMBY and municipality fears of litigation. Please think AHEAD for future generations. Isn't this the purpose of this???
Screen Name Redacted 9/26/2022 04:46 PM	Reduce car-centric planning - We need less sprawling single family homes on the fringes of town and more housing options near downtown to create vibrant and walkable community. Half of downtown Ingersoll is wasted space for surface parking lots for those living on the outskirts. Being able to drive is freedom but being forced to drive everywhere is quite the opposite.
Screen Name Redacted 9/27/2022 12:33 PM	Let's push ourselves to become the walking/rolling/biking to work/active transport capital of Ontario!

Screen Name Redacted
9/27/2022 04:44 PM

be prepared for the incoming population growth as all the single lane streets is the big reason for the problems now

Screen Name Redacted
10/03/2022 10:41 AM

Future proofing. The design of suburbs often bankrupts cities, and promotes car-centric mentalities.

Screen Name Redacted
10/03/2022 10:42 AM

Another roadway over Pittock Dam to reduce the amount of traffic on Hwy 59/Vansittart Ave.

Optional question (32 response(s), 23 skipped)

Question type: Essay Question

Q8 Would you like to be added to the mailing list for future transportation project updates? If yes, please enter your email address in the space below.

Screen Name Redacted
9/05/2022 06:27 AM

Screen Name Redacted
9/06/2022 01:41 PM

Screen Name Redacted
9/07/2022 12:57 PM

Screen Name Redacted
9/07/2022 08:20 PM

Screen Name Redacted
9/10/2022 12:32 PM

Screen Name Redacted
9/13/2022 08:07 PM

Screen Name Redacted
9/14/2022 07:12 AM

Screen Name Redacted
9/14/2022 10:05 AM

Screen Name Redacted

9/14/2022 04:34 PM

Screen Name Redacted

9/14/2022 11:18 PM

Screen Name Redacted

9/16/2022 09:32 AM

Screen Name Redacted

9/19/2022 06:02 PM

Screen Name Redacted

9/19/2022 06:25 PM

Screen Name Redacted

9/20/2022 06:58 AM

Screen Name Redacted

9/23/2022 08:40 AM

Screen Name Redacted

9/23/2022 08:48 AM

Screen Name Redacted

9/23/2022 03:21 PM

Screen Name Redacted

9/23/2022 03:33 PM

Screen Name Redacted

9/24/2022 10:10 AM

Screen Name Redacted

9/24/2022 10:35 AM

Screen Name Redacted

9/24/2022 02:37 PM

Screen Name Redacted

9/26/2022 02:23 PM

Screen Name Redacted

9/26/2022 04:17 PM

Screen Name Redacted

9/26/2022 07:07 PM

Screen Name Redacted

9/27/2022 12:33 PM

Screen Name Redacted

9/27/2022 11:01 PM

Screen Name Redacted

9/28/2022 02:15 PM

Screen Name Redacted

10/03/2022 10:41 AM

Screen Name Redacted

10/03/2022 10:42 AM

Optional question (29 response(s), 26 skipped)

Question type: Single Line Question

APPENDIX A.10

PCC#1 Summary Report



Public Consultation Centre #1 Summary Report

Oxford County Transportation Master Plan and Oxford Road 4 Corridor
Study

Prepared for: Oxford County

January 2023

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APPENDICES

- Appendix A: Notice of Public Consultation Centre #1
- Appendix B: Project Mailing List (excluding Public and Property Owners)
- Appendix C: Pop-Up Event Boards
- Appendix D: Public Consultation Centre #1 Boards
- Appendix E: Survey Responses

1.0 Introduction

Oxford County has retained Parsons Inc. to undertake “Connecting Oxford 2024” the 2024 Transportation Master Plan Update, including review and study of the Oxford Road 4 (OR 4) corridor to identify the possible alternatives to move people and goods most efficiently from the Highway 401 and Highway 403 corridors to the northern part of the County.

The purpose of this report is to provide a summary of the Pop-Up Events and Public Consultation Centre #1 (PCC #1) for the project. The engagement events were held to present the study and the planning process that was undertaken. The engagement events introduced Connecting Oxford 2024 and collected feedback on the existing conditions of the County’s transportation system, the County’s future transportation goals, the developing trends in transportation and how to get involved in the study.

2.0 Notice of Public Engagement Events

Prior to PCC #1, the public and interested stakeholders were notified through the Notice of PCC #1 (**Appendix A**). The Notice of PCC #1 was circulated using the following methods: Project website Speak Up, Oxford! (<https://speakup.oxfordcounty.ca/2024tmp>), newspaper (Table 1), media/social media (

Table 2), and by mail/email (Table 3). The mailing list is (excluding the public and property owners) is in (Appendix B). The Pop-Up Events were advertised by media/social media and Speak Up, Oxford!

TABLE 1: PUBLIC CONSULTATION CENTRE #1 NEWSPAPER POSTINGS

Newspaper	Posting Dates
Oxford Review	<ul style="list-style-type: none"> • August 18, 2022 • September 1, 2022 • September 15, 2022 • September 22, 2022
Norfolk-Tillsonburg News	<ul style="list-style-type: none"> • August 18, 2022 • September 1, 2022 • September 14, 2022 • September 21, 2022
Woodstock Sentinel Review	<ul style="list-style-type: none"> • September 2, 2022 • September 13, 2022 • September 20, 2022
Ayr News	<ul style="list-style-type: none"> • August 31, 2022 • September 14, 2022 • September 21, 2022
Wilmot-Tavistock Gazette	<ul style="list-style-type: none"> • September 1, 2022 • September 14, 2022 • September 21, 2022
Village Voice – Ingersoll	<ul style="list-style-type: none"> • September 2022

TABLE 2: PUBLIC CONSULTATION CENTRE #1 MEDIA/SOCIAL MEDIA POSTINGS

Media/Social Media	Posting Dates
104.7 Heart FM (radio)	<ul style="list-style-type: none"> September 5 – 11, 2022
Tillsonburg Radio, Country 107.3 and Easy 101.3 (radio)	<ul style="list-style-type: none"> September 5 – 11, 2022
Facebook, Instagram & Twitter (social media)	<ul style="list-style-type: none"> September 6 – October 18, 2022

TABLE 3: PUBLIC CONSULTATION CENTRE #1 MAIL/EMAIL

Mail/Email	Dates
Agencies and Public (email)	<ul style="list-style-type: none"> September 8, 2022
Property Owners along OR 4 Corridor (mail)	<ul style="list-style-type: none"> September 8, 2022
Indigenous Communities (email and registered mail)	<ul style="list-style-type: none"> September 9, 2022

Three Pop-Up Events were held leading up to PCC #1 (Table 4). Details of the events are described the following sections.

TABLE 4: PCC #1 PUBLIC ENGAGEMENT EVENTS

Pop Up Event	Location	Date	Time
Canada’s Outdoor Farm Show	Woodstock	September 13, 2022	8:30am-4:30pm
Ingersoll Council Chambers	Ingersoll	September 20, 2022	6:00pm-7:00pm
Tillsonburg Ribfest	Tillsonburg	September 23, 2022	11:00am-7:00pm
Public Consultation Centre #1	Virtual	September 27, 2022	5:00pm-7:00pm
Oxford County Council Presentation	Woodstock	November 9, 2022	9:30am-11:30am

2.1 Canada’s Outdoor Farm Show

Canada’s Outdoor Farm Show took place on September 13, 2022, from 8:30am-4:30pm in Woodstock. The team had a booth set up at the event where they engaged with the public and received comments from them. Approximately 15 people attended this event. The members of the project team present were:

Ryan Vink, Project Manager, Oxford County

John Grieve, Project Coordinator, Parsons



Canada’s Outdoor Farm Show (Woodstock) Pop-Up Event – September 13, 2022

2.2 Ingersoll Council Chambers

Ingersoll Council Chambers took place on September 20, 2022 from 6:00pm-7:00pm in Ingersoll. One person attended this event. The members of the project team present at the event were:

Ryan Vink, Project Manager, Oxford County

John McGill, Project Manager, Parsons

2.3 Tillsonburg RibFest

Tillsonburg Ribfest took place on September 20, 2022 from 11:00am-7:00pm in Tillsonburg. The engagement for this event was great. The project team had a booth and they noted down many comments from the public. Approximately 12 people attended the booth for this event. Numerous other people were engaged via pass-by traffic. The members of the project team present were:

Ryan Vink, Project Manager, Oxford County

John McGill, Project Manager, Parsons

2.4 Public Consultation Centre #1

Public Consultation Centre #1 took place virtually on Webex on September 27, 2022 from 5:00pm-7:00pm, and the PCC #1 comment period was September 27 – October 19, 2022. Approximately 22 people registered for this event. The members of the project team present at the were:

Ryan Vink, Project Manager, Oxford County

John McGill, Project Manager, Parsons

John Grieve, Project Coordinator, Parsons

Marianne Alden, Consultation & Engagement Lead, Parsons

3.0 Information Presented

3.1 Pop-Up Event Boards

The boards presented for the Pop-Up events were organized in a manner that effectively presented information on Connecting Oxford 2024. For each of the Pop-Up events, a unique inset map was provided for each location (Woodstock, Ingersoll and Tillsonburg). The boards presented are listed in Table 5, and can be viewed in full in **Appendix C**.

TABLE 5: LIST OF POP-UP EVENT BOARDS

No.	Board Title	No.	Board Title
1.	Welcome	5.	Oxford Road 4 Corridor Study
2.	What does Connecting Oxford 2024 Focus On?	6.	Timeline and Next Steps
3.	Map of County Roads	7.	Connect with us/We Want to Hear from You!
4.	Woodstock, Ingersoll, or Tillsonburg County Roads Maps		

3.3 Public Consultation Centre #1 Boards

The boards for PCC #1 were first presented virtually during the virtual PCC #1 event, along with a presentation provided by Ryan Vink, John McGill and John Grieve. The project team had a Question & Answer session after the presentation. People were able to ask questions via the Question & Answer module on WebEx or by raising their hands and unmuting themselves to speak. The presentation recording is on the project website: [Speak Up, Oxford!](#) along with AODA compliant

slide deck. The materials presented for the PCC #1 included the boards listed in Table 6. The full set of boards is in Appendix D.

TABLE 6: LIST OF PUBLIC CONSULTATION CENTRE #1 BOARDS

No.	Board Title	No.	Board Title
1.	Welcome	16.	County Roads - Mt Elgin
2.	House Keeping Items	17.	Oxford County Transportation Project Highlights!
3.	Purpose of Public Consultation Centre #1	18.	Current State of County Transportation – County Road Network
4.	What is Connecting Oxford 2024?	19.	Current State of County Transportation – Existing County Cycling Infrastructure
5.	What does Connecting Oxford 2024 Focus On?	20.	Current State of County Transportation – County Cycling Network
6.	Influences on Connecting Oxford 2024	21.	Current State of County Transportation – Transit (Board 1)
7.	Transportation Master Plan: Municipal Class Environmental Assessment Process	22.	Current State of County Transportation – Transit (Board 2)
8.	Oxford County Transportation Network	23.	Current State of County Transportation – Rail and Airport
9.	County Roads - Ingersoll	24.	Emerging Transportation Trends in Oxford County
10.	County Roads - Tavistock	25.	Oxford County Transportation Vision and Demographics
11.	County Roads - Woodstock	26.	Oxford Road 4 Corridor Study (Board 1)
12.	County Roads - Tillsonburg	27.	Oxford Road 4 Corridor Study (Board 2)
13.	County Roads - Innerkip	28.	Next Steps
14.	County Roads - Norwich	29.	Connecting Oxford 2024 Consultation Schedule 2022-2023
15.	County Roads - Thamesford	30.	Speak Up!/Connect with Us!/We want to Hear from You!

4.0 Comments from the Public

4.1 Pop-Up Events

Summary of comments received at the Pop-Up Events by venue are listed in Table 7.

TABLE 7: SUMMARY OF COMMENTS RECEIVED AT THE POP-UP EVENTS BY VENUE

Canada's Outdoor Farm Show
<ul style="list-style-type: none"> • Vehicles speed and drive aggressively along Oxford Road 4

<ul style="list-style-type: none"> Concerns over the safety and operations of Oxford Road 4 and Oxford Road 17, County Road 4 and Parkinson Road
Ingersoll Council Chambers
<ul style="list-style-type: none"> Concerns with Oxford Road 7/North Townline intersection Would like to see trails and paths incorporated into the subdivisions during the planning stage
Tillsonburg Ribfest
<ul style="list-style-type: none"> Trucks are using Oxford Road 10 instead of Oxford Road 14 near Brownsville
<ul style="list-style-type: none"> Vehicle speeds on Oxford Road 10
<ul style="list-style-type: none"> A truck bypass around Tillsonburg?
<ul style="list-style-type: none"> Truck noise is a problem
<ul style="list-style-type: none"> Traffic calming in Delmar good, can use traffic calming on Oxford Road 10
<ul style="list-style-type: none"> Accessibility-sounds in Town of Tillsonburg

4.2 Public Consultation Centre #1

There were a number of comments received during the Question and Answer Session following the presentation. They are summarized, along with Project Team responses, in Table 8. A stakeholder survey was hosted on the Speak Up, Oxford! website and the responses are in Table 9.

TABLE 8: SUMMARY OF COMMENTS AND RESPONSES FROM PCC#1

Comment	Project Team Response
Does the Metrolinx Pilot refer to the County or is it in reference to the stops in Perth?	Metrolinx Pilot runs on the CN rail line north of Oxford County. The CN rail line does not go through Oxford County and currently there are no plans by Metrolinx to put passenger rail in Oxford County.
Will the project address intra-County transit?	The project will address intra-County transit. Origin/Destination studies have been completed and transportation demands on existing conditions has begun. This will aid the Project Team on how T'Go can better serve the community. Intra-County transportation is a vital component because the boundaries of Oxford County are not hard/impassable. All modes travel beyond Oxford County, including private automobiles and goods movement. The buses travel between counties as well as Active Transportation networks. The focus is on Oxford County, but the project team is ensuring neighboring Counties and Region are not adversely impacted by the TMP recommendations.
Can Streetlight data be used to identify local transit hubs within the County? If so, for each identified location or area, can the associated trip Origin/Destinations be determined? If there are clear local transportation demand patterns, will potential non-private auto transportation options be suggested?	<p>Yes, Streetlight Data is being used to understand Origin/Destination data and the data is being analyzed by the Project Team. The Project Team has Streetlight Data and other intersection counts to supplement, but the Project Team is using Streetlight Data at a high-level concerning the transportation system.</p> <p>Once it's determined other municipalities' routes and how they are connected to the County routes, the Project Team will assess improvements that could be made to meet future travel demands. Transit, Active transportation, or other multimodal options will be considered. The TMP will look at all opportunities that will maximize importance for all types of users and modes of transportation.</p>

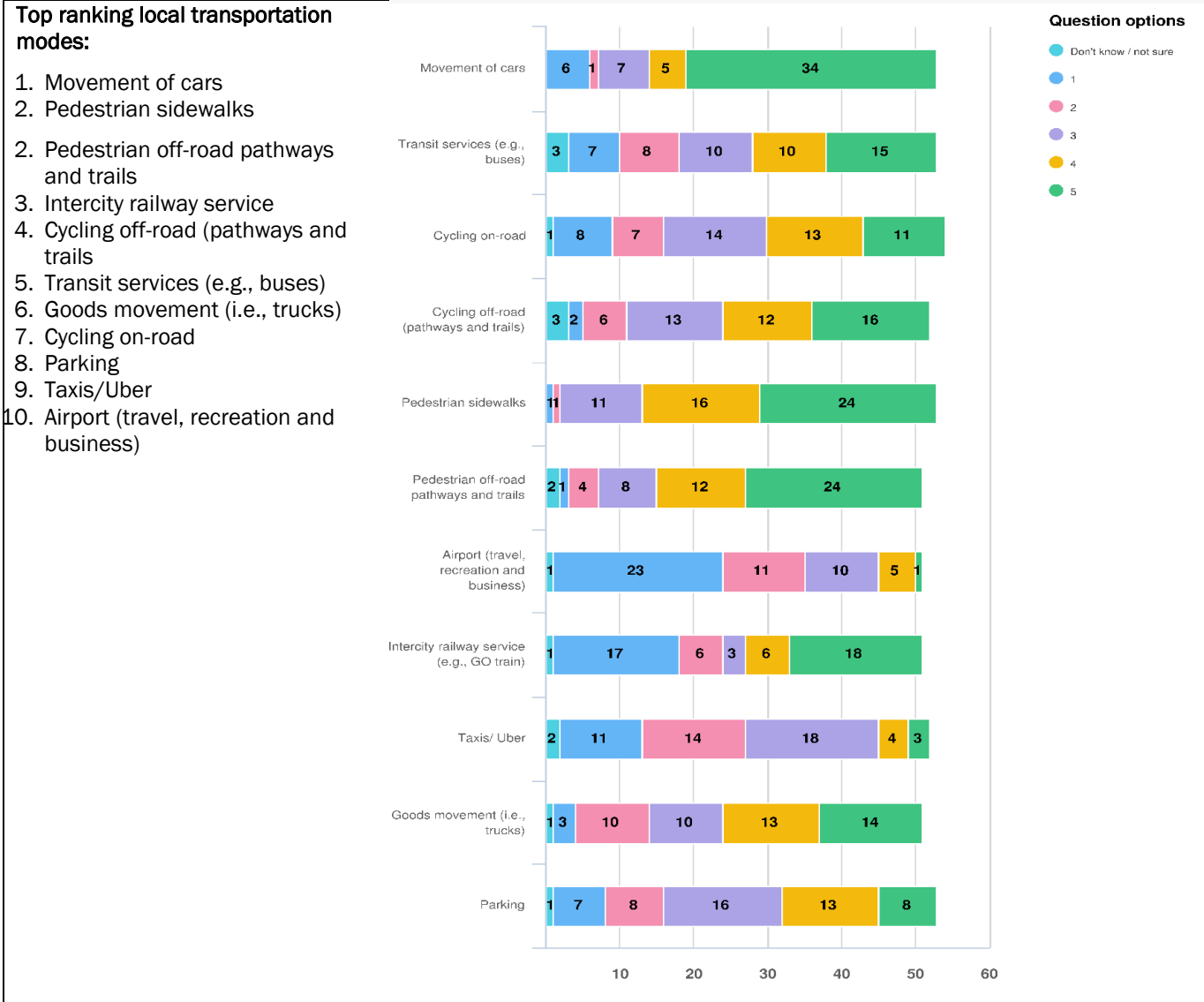
	There will be background review of previous studies performed and will incorporate those studies in the TMP. To keep the County moving forward, a policy framework will be used, resulting in a successful TMP that serves the users of the County best.
Clarify the amount of feedback received in virtually and in person?	The attendees for public events have always been limited but due to the COVID pandemic, the number of participants has decreased. Despite that, the interactive map has gathered many comments and there has been public engagement at pop-up events and PCC#1. There is value in both in person and virtual events because it provides practical opportunities and caters to different types of engagement different people want.
When was the analysis of current travel volumes completed? Is it affected by COVID?	The source of the data used for the project is a cloud-based service, Streetlight Data, that tracks cellphone data and converts it into travel volumes. It is not bound by physical infrastructure, so the data is able to cover the entire network. The team collected data for the past 3 years-2019,2020,2021 and for everyday of the week. After analyzing the data, the most representative data is 2019 data even though it is old because it is the last year of data that was not impacted by COVID and there was no drastic change in travel patterns. Future analysis will look at the data from the COVID years as well, to accurately track, measure and record the mode share and predict the future mode share. Typically, the data needs to be modified to give a sense of what the current volume patterns are and what the previous volume patterns were.
How do you prioritize investments? Where, when and which types in equity aspects?	The study will include an implementation plan. This plan has weighting criteria that includes environmental impacts, social impacts, capital costs, and operational costs. It reflects a broad range of priorities that are categorized in the TMP as short-term (5 years), mid-term (10 years) and long-term (20 year) windows. Funding is explored, and additional studies are identified within the TMP. This will inform capital programming and prioritization of projects Oxford County completes annually. The TMP is the beginning of this process that is equitable in all transportation modes and then the individual studies are identified within the TMP (e.g., Class Environmental Assessments, Traffic Impact Studies).
Is the carbon footprint, and its effect on the biodiversity of the County's transportation network, being taken into consideration in the environmental impact? Are these aspects that could be a vision for the Transportation Master Plan so that sustainability is a part of the TMP?	Yes, not directly but the project team is looking at things they can do to respond to climate emergency since transportation is a big contributor to it. There will be a section on climate change in the TMP. Sustainability is a high priority in this study.

TABLE 9: SUMMARY OF COMMENTS FROM STAKEHOLDER SURVEY

<p>1. What are Oxford County's transportation priorities? Please select the top three priorities in your opinion, with "1" being the top transportation priority in Oxford County, then #2 and #3.</p>
<p>The Oxford County's transportation average rankings based on 53 responses (bold are the top three rankings):</p> <ul style="list-style-type: none"> I. Improving transportation safety (e.g., road safety) II. Improving pedestrian environments and connections III. Investing in public transit services IV. Reducing costs (i.e., share of municipal tax bill) V. Reducing travel delays and/or shorter commute times VI. Expanding sustainable travel mode options (e.g., carpooling, walking, cycling, transit) VII. Reducing environmental impact of transportation (i.e., climate change, energy consumption, air quality)

VIII. Investing in safe and connected cycling infrastructure

2. How important are the following local transportation modes in Oxford County? Please rank on a scale from 1 to 5, with "5" being very important and "1" being not at all important.



3. What works well in Oxford County's transportation system?

- The summary of comments based on 33 responses:
- I. Well maintained roads (7 responses)
 - II. Ample parking (2 responses)
 - III. Easy and safe access to highways (3 responses)
 - IV. Expanding bus service routes and service times (3 responses)
 - V. Efficient to travel via private automobile (3 responses)
 - VI. Infrastructure maintenance (1 response)
 - VII. Traffic flow - less congestion compared to bigger cities (4 responses)
 - VIII. Bad traffic congestion (3 responses)
 - IX. VIA Rail service (2 responses)
 - X. Good grid system (2 responses)
 - XI. Roundabouts (1 response)
 - XII. Trails for snowmobiles in winter (1 response)

4. What improvements would you like to see in Oxford County’s transportation system and why?

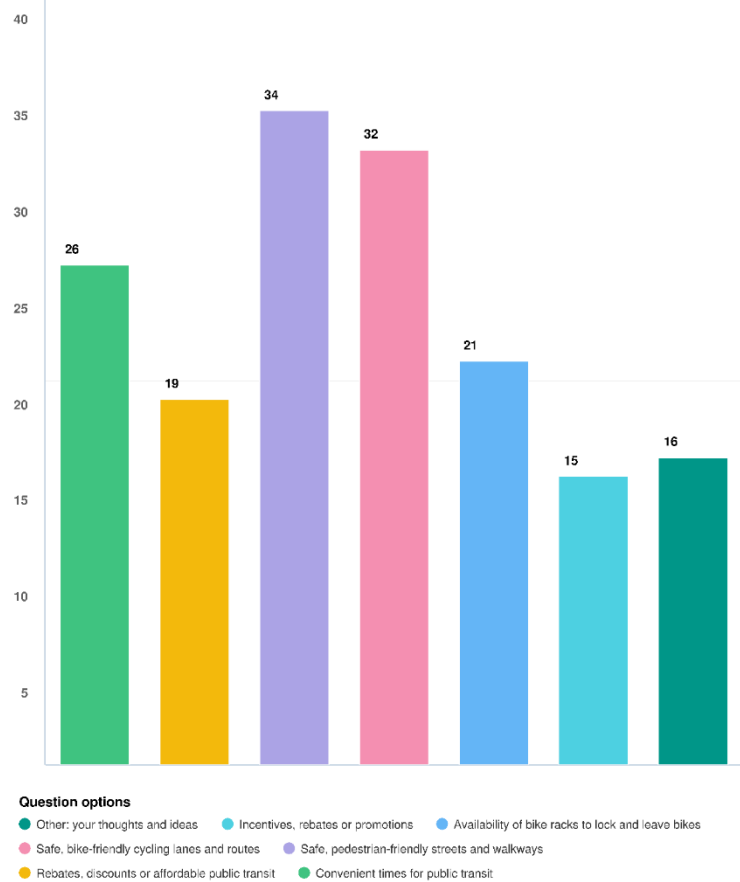
The summary of comments based on 43 responses:

- I. Better and more cost-effective regional transit, connecting, smaller rural communities; (7 responses)
- II. Have better, more cost-effective, and accessible connections to bigger cities like Toronto, Guelph, Kitchener and London via GO Transit and VIA Rail for round trips (6 responses)
- III. More frequent and better times of service for public transit, Via Rail and GO Transit on weekends and during the workday commute (3 responses)
- IV. Promote alternative modes of transportation beside the private automobile e.g., increase demand for cycling and buses between small towns e.g., Paris-Princeton-Burford-Woodstock (4 responses)
- V. Safer pedestrian trails, walkable neighborhoods, crossings, and sidewalks e.g., from Woodstock to Ingersoll and paved paths like Brantford to Waterford (9 responses)
- VI. More and improved roundabouts (e.g., Cedar Street/Henry Street/Wilson Avenue since turning there is tough due to the timing of the lights and inconsistent speeds. Also, include roundabouts in new development east of Broadway on North Street in Tillsonburg to alleviate stop and go because most roundabouts are too small for transport trucks and to reduce gas/carbon emissions compared to signalized intersections) (4 responses)
- VII. Safer and more accessible cycling lanes, both on-road and off-road, and education for both motorists and cyclists’ transportation and traffic laws (13 responses)
- VIII. More advanced, synchronized and longer green traffic lights at big intersections (e.g., Wellington between Grace Street and Dundas Street West, and intersection at 711 Dundas Street West) (3 responses)
- IX. Improve traffic and speed calming measures. Currently there is a lack of control (e.g., speed bumps) concerning speeding on high traffic side streets e.g., Odium Drive and Lampman Drive and Salter Avenue, and noise, and quantity of traffic, including truck traffic, especially on Devonshire Avenue (6 responses)
- X. Less bike lanes (2 responses)
- XI. Less traffic congestion (3 responses)
- XII. Sustainable transportation modes (3 responses)
- XIII. Better connections from north of the Thames River into Woodstock (1 response)
- XIV. Eliminate unnecessary parking minimums and less half empty parking lots (1 response)
- XV. Reroute trucks around downtown (1 response)
- XVI. Subsidies for train travel between cities and cheaper monthly passes for people with lower income/disabilities (2 responses)
- XVII. Safer intersections and reevaluations of some intersections, for example near Cowan Park and Vansittart Avenue (3 responses)
- XVIII. Bus routes for the homes in the expanded City of Woodstock boundaries e.g., 11th Line, Woodstock, County Road 17 (1 response)
- XIX. Dangerous merging onto Norwich Avenue from the Highway 401 west (1 response)
- XX. Add a dedicated lane/right turn lane on Norwich Avenue (e.g., lane that went down to the lights at Juliana Drive should have been left alone (1 response)
- XXI. Underpass at train tracks on Cedar Street/Henry Street/Wilson Avenue to virtually eliminate congestion and promote pedestrian safety (1 response)
- XXII. Access for shift workers in the major factories in town (1 response)
- XXIII. Allow quads and side by side (1 response)
- XXIV. Many potholes, need maintenance (e.g., dangerous for cyclists) (2 responses)

5. What changes would encourage you to use different modes of transportation– like walking, cycling or public transit– over private automobile? Check all that apply. (51 responses):

Top Ranking changes to encourage use of different modes of transportation over the private automobile:

1. Safe, pedestrian-friendly streets and walkways
2. Safe, bike-friendly cycling lanes and routes
3. Convenient times for public transit
4. Availability of bike racks to lock and leave bikes
5. Rebates, discounts or affordable public transit
6. Other: your thoughts and ideas
7. Incentives, rebates or promotions



6. What transportation changes would make your community a more desirable place to live in the future?

The summary of comments based on 39 responses:

- I. Safe, reliable, accessible and affordable intercommunity public transit options (e.g., increase bus stops and transit in the town of Tillsonburg, buses that allow direct highway access from west industrial to all highway directions, and removing the bus stop from the centre of four senior buildings in Tillsonburg caused more inconvenience to senior citizens. (12 responses)
- II. Safer and more pedestrian and bicycle friendly neighborhoods (2 responses)
- III. Better intercommunity transit like GO Transit (5 responses)
- IV. Off-road bike and walking trails (3 responses)
- V. Better service times for public transit (2 response)
- VI. Better and safer roads (3 responses)
- VII. Better pedestrian crossings and sidewalks (5 responses)
- VIII. Separated and safe cycling infrastructure (4 responses)
- IX. Fewer trucks in downtown-use designated highways (2 responses)
- X. More access to electric charging stations (2 responses)
- XI. Reduce traffic congestion and speeds with less idling times and bottlenecks e.g. better organisation of shopping areas (3 responses)
- XII. Longer green lights on Highway 2 (1 response)
- XIII. Sustainable infrastructure (1 response)
- XIV. Less street parking and harsher parking enforcement for households with more than 2 vehicles (3 responses)
- XV. Reduce bike lanes and commuter trains (1 response)
- XVI. Access from 401 West to 403 South and vice versa (1 response)
- XVII. King Street West in Ingersoll operating as a stroad is dangerous (1 response)
- XVIII. Planting more trees to reduce speeds and provide shade for pedestrians (2 responses)
- XIX. Increase police presence on Devonshire Avenue (1 response)
- XX. Curb loud vehicles on Devonshire Avenue (1 response)

XXI.	A truck bypass on Devonshire Avenue(1 response)
7. Is there anything else Oxford County should consider when updating the Transportation Master Plan?	
The summary of comments based on 29 responses:	
I.	Limit impact on environment
II.	Need additional ways to drive through Woodstock and Oxford County as a whole, other than Highway 2 and Norwich Avenue
III.	Woodstock bus terminal takes up a lot of space and seems too small to accommodate the quantity of buses it services but has minimal patrons on site
IV.	Buses should be updated to more environmentally friendly options
V.	More charging stations for electric vehicles
VI.	Self driving taxis and buses
VII.	Zoning to allow higher density of neighborhoods
VIII.	Reevaluation of safety especially of left turns at several intersections (e.g., Dundas Street and Vansittart Avenue) (2 responses)
IX.	Flow and traffic
X.	Better traffic light timing with sensors
XI.	More flexible schedules for VIA Rail
XII.	Safer and more accessible walking options
XIII.	Safe cycling infrastructure
XIV.	Aesthetic feel of the community
XV.	Finances - no raising of taxes (3 responses)
XVI.	Safety of all citizens (2 responses)
XVII.	Discounted passes for people with low income/disabilities
XVIII.	More roundabouts
XIX.	Roads that are not main County roads or highways need to be repaved
XX.	Accessible trails for all modes of transportation
XXI.	Reduce car-centric planning
XXII.	Incoming population growth as all the single lane streets are a huge part of the problems existing now
XXIII.	Another roadway over Pittock Dam to reduce the amount of traffic on Highway 59/ Vansittart Avenue
XXIV.	Future proofing by not having a car centric mentality
XXV.	Several rural rail crossings need vegetation cleared to see trains approaching or all train crossings should have lift gates. All rail crossings should be fixed e.g. the one south of Embro as it will damage personal vehicles
XXVI.	Aggressive drivers that pass when not safe and don't stop at rural stop signs if they can see far enough. Several rural communities have reduced speed limits but these are not followed especially on Highway 19 or when coming off of Highway 401
XXVII.	Schools should not be put on major rural roadways (e.g. not on Highway 59 going to Hickson) so that commuters going to work are not inconvenienced by slower speed limits
XXVIII.	Reroute trucks from Dundas Street in Woodstock
XXIX.	Keep surplus rail trails for future use instead of selling (e.g. in Bright and Michigan Central from Tillsonburg to Elgin border)
XXX.	Need less sprawling single family homes on the fringes of town and more housing options near downtown to create vibrant and walkable communities. Half of downtown Ingersoll is wasted space for surface parking lots for people living on the outskirts

5.0 Comments from the Special Interest Group

Summary of comments received from a Special Interest Group are in Table 10.

TABLE 10: SUMMARY OF COMMENTS FROM SPECIAL INTEREST GROUP

Commentor	Comment	Response
	There is discussion about how the line from Perth to North of Oxford County will be	The project team will look into the station at Shakespeare on the CN line and if it benefits Oxford

Transport Action Ontario	developed by Metrolinx. Recommendation to be made to the Mayor of Zorra and East-Zorra Tavistock: A long term plan that could be included in the TMP is that they should intervene and put a station in Shakespeare that will serve the people in North Oxford County and give them access to London, Kitchener, Waterloo, and Toronto. This could be done by Metrolinx eventually because the amount of passenger rail outweighs the freight rail.	County, the team will add it to TMP to support any future studies and to lobby Metrolinx.
	Oxford County is currently too road focused and that is fine but there is still a lot of interest in rail. On the east side of Woodstock, where there is a tremendous amount of industrial development, 400/500 truck portals are being added to building and it is a scary thing because all these trucks are going somewhere. Oxford County is an aging County, so the people prefer to use rail than drive and without some support, it is difficult to move the rail situation forward.	In Southwest Oxford, MTO is looking at all modes of transportation rather than just highway and trucking. It is worth looking at truck modes because they are the mode of choice since there are goods to market and supplies to the industry. The team would like to see any material sent by the representative of Transport Action Ontario

6.0 Comments from External Agencies

Summary of Comments received from External Agency during the PCC#1 comment period are in Table 11.

TABLE 11: SUMMARY OF COMMENTS FROM EXTERNAL AGENCY

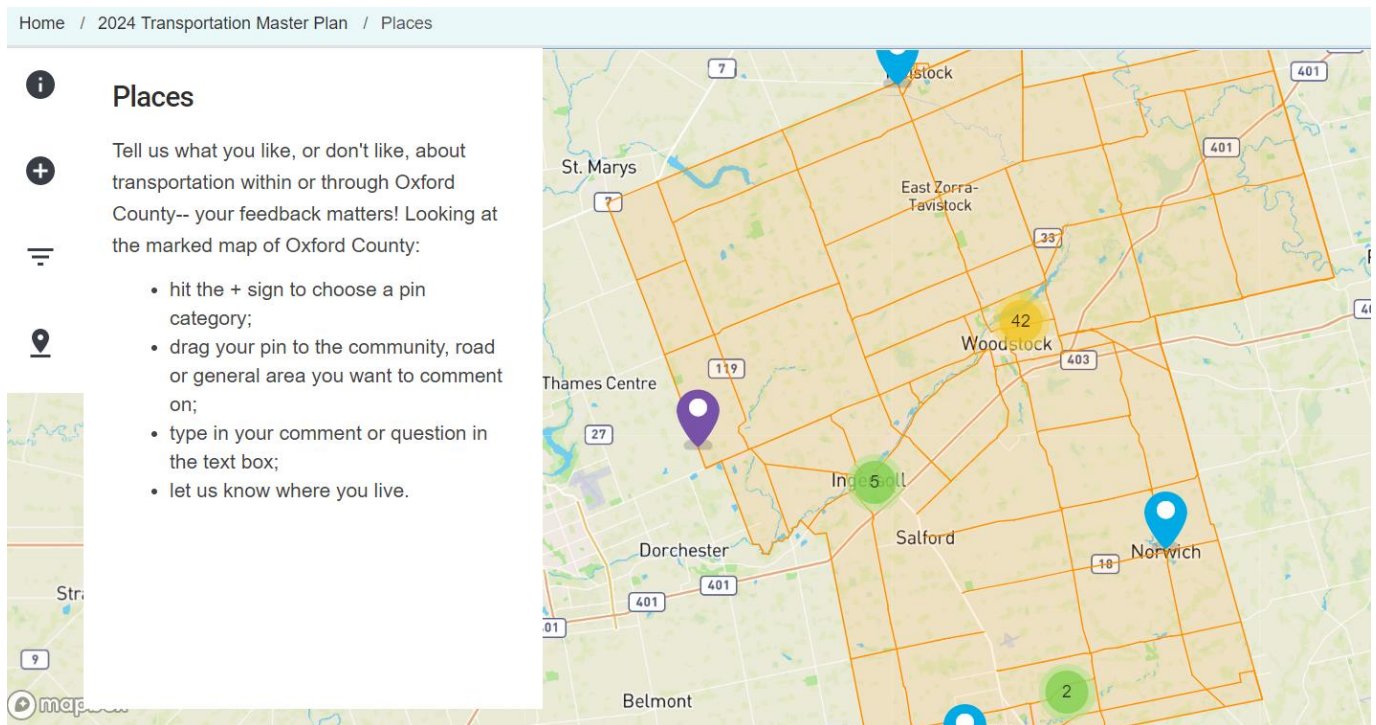
Commentor	Comment	Response
Oxford County Paramedic Services	<p>I had seen recent communications regarding the Connecting Oxford Transportation Master Plan and was hoping for the opportunity to briefly discuss a transportation need that I see often from the Paramedic Service/Community Paramedicine lens. Very briefly, Paramedic Services sees a lot of requests for:</p> <ul style="list-style-type: none"> • Patients requiring transportation for routine tests, doctors visits, etc. but do not have equitable access to public transportation due to a limiting condition that restrict mobility. Ex: patient who cannot get to a blood draw appointment because they cannot navigate the stairs of their walk up apartment without assistance (read: cannot get to the awaiting taxi cab, or bus stop, or paratransit vehicle without moderate assistance, transferring, or lifting) • Patients that require a stretchered vehicle (must lay flat, cannot sit, bariatric, etc), but cannot afford the several hundred dollar price tag of doing so through a patient transfer company. Even seemingly trivial 	<p>We discussed these issues you raised with our team and although these are valid concerns, and important to the community, developing additional ambulatory services which would provide assisted mobility between private residence(s) and the existing transportation network, is considered beyond the scope of this Study.</p> <p>The County's role revolving around these concerns would be primarily limited to making sure that existing road infrastructure/right-of-way is sufficiently maintained and/or improved to allow for emergency vehicles (private or public) to navigate to and from private residences and emergency locations (i.e., hospitals/pharmacy, etc.)</p>

	<p>distances are very expensive from my experience. (ex: patient traveling from home to long term care bed)</p> <ul style="list-style-type: none"> • Patients requiring return home from hospital who are unable to afford appropriate transportation, or said transportation is unable to accommodate assistance into their home. A real world example: Recently upon return from hospital a patient was in the situation where a private transfer company would only transport them to the front door of their apartment building, unable to assist the 2 flights of stairs to the apartment. <p>As the province and the healthcare system look to align with keeping patients supported in the home for as long as possible, I feel the community and healthcare system could greatly benefit from a well communicated, affordable, and efficient way of being able to gain access to transportation when in need of moderate mobility assistance/assistance to and from the mode of transportation.</p> <p>I would be very happy to chat further if you see the above of relevance to the upcoming Master Plan.</p>	
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7.0 Interactive Map

An interactive map was hosted on the Speak Up, Oxford! Project webpage. The public was asked to tell the County what they liked, or didn't like, about transportation within and through Oxford County. The public could drop a pin on a location of interest, pick the pin category and leave a comment. The mapping platform is shown in Figure 1. A total of 53 comments were received on the interactive map during the PCC #1 comment period. Themes about the nature of the comments are in the following sections and only focus on comments concerning County roads.

FIGURE 1: SCREENSHOT OF INTERACTIVE MAP ON SPEAK UP, OXFORD!



7.1 South-West Oxford Township/Ingersoll/Zorra Township

The comments in Table 12 were submitted for the subject area located in Figure 2. Themes include:

Safety:

- Difficult to make left turns (e.g., from Harris Street in Ingersoll).
- Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).
- Speeding is an issue on Pressey Road in Ingersoll.
- Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).

Active Transportation:

- Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.
- Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)

Traffic:

- Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).

7.2 Tillsonburg/Norwich

The comments in Table 13 were submitted for the subject area located in Figure 3. Themes include:

Safety:

- Increase pedestrian crossings (e.g., pedestrian crossing required on OR 59 on each end of Norwich)

Active Transportation:

- Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).

Traffic:

- Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).

7.3 East Zorra-Tavistock Township

The comments in Table 14 were submitted for the subject area located in Figure 4. Themes include:

Traffic

- Signal timings (e.g., in Tavistock, need motion sensor at the lights on Highway 59 and OR 24 and 26).

Transportation

- Extend existing roads (e.g., OR 34 needs to be extended northward and connect with Perth Road 107).
- Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).

7.4 East Woodstock/Innerkip/Norwich Township

The comments in Table 15 were submitted for the subject area located in Figure 5. Themes include:

Safety:

- Dangerous intersection (e.g., OR 4/OR 15).
- Excessive speed (e.g., Blandford Street, Innerkip)

Active Transportation:

- Need for pedestrian trails (e.g., Innerkip).
- Dog Park requested (e.g., Innerkip).

Traffic:

- Intersection control required (e.g., OR 4/OR15 and OR 4/OR 17 need traffic signals).

Transportation:

- Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson/OR 4).
- Reroute roads (e.g., OR 17 away from the rail tracks and link into 16th Line to connect to OR 4).
- Need more parking (e.g., Innerkip – new plaza and housing development).
- Illumination (e.g., streetlights at Highway 53 in Norwich Township).

7.5 West Woodstock

The comments in Table 16 and Table 17 were submitted for the subject area located in Figure 6 and Figure 7. Themes include:

Active Transportation:

- Sidewalks should be built (e.g., OR 17 near OR 59, development is occurring, many pedestrians walk OR 17 and the increase in traffic is concerning).

Traffic:

- Intersection control required (e.g., OR 15/Leinster Street, OR 2/11th Line, OR 54/Henry Street).
- Traffic signal timings (e.g., review OR 59/Montclair Drive).

Transportation:

- Intersection layout (e.g., square off intersection OR 2/OR 9).
- Railway tracks (e.g., fix track crossing on OR 9).
- Pedestrian crossing (e.g., required at OR 15/Clarke Road).

TABLE 12: INTERACTIVE MAP COMMENTS FOR SOUTH-WEST OXFORD TOWNSHIP/INGERSOLL/ZORRA TOWNSHIP

Number	Address	Comment
24	183 Charles Street East, Ingersoll	Left turns from Harris are rather dangerous due to the high retaining wall close to the sidewalk - Hard to see incoming traffic.
25	543978 Clarke Road, South-West Oxford	The newly expanded boundaries need to ensure that active transportation pathways - mostly off road or protected are part of the subdivision and parks development and link with existing or planned paths and are of a firm surface for accessibility. and form part of the subdivision and employment lands in and outside the boundary adjustment
26	40 Thames Street South, Ingersoll	Investigate limiting transport truck traffic in the central core except for local deliveries - No right turn for trucks corners of Thames and Charles - No right turns for trucks Thames and King Street - Pedestrian and passenger vehicle safety
27	108 Wenham St S, Ingersoll	Investigate a simple (cost effective) pedestrian and utility bridge across the Thames at the bottom of Wonham Street - and a trail and small bridge on public land to McKeand? WTPF Station and east to the Via Station - For cyclists and scooters and peeps
29	134 Culloden Road, Ingersoll	From a resident - Need of a stop light Clark and Culloden - Very Hard to cross
50	311980 Dereham Line, South-West Oxford	Pressey Rd was paved in 2006, and in the last 16 years the traffic has increased exponentially. Many transports coming from the west and North from Dereham Line, many vehicles especially at work beginning and end times. It seems they are using Pressey instead of Hwy 3 to go west to Aylmer, St.Thomas, London? Speeding is an issue, and the road is breaking up badly. If traffic increases at the same rate in next 20 years, it will need wider shoulders, turn off at Elliott Rd., (currently there is a knoll and cannot see oncoming traffic) and the Amish use this daily,, at their peril.
52	5194 Cobble Hills Road, Zorra	Cobble Hills is promoted as a destination road for cyclists but it's incredibly dangerous. We used to bike between our farms here but the traffic has become faster and higher volume in the last decade.

FIGURE 2 COMMENT LOCATIONS FOR SOUTH-WEST OXFORD TOWNSHIP/INGERSOLL/ZORRA TOWNSHIP

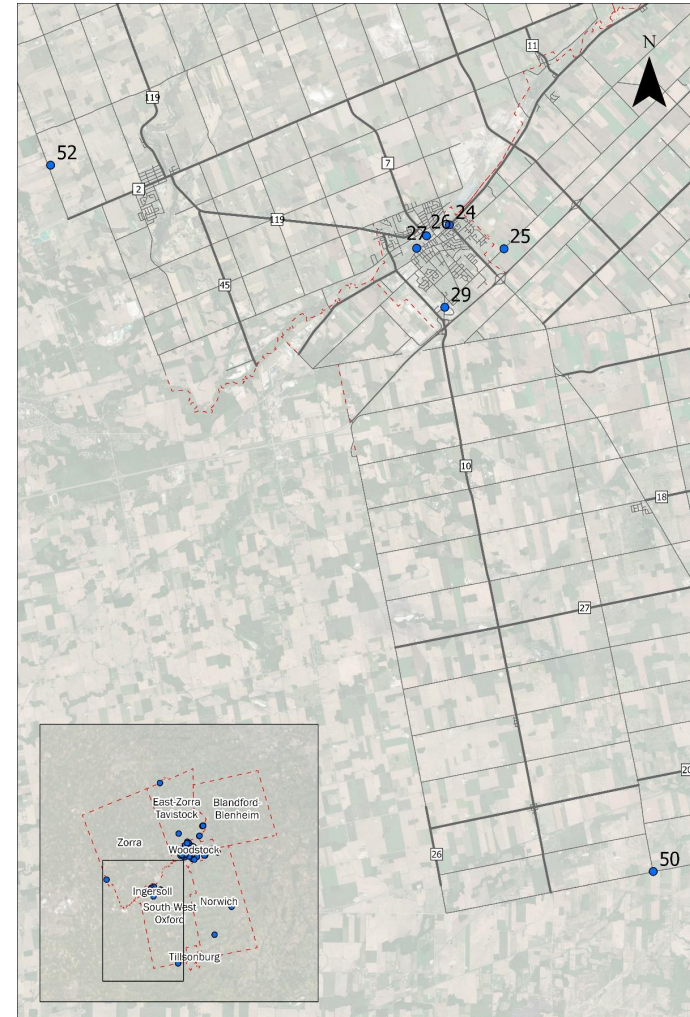


TABLE 13: INTERACTIVE MAP COMMENTS FOR TILLSONBURG/NORWICH

Number	Address	Comment
28	Otterville Road, Norwich	Many people from the village of Springford use the sidewalks for walking. This includes children, parents and seniors. The sidewalk ends before the speed limit increases to 80km/h. Could the sidewalk on the south side be extended to the east so that more residents could use this resource. Thank you
34	5 Baldwin Street, Tillsonburg	This intersection (heading east on Baldwin towards Oxford and from Oxford west towards Baldwin) should have advanced go left turns incorporated into the stop lights. Sometimes during rush hour you have to wait 2 or more stoplight cycles trying to turn left onto Broadway from Baldwin as traffic is backlogged back down Oxford.
49	3 North Court Street East, Norwich	Would it be possible to put official cross walks across the 59 on each end of town? My children at times have to wait 10 minutes as traffic does NOT stop for pedestrians on the way to school. So maybe 59 and brock intersection, and one by the e s school. Norwich road could use some on each end of town as well. It would also help reducing the speed!

FIGURE 3: COMMENT LOCATIONS FOR TILLSONBURG/NORWICH

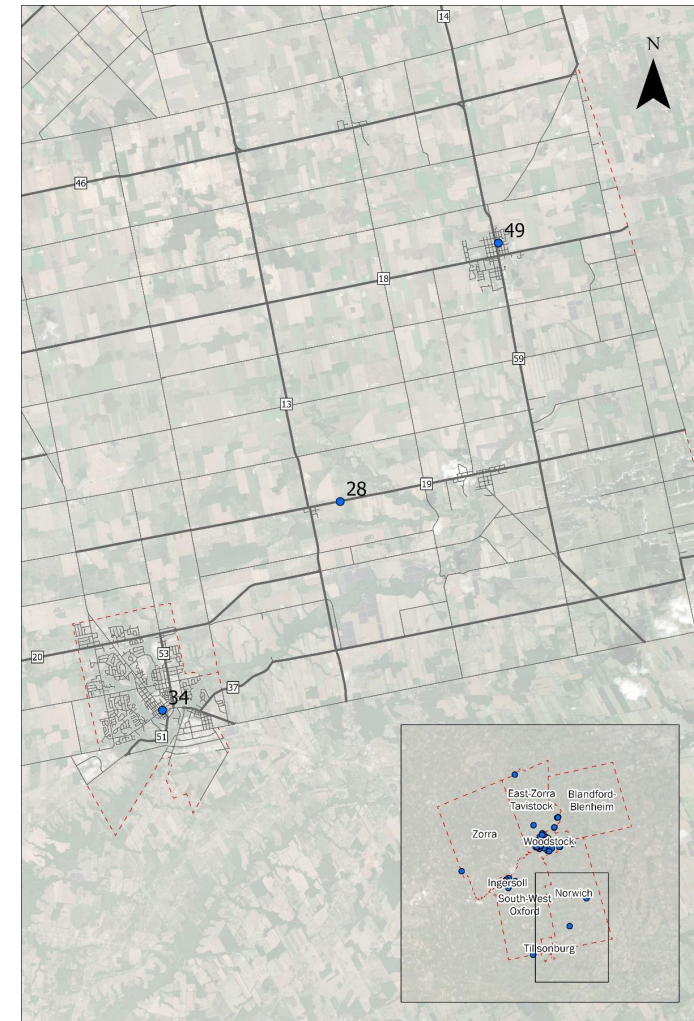


TABLE 14: INTERACTIVE MAP COMMENTS FOR EAST ZORRA-TAVISTOCK TOWNSHIP

Number	Address	Comment
3	985019 Perth-Oxford Road, East-Zorra Tavistock	<p>Tavistock needs "ring roads"; currently all traffic needs to funnel through the downtown "5 corners" intersection. Oxford Road 34 needs to be extended northward & then eastward to connect with Perth Road 107, & further eastward to connect with Road 24. Likewise, Hwy 59 needs to connect (south of the curve) in a northeasterly direction to Road 24.</p> <p>At the main intersection downtown we immediately need "motion sensors" installed in both directions of Hwy 59 & Road 24/ Road 26 that will sense whenever there is vehicles in motion during green lights- let the green light stay green until traffic clears! Currently this set of lights only stays green for a tiny fraction of a minute & only a few cars can pass; & whenever a transport truck is passing there in only enough time on green for the truck & maybe a car or two that are desperately advancing through the amber light! This is a very dangerous intersection with many vehicles running red lights because of the short duration of "green"! Furthermore, Oxford County cannot continue to ignore the Pert- Oxford Rd just because it's shared with Perth & neither wants to collaborate on upgrading it. A portion of this road is paved west of Fairview (Perth Road 113/ Road 6) but this is a main road leading to the arterial Hwy 7 toward London & Stratford. Unknown to most county planners is the fact that there are dozens of cottages at the westerly end of the Perth Oxford Road. They do pay huge taxes, which happens to go to Zorra township but they don't upgrade (pave) the road because Perth South maintains the road & they won't upgrade it because they don't receive any tax revenue. The county needs to step in!</p> <p>Don't continue to neglect Tavistock & area just because it's at the fringe of the county! It's a very vibrant & very growing community.</p>
22	784993 Road 78, East-Zorra Tavistock	<p>A set of lights to improve traffic. With buses, trucks and regular traffic it is quite difficult to take turns or through traffic on the 33rd.</p>

FIGURE 4: COMMENT LOCATIONS FOR EAST ZORRA-TAVISTOCK TOWNSHIP

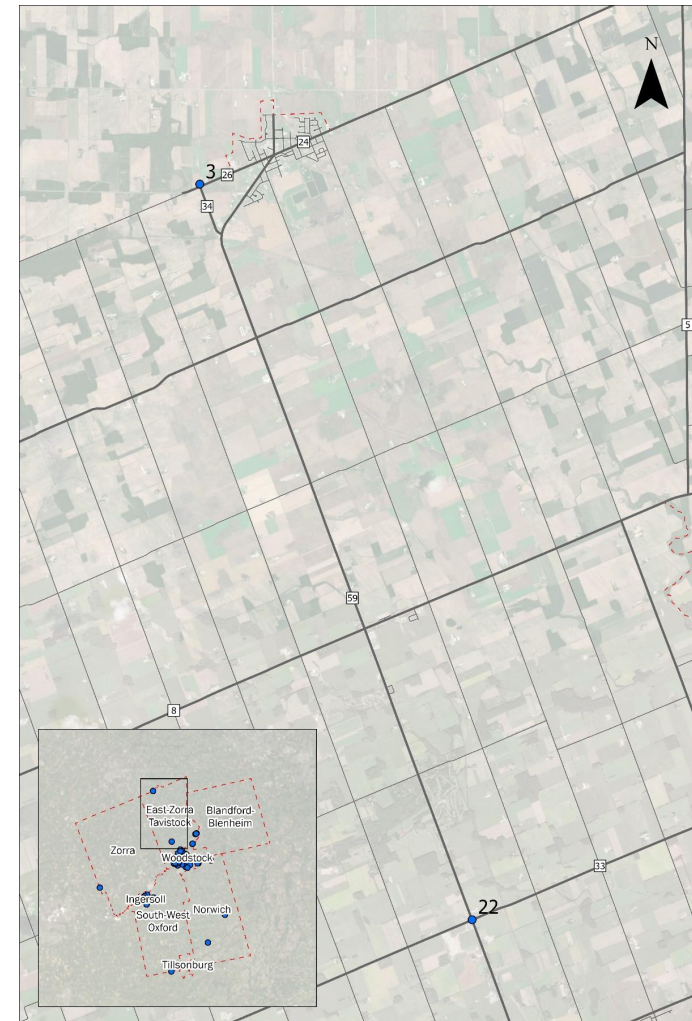


TABLE 15: INTERACTIVE MAP COMMENTS FOR EAST WOODSTOCK/INNERKIP/NORWICH TOWNSHIP

Number	Address	Comment
4	714880 Oxford Road 4, Norwich	This is a very Dangerous intersection and needs to be addressed.
5	80 Blandford St, East-Zorra Tavistock	Lack of athletic facilities other than baseball. Could legally use more walking trails through the village and possibly a dog exercise area
6	123 Blandford St, East-Zorra Tavistock	Excessive speed
16	Oxford Road 4, East-Zorra Tavistock	With the new plaza and new homes at this location parking for the post office is a mess. Please create some proper parking
18	Oxford Road 17, East-Zorra Tavistock	A very busy section of road. Almost impossible to take a left turn at busy parts of the day. A set of lights would really help the flow of traffic.
19	Oxford Road 17, East-Zorra Tavistock	A very busy section of road. Almost impossible to take a left turn at busy parts of the day. A set of lights would really help the flow of traffic.
20	Oxford Road 17, East-Zorra Tavistock	A very busy section of road. Almost impossible to take a left turn at busy parts of the day. A set of lights would really help the flow of traffic.
21	Oxford Road 17, East-Zorra Tavistock	Need a set of lights to improve traffic flow.
33	Oxford Road 17, Woodstock	This intersection is dangerous as it is today. By putting a stop light here is like putting a bandaid on what will be a bigger problem down the road when the traffic flow increases with added development that is coming all the way down the road17. i would propose that this intersection be moved up road 4 to where the 16th line meets road 4. put a roundabout there and get the traffic away from the railway tracks that are just meters away from the current intersection .It would take a simple reroute on road 17 and make traffic a lot safer than putting a stop light that close to a railway track.
42	Highway 401, Norwich	agreed dangerous, truck accessibility
43	754800 Highway 53, Norwich	street light required
44	1038 Parkinson Road, Woodstock	right hand turning lane on Springbank northbound, below Parkinson
46	685774 Highway 2, Woodstock	difficult intersection to access
53	565337 Towerline Road, Woodstock	Thank you for providing the presentation for the Oxford County TMP. We have a couple comments / questions as follows on behalf of Melrose: 1. LEA Consulting has completed a TIS for the sites at the NW corner of Parkinson and Oxford Road 4 in support of a development application by Melrose. Based on our future background traffic analysis (traffic condition based on background traffic growth only), the following were our recommendations for the Parkinson and Oxford Road 4 intersection: a. Signalization of the intersection; and b. Inclusion of an auxiliary eastbound left turn lane. 2. Given the large growth area planned at the southeast limit of Woodstock urban area, we are interested at the projected 2044 employment and population data used. Also, we are interested if/when the future modeling work will be made available prior to the next public open house where alternative solutions will be presented. 3. Lastly, in our dealing with MTO, it is our understanding that the MTO had requested for an Interchange Study as part of County Road 15 and Highway 401. Can you confirm the County will include this review as part of the County's TMP

FIGURE 5: COMMENT LOCATIONS FOR EAST WOODSTOCK/INNERKIP/NORWICH TOWNSHIP

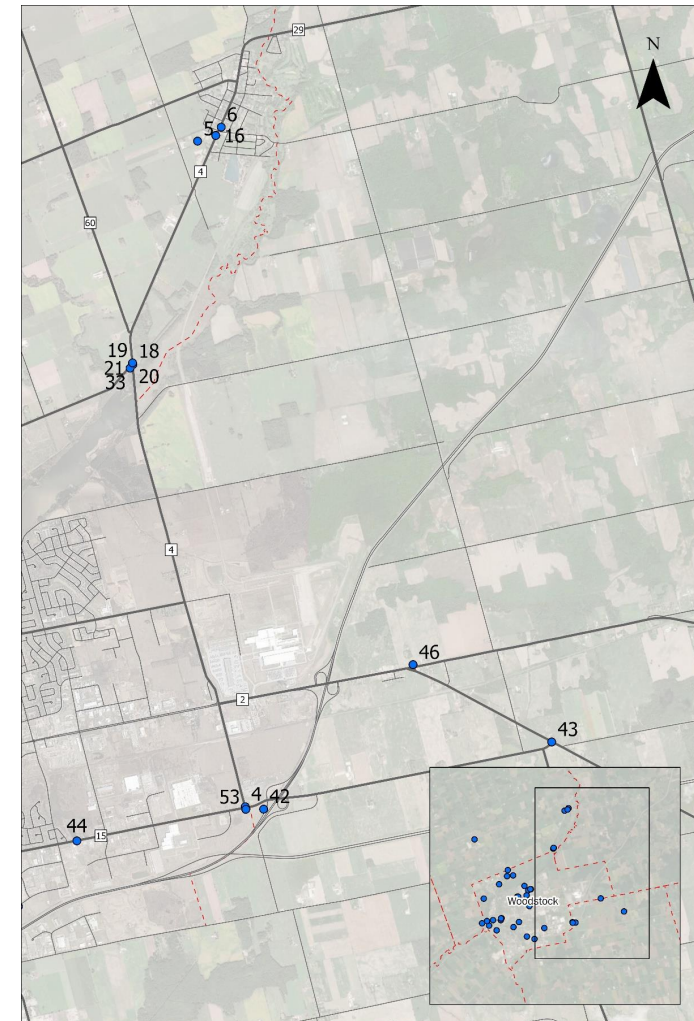


TABLE 16: INTERACTIVE MAP COMMENTS FOR WEST WOODSTOCK

Number	Municipality	Comment
1	745160 Oxford Road 17, Woodstock	Sidewalk implementation needs to be pushed forward for this area. Many people use this road for walking pleasure however with the increase in development there has been an increase in traffic which makes it dangerous for pedestrians to be using on a regular basis. Street lights would also help with the safety of residents who use this road.
2	621 McGill Lane, Woodstock	I would like to provide kudos to the City (and the County somewhat) for creating and maintaining the Silver Trail. This trail has been an excellent addition to the area and connects nicely with the Pittock trail and bridge.
7	322 Leinster Street, Woodstock	The intersection of Devonshire and Leinster Sts. is extremely busy and needs traffic lights. Due to impatient drivers I have seen many near misses here, particularly during rush hours.
8	957 Warwick Street, Woodstock	This intersection is very dangerous- with schools nearby the visibility when crossing Clarke on Warwick is not very good.
9	Road 68, East-Zorra Tavistock	The intersection at Dundas and the 11th line can be extremely busy and makes it impossible to turn left onto Dundas. Maybe a roundabout or lights on sensors?
10	448 Springbank Avenue, Woodstock	3 way stop sign is needed at Springbank and Cree. People speed around this bend and often drive right through the crosswalk while kids are crossing
11	692 Henry Street, Woodstock	It's nearly impossible to make a left hand turn off Henry St at this intersection. I've seen too many people taking dangerous chances and traffic heading west on Cedar is often moving very quickly. A roundabout here would help slow traffic heading towards the tracks as well as afford citizens better options to turn left safely. There seems to be quite a bit of space to make this possible as well.
12	1040 Cree Avenue, Woodstock	Need a crosswalk either here or somewhere along Cree. With the school pathway right here many kids cross this street twice a day and some cars fly down Cree. Coupled with the fact that St. Mikes recently closed their parking lot for drop offs and pickups, Cree becomes full of cars parked, mixed with speeders making for a dangerous situation without any proper crosswalk on the entire street
13	556 Springbank Avenue, Woodstock	Half the vehicles don't stop at any of the 3 stop signs. Night is worse. Putting some lights on the stop signs make them more visible. Or put in some stop lights Springbank/Mohican is treated like a drag strip.
14	35 Pittock Park Road, Woodstock	We need lights all along Pittock road at night they aren't wearing reflective gear they're walking biking it's pitch black kind of dangerous someone is gonna get hit u don't see them till the last minute need to be safe
15	1000 Upper Thames Drive, Woodstock	Need a new sign for Upper Thames Drive it's missing people get lost looking for a place in the Havelock corners neighborhood by GPS it's not there
17	1028 Cree Avenue, Woodstock	Please change parking on Cree Ave to one side of the street only before someone gets killed! Cree is a speed zone and there are 2 public schools in the area, on a school bus route/stop. It's crazy!!!
30	458 Norwich Avenue, Woodstock	Street lights heading north change to red even if no one is waiting for the lights to change to pull out of Montclair Dr. All traffic heading south is still able to pass through the intersection and eventually the lights for north traffic will turn green again. It does this every morning on my way to work and every evening on my way home.

FIGURE 6: COMMENT LOCATIONS FOR WEST WOODSTOCK

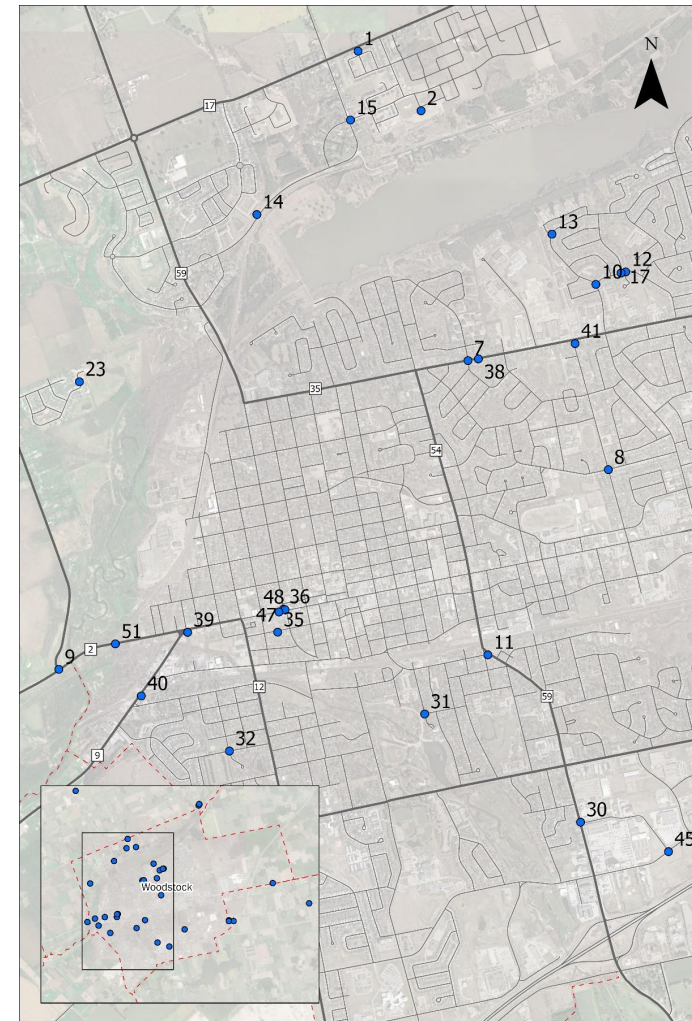
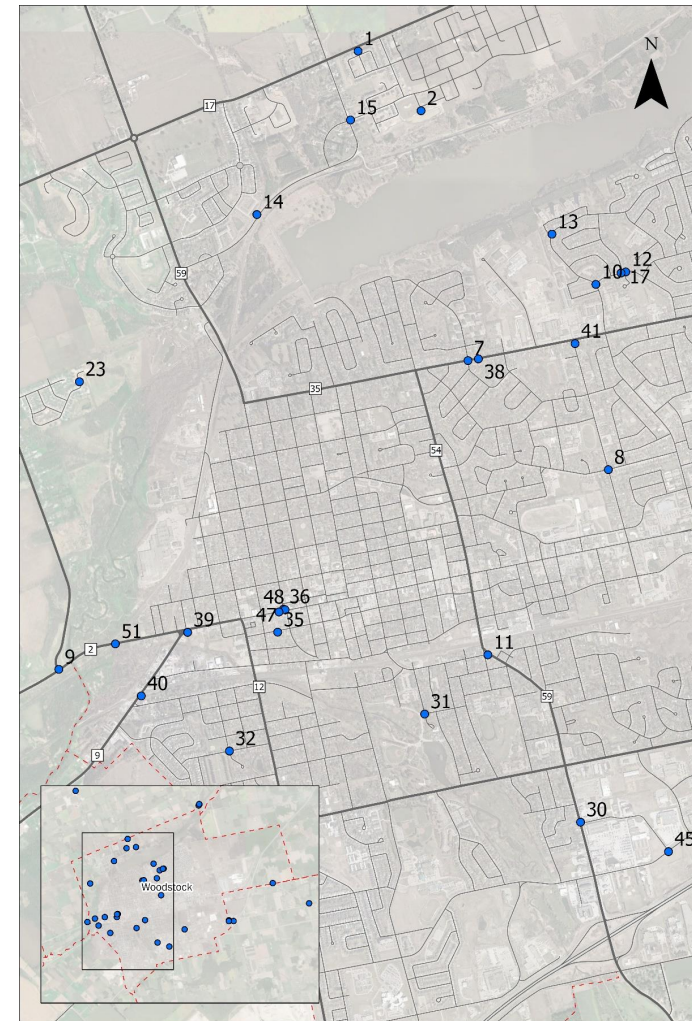


TABLE 17: INTERACTIVE MAP COMMENTS FOR WEST WOODSTOCK CONTINUED

Number	Municipality	Comment
30	458 Norwich Avenue, Woodstock	Street Lights heading north change to red even if no one is waiting for the lights to change to pull out of Montclair Dr. All traffic heading south is still able to pass through intersection and eventually the lights for north traffic will turn green again. It does this every morning on my way to work and every evening on my way home.
31	220 Victoria Street South, Woodstock	This intersection needs to be addressed with the increase in traffic through the park. There is a yield and a stop sign right near each other and it's not clear which way to turn when entering the park.
32	217 Fifth Avenue, Woodstock	A 4-way stop needs to be placed here. People use fifth ave as a raceway. Hard to back out/back into drive ways when you think it's clear and next a car is right there. The city bus even doesn't go the speed limit. Putting a 4-way stop makes people have to slow down. And making it safer for little children to play at the park
35	338 Simcoe Street, Woodstock	N/A
36	9 Vansittart Avenue, Woodstock	This intersection should be a 3 way stop. Vehicles turning left onto Dundas from Vansittart are always well passed the stop line attempting to see cross traffic which is being blocked by cars parked along Dundas. It poses a safety concern for pedestrians to safely cross and also for vehicles turning left onto Vansittart from Dundas.
38	788 Devonshire Avenue, Woodstock	repaving from Huron to Springbank. Tims drive thru spilling out onto roadways in almost all locations in Wdst.
39	189 Dundas Street, Woodstock	terrible intersection, you should never have to look over your shoulder to merge. square off the intersection for both east and west
40	146 Ingersoll Road, Woodstock	tracks crossing always needing repair, more permanent solution required
41	360 Clarke Street North, Woodstock	lighted crosswalk, many students cross Devonshire at Clarke
45	Juliana Drive, Woodstock	difficult intersection to access from Montclair
47	359 Dundas Street, Woodstock	difficult left hand turn from Vansit
48	344 Dundas Street, Woodstock	overhead turning lane signage
51	126 Dundas Street, Woodstock	4 Lane road is very narrow through this section (from rail Bridge up to Ingersoll road intersection) and makes passing cars in the 2nd lane very tight.

FIGURE 7: COMMENT LOCATIONS FOR WEST WOODSTOCK CONTINUED



8.0 Lessons Learned

8.1 Pop-Up Events

- **Canada's Outdoor Farm Show:**
 - The booth was not located as part of the bigger Farm Show so engagement for this event was not very high.
 - Due to bad weather on the day of the event, the project team could not walk around the Farm Show and interact with people. It would be more beneficial to move around more than staying stationary to drive up engagement.
- **Ingersoll Council Chambers:**
 - There wasn't a lot of engagement for this event. The venue was not effective at attracting pass-by traffic.
- **Tillsonburg Ribfest:**
 - The booth location at this event was great. Promotion items were given out and the project team walked and engaged the public.

It's noted that it would be worthwhile to attend multiple pop-up events at shorter events with more pass by traffic for the next pop-up events than hosting pop-up events at events that are longer in duration but have less passby traffic.

8.2 PCC #1 Structure and Duration

PCC #1 was a virtual meeting consisting of a presentation and question and answer period. The Project Team was on-hand to discuss the study and help attendees understand the presentation materials. Supplementary notes are provided below on the structure and the duration:

- Recording the virtual PCC#1 meeting on Webex and uploading it to the Speak Up, Oxford! website allowed the public to refer to the presentation and Q&A session on their own time.
- The Question and Answer module was effective. It prevented side chatter in the chat.
- For PCC#1, all the attendees were unmuted at the same time at the end of the presentation. It would have been better to unmute anyone whenever they needed to speak.

9.0 Conclusion

After the first PCC, the Project Team reviewed the questions and comments received during the PCC comment period. The PCC helped the Project Team become more aware of concerns, questions, and issues about the Project from the viewpoint of the stakeholders, and have incorporated these into the Project, as appropriate. Recurring themes that were heard during the PCC #1 comment period on County roads included:

- Safety
 - Speeding an issue
 - Difficulty making left turns onto busy County Roads at uncontrolled intersections (e.g., OR 4/OR 15 and OR 4/OR 17).
- Active Transportation
 - Discontinuous active transportation corridors
 - Need for more active transportation infrastructure (e.g., trails)
- Traffic
 - Signal timings need to be assessed
 - Controlled intersections on certain County Roads (e.g., OR 4/OR 15).
- Transportation

- Limiting truck traffic in certain lower tier municipalities (e.g., downtown Ingersoll).
- Road maintenance required on certain County roads.

APPENDIX A.11

NOTICE OF PCC#2

Notice of Public Consultation Centre #2

Oxford County 2024 Transportation Master Plan Update

Oxford County has initiated the development of a Transportation Master Plan (TMP) to provide the County with long-term strategic planning for the transportation system through to 2046.

What is the Transportation Master Plan?

The Transportation Master Plan (TMP) will outline the County's vision and goals for its transportation system until 2046. The Plan will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions, as well as sustainable and multi-modal transportation solutions (e.g., promoting active transportation); and,
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the Transportation Master Plan Update. Key objectives of the update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan that maximizes the use of existing infrastructure and promotes regional connectivity.

The Transportation Master Plan Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (2000, as amended to 2007, 2011, & 2015), approved under the Ontario *Environmental Assessment Act*.

We want to hear from you

The Project Team is hosting the study's second virtual Public Consultation Centre (PCC) this spring. The purpose of PCC #2 is to:

- Present a summary of what we heard at PCC #1;
- Present observed travel trends and the completed network analysis;
- Present future network recommendations and a proposed implementation plan;

- Summarize supporting policies and strategies;
- Provide an opportunity for the public to view and comment on all the presented material.

Public Consultation Centre #2 will be held online:

Tuesday, March 21, 2023 | 6:00 - 7:30 p.m.

To register and for log-in details, please visit www.oxfordcounty.ca/2024tmp. This site can also be used to provide feedback through an online survey, map tool, or online comment form.

The comment period for PCC #2 is from March 22 to April 11, 2023. However, comments are welcome for the duration of the study. Please see contacts listed below to provide comments.

In addition to the virtual PCC #2, the Project Team is hosting three in-person events to further make known this Transportation Master Plan Update Study and to engage directly with members of the community.

- **Ingersoll** - Town Council Chambers
Thursday, March 23, 2023 from 6:00 to 7:00 p.m.
- **Woodstock** - Oxford County Council Chamber
Tuesday, March 28, 2023 from 6:00 to 7:00 p.m.
- **Tillsonburg** - Town Council Chambers
Thursday, March 30, 2023 from 6:00 to 7:00 p.m.

These events will be promoted through social media, *Speak Up, Oxford!* at www.oxfordcounty.ca/speakup, and other advertisements.

Contacts for information

Ryan Vink, P.Eng.
Oxford County Project Manager
rvink@oxfordcounty.ca | 1-800-755-0394, ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
john.grieve@parsons.com | 905-330-9569

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

Posted February 9, 2023

www.oxfordcounty.ca/2024tmp

APPENDIX A.12

PCC#2 Pop-Up Event Boards



OXFORD COUNTY

Transportation Master Plan

WELCOME

Oxford County Transportation Master Plan Update In-Person Public Consultation Centre #2

Ingersoll: March 23, 2023 - 6:00 PM – 7:00 PM

Woodstock: March 28, 2023 - 6:00 PM – 7:00 PM

Tillsonburg: March 30, 2023 - 6:00 PM – 7:00 PM

Comment period for Public Consultation Centre #2 open until April 11, 2023



Scan the QR code or visit the website below to
provide comments on the survey and interactive map

PURPOSE OF PUBLIC CONSULTATION CENTRE #2

Present **Connecting Oxford 2024** overall project information, status of the project and collected feedback on:

- What we heard at Public Consultation Centre #1;
- What has been completed since the 2019 TMP;
- A summary of findings: travel trends, existing and future transportation conditions analysis,
- Draft recommendations on road network improvements, supporting policies and strategies; and
- Proposed implementation plan and preliminary costing estimate.

We want to hear from you!
To provide input please visit oxfordcounty.ca/speakup where you can:

- View an interactive map and provide comments
- Complete the survey
- Scan the QR code to take you directly to the project website



WHAT IS CONNECTING OXFORD 2024?

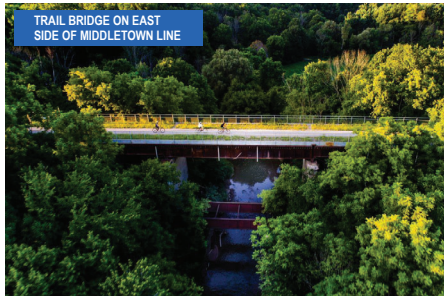
- Oxford County's Transportation Master Plan is a strategic long term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.
- A safe, effective and sustainable multimodal transportation master plan which focuses on all modes of transportation (i.e., cycling, walking and private automobile) with provisions to support freight/goods movement, agriculture equipment mobility, corridor access management and low carbon transportation.

Why is an Update Required?

- **Community Well Being** – Increased awareness, access and mobility through an emphasis on active transportation, goods movement, accessibility, climate change, equity, sustainability and safety.
- **Balance Needs** - Changing travel patterns (e.g., work from home and needs of residents and businesses in rural and urban areas).
- **Economic Vitality** – The implementation of network improvement and asset management through the identification of priorities and in consideration of available funds.
- **Increase Connectivity** - Facilitate further integration of inter-community and inter-regional transportation solutions.
- **Continued Focus on Road Safety** - To address ongoing concerns regarding user safety and speed management.

CONNECTING OXFORD 2024 VISION STATEMENT

Through 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient and sustainable multimodal transportation network to move people and goods into and throughout the County, including access and connections to opportunities and essential services, while improving mobility for all types of road users and communities.



TRAIL BRIDGE ON EAST SIDE OF MIDDLETOWN LINE

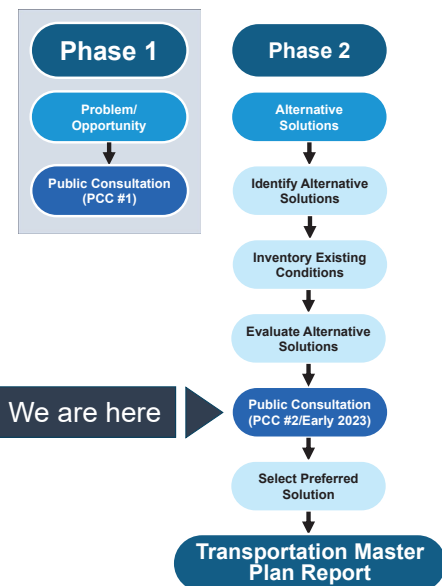


NEW PEDESTRIAN CROSSING - OXFORD ROAD 33 IN INNERKIP



GOODS MOVEMENT ON OXFORD ROAD 4, WOODSTOCK

TRANSPORTATION MASTER PLAN: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS



- **Connecting Oxford 2024** involves updating the 2019 Transportation Master Plan following Phases 1 and 2 of the Municipal Class EA (as amended to 2015) process. The Transportation Master Plan is the foundation for Schedule B and C projects identified within the Plan but will require more detailed study before implementation.
- We are currently in Phase 2. This involves identifying and evaluating Alternative Solutions that address the Problem/Opportunity Statement (see below) and developing draft transportation recommendations.

Problem and Opportunity Statement

As Oxford County continues to grow and establish itself as a thriving community in southwestern Ontario, it is imperative that transportation policies and the multimodal transportation network align with the County's goals and visions. The Transportation Master Plan (TMP) provides the opportunity for the County to plan and forecast network changes and improvements to support continued growth all while enhancing County policies around transportation demand management, freight movements, agricultural mobility, and low-carbon transportation solutions.

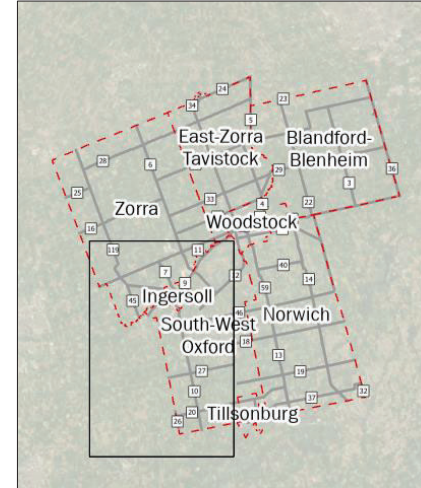
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
Safety	• Difficult to make left turns (e.g., from Harris Street in Ingersoll).
	• Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*
	• Speeding is an issue on Pressey Road in Ingersoll.*
Active Transportation	• Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*
	• Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*
Traffic	• Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*
	• Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for South-West Oxford Township/Ingersoll/Zorra Township



WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Tillsonburg/Norwich

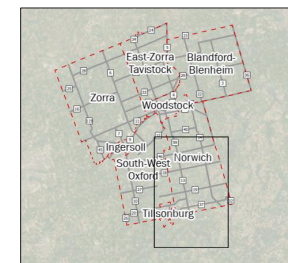
Category	Comment
Safety	• Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)
Active Transportation	• Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*
Traffic	• Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).

East Zorra-Tavistock Township/Blandford-Blenheim

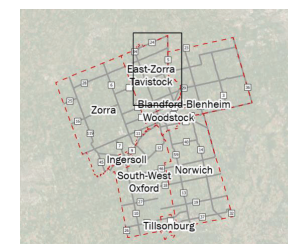
Category	Comment
Safety	• Excessive speed (e.g., Blandford Street, Innerkip).
Active Transportation	• Need for pedestrian trails (e.g., Innerkip).*
Transportation	• Dog Park requested (e.g., Innerkip).*
	• Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107).
Traffic	• Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).
	• Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for Tillsonburg/Norwich



Location of Public Consultation Centre #1 comments for East Zorra-Tavistock Township/Blandford-Blenheim



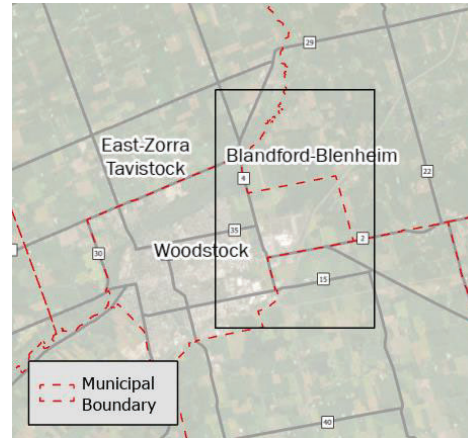
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

East Woodstock/Blandford-Blenheim/Norwich Township

Category	Comment
Safety	<ul style="list-style-type: none"> Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).
Transportation	<ul style="list-style-type: none"> Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4). Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4). Need more parking (e.g., Innerkip – new plaza and housing development).* Illumination (e.g., streetlights at Highway 53 in Norwich Township).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township



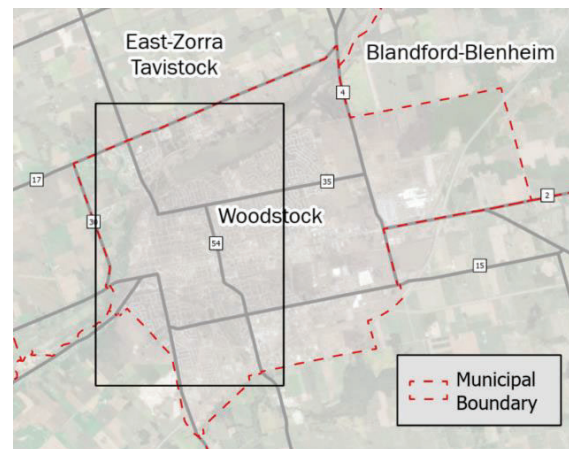
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> Sidewalks should be built (e.g., OR 17 near OR 59, development is occurring, many pedestrians walk OR 17 and the increase in traffic is concerning).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street). Traffic signal timings (e.g., review OR 59/Montclair Drive).
Transportation	<ul style="list-style-type: none"> Intersection layout (e.g., square off intersection OR 2/OR 9). Railway tracks (e.g., fix track crossing on OR 9). Pedestrian crossing (e.g., required at OR 35/Clark St.).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for West Woodstock





OXFORD COUNTY

Transportation Master Plan

PROGRAM & PROJECT HIGHLIGHTS

Annual Capital Programs

- **Guide Rail Installation:** The County completes annual guide rail improvements based on needs
- **Pedestrian Crossings (PXO):** The County has completed 13 PXOs since the beginning of 2020, with an additional three (3) planned in 2023/24.
- **Intersection Illumination:** The County completes illumination of intersections at various locations
- **Cycling Infrastructure:** The County is proceeding with design of cycling infrastructure based on the CMP implementation plan.
- **Road Rehabilitation and Resurfacing:** The County has completed approximately 20 specific road rehabilitations, as well as annual asphalt padding/patching and other annual miscellaneous road repairs since 2020
- **Crack Sealing:** The County completes annual crack sealing on various County roads and other joint projects with area municipalities
- **Drain Improvements:** Annual program of municipal drain improvements, completed by Area Municipalities
- **Urban Storm Sewer:** Storm sewer component for road projects in urban areas
- **Rural Storm Sewer:** Storm sewer component for road projects in rural areas
- **Bridge & Culvert Rehab/Replacement, Expansion and Design:** The County has completed over 15 specific bridge rehabilitations, as well other various annual repairs since 2020
- **Traffic Signal:** Since 2020, the County has replaced/repared more than 10 traffic signals, and completed the design/installation of one (1) new traffic signals
- **Traffic Calming:** Over 20 Speed Management and Road Safety Reviews have been completed since 2020, with an additional six (6) planned in 2023
- **Retaining Walls:** The County completes annual retaining wall repairs and replacements based on needs



Have your say: oxfordcounty.ca/speakup



PROGRAM & PROJECT HIGHLIGHTS

Major Road Reconstruction / Rehabilitation / Urbanization

- The County has completed or initiated major reconstruction/rehabilitation projects on seven (7) County roads since 2020
- Of the seven (7) projects, four (4) were identified in the 2019 TMP implementation plan. The other three (3) were identified by County staff for implementation. The completed or initiated projects include:
 - 1) Oxford Road 9 (Oxford Road 2 to #226 Ingersoll Road) – Phase 1
 - 2) Oxford Road 16 (31st Line to Kintore) – Phase 1
 - 3) Oxford Road 54 (Dundas St. to Devonshire Ave.)
 - 4) Oxford Road 59 (Dundas St. to Cedar St.)
 - 5) Oxford Road 119 (Oxford Road 10 to Oxford Road 7)
 - 6) Oxford Road 36 (Oxford Road 29 to Township Rd. 5)
 - 7) Oxford Road 35 (Lansdowne Ave to Woodall Way)



PROGRAM & PROJECT HIGHLIGHTS

Undertake Intersection Upgrades / Improvements

- The County has completed or initiated intersection upgrades/improvements at eight (8) intersections since 2020
- Of the nine (9) projects, four (4) were identified in the 2019 TMP implementation plan, one (1) was a result of completed intersection control feasibility studies and the remaining four (4) were identified by County staff. The completed or initiated projects include:
 - 1) Oxford Road 10 and Thomas Street – Ingersoll
 - 2) Oxford Road 15 and Ferguson Drive – Woodstock
 - 3) Oxford Road 29 and Blenheim Road – Blandford-Blenheim
 - 4) Oxford Road 59 and Juliana Drive – Woodstock
 - 5) Oxford Road 59 and Oxford School – East Zorra-Tavistock
 - 6) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 7) Oxford Road 59 (intersections between OR 35 & OR17) – Woodstock
 - 8) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 9) Oxford Road 59 (Palmer and Tidey) – Norwich



PROGRAM & PROJECT HIGHLIGHTS

Consider Intersection Control Feasibility Study

- The County has completed or initiated intersection control feasibility studies on eight (8) intersections since 2020
- All eight (8) projects were identified in the 2019 TMP implementation plan. The completed or initiated projects include:
 - 1) Oxford Road 59 and Oxford Road 28 – East Zorra-Tavistock
 - 2) Oxford Road 4 and Oxford Road 15 – Woodstock
 - 3) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 4) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 5) Oxford Road 6 and Oxford Road 16 – Zorra
 - 6) Oxford Road 24 and Oxford Road 5 – East Zorra-Tavistock
 - 7) Oxford Road 4 and Oxford Road 17 – Woodstock / East Zorra-Tavistock
 - 8) Oxford Road 4 and Oxford Road 35 – Woodstock



PROGRAM & PROJECT HIGHLIGHTS

Transportation Plan, Condition Assessments, and Other Studies

- The County has completed or initiated seven (7) plans since 2020. These plans include:
 - Transportation Master Plan
 - Road Needs Study
 - Oxford Road 4 Corridor Study
 - Cycling Master Plan
 - Transportation Network Study - 2024 DC Background Study
 - Bridge Needs Study
 - Grade Level Crossing Safety Assessment

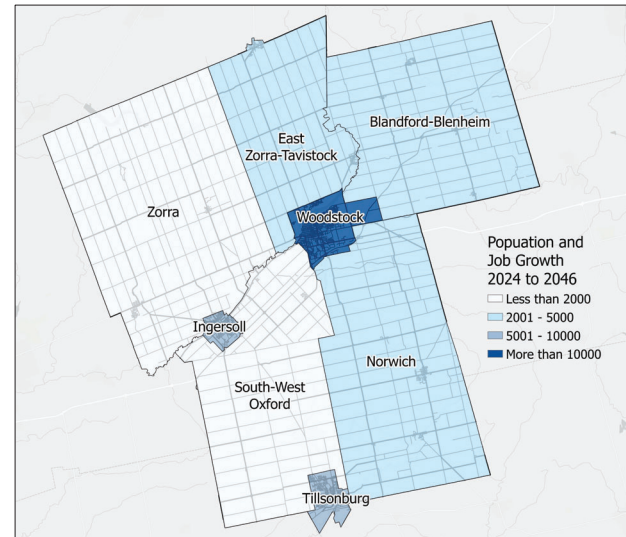
Class Environmental Assessment Studies

- Two (2) Environmental Assessment, has been completed or initiated since 2020. Both were included in the 2019 TMP implementation Plan. The two (2) completed studies include:
 - Oxford Road 19 (Provincial Highway 19 to Norfolk County Limits)
 - Trans Canada Trail Bridge over Ontario Southland Railway

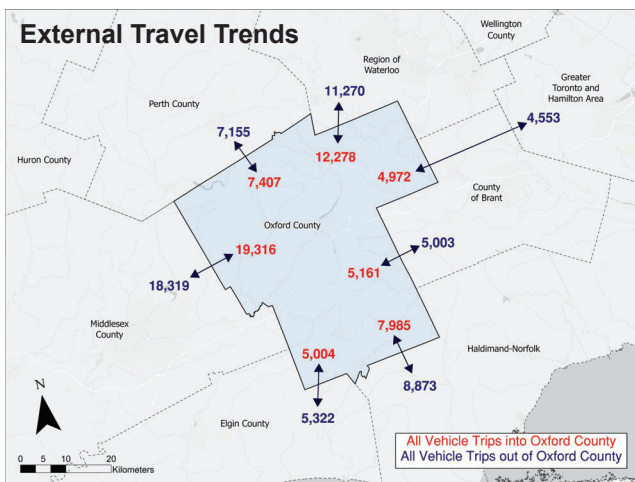
THE COUNTY IS GROWING

- Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.
- The County is intensifying in Woodstock, Ingersoll and Tillsonburg.
- Other suburban and rural areas of the County are expected to grow.

	2024 - 2046 Population Growth	2024 - 2046 Job Growth
Oxford County	34,168	14,816
Woodstock	16,980	9,330
Tillsonburg	3,736	1,594
Ingersoll	4,405	2,218
Blandford-Blenheim	1,754	276
East-Zorra Tavistock	2,212	458
Norwich	2,538	492
South-West Oxford	1,269	206
Zorra	1,275	242



TRAVEL TRENDS – ORIGIN AND DESTINATION PATTERNS



- Top 3 Destinations**
- 1) Middlesex County
 - 2) Region of Waterloo
 - 3) Haldimand-Norfolk

- Top 3 Origins**
- 1) Middlesex County
 - 2) Region of Waterloo
 - 3) Haldimand-Norfolk

Internal Travel Trends

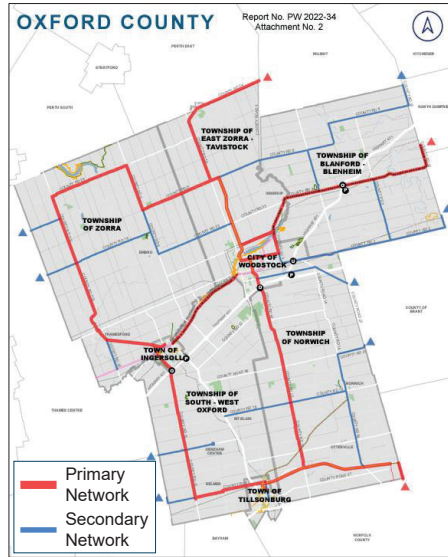
		Origin							
		Norwich	Tillsonburg	South-West Oxford	Ingersoll	Zorra	East Zorra-Tavistock	Woodstock	Blandford-Blenheim
Destination	Norwich	20,050	3,205	1,291	443	234	190	6,157	224
	Tillsonburg	3,456	69,054	4,194	1,455	397	54	1,842	23
	South-West Oxford	1,245	3,701	6,931	6,685	808	340	6,416	95
	Ingersoll	507	1,593	7,419	71,991	4,681	422	8,143	161
	Zorra	244	237	743	4,214	15,421	710	3,087	117
	East Zorra-Tavistock	274	68	370	376	671	16,652	8,554	1,235
	Woodstock	7,321	1,965	8,149	9,139	3,591	9,628	243,333	3,593
	Blandford-Blenheim	210	21	122	120	102	1,144	2,881	7,445

Top 3 Internal County Origin-Destination Patterns

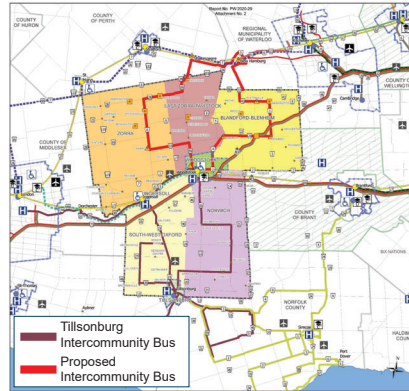
- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

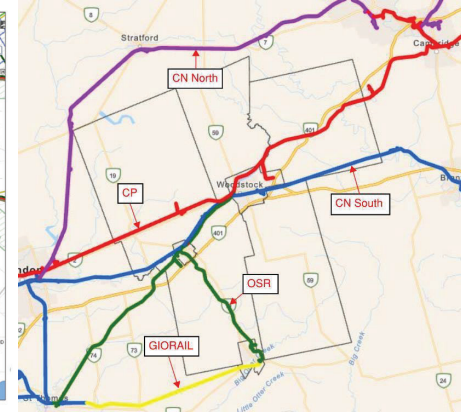
Cycling Network



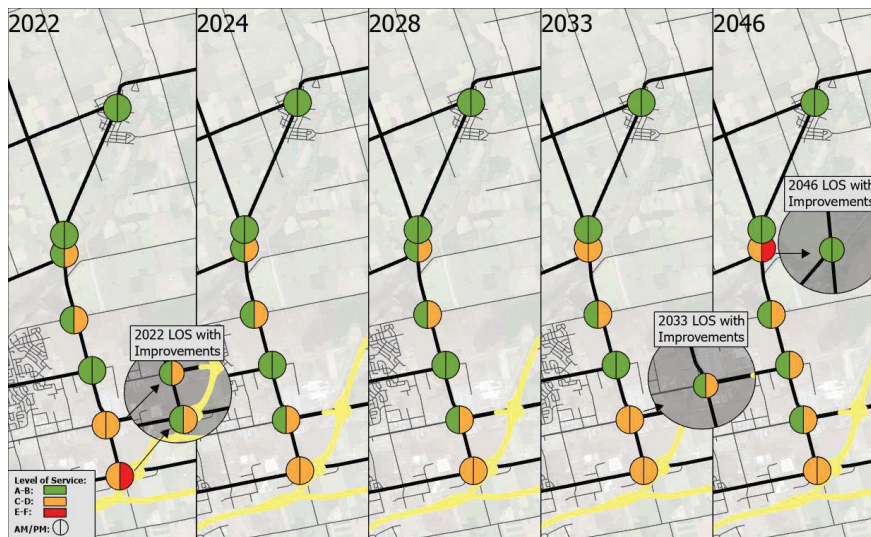
Inter-Community Transit



Rail Network



OXFORD ROAD 4 CONDITIONS ANALYSIS



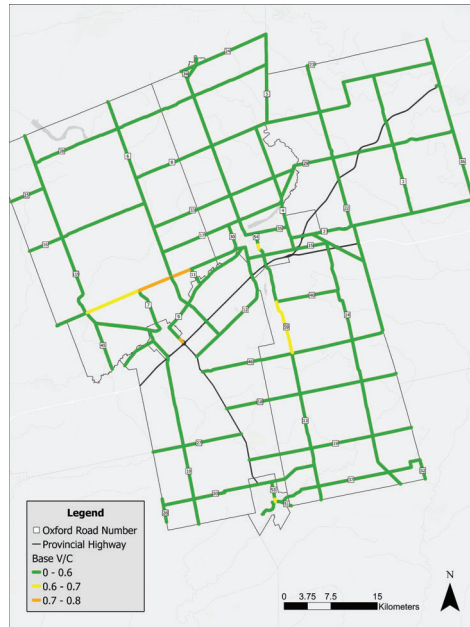
What is Level of Service?

An indicator of intersection performance based on the average delay per vehicle. A lower LOS, such as "A", indicates no delay and better performance!

LOS A & B	Free-flowing traffic with no delays.
LOS C & D	Some restricted traffic flow. Decline in comfort and convenience
LOS E & F	Restricted traffic flow with increased delays. Approaching capacity

- Oxford Road 4 operates with an acceptable Level of Service (LOS) at most study intersection.
- Future analysis shows an increasing number of intersection experience substantial delays.
- To address the issues observed, the following improvements are recommended;
 - 2024: Signalization & realignment – OR 4 and OR 18
 - Signal timing optimization – OR 4 and OR 2
 - 2033: Dual SB Left – OR 4 and OR 2
 - 2046: Signalization – OR 4 and OR 17

EXISTING ROAD NETWORK ANALYSIS



What is Volume-to-capacity (V/C)?

Is a measure of the vehicular demand relative to the carrying capacity of the roadway based on known relationships with geometry, traffic control and driver behaviour.

V/C – 0.0 to 0.6

Free-flowing traffic with no delays.

V/C – 0.6 to 0.7

Stable traffic flow with little delays.

V/C – 0.7 to 0.8

Some restricted traffic flow. Decline in comfort and convenience

V/C – 0.8 +

Restricted traffic flow with increased delays. Approaching capacity

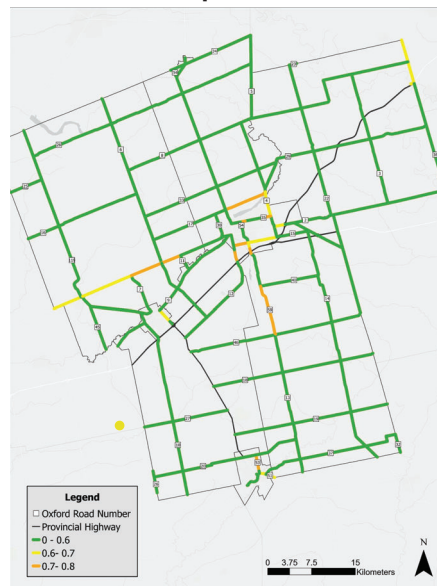
- The existing conditions of the County road network has been assessed by analyzing the volume-to-capacity (V/C) ratio of all County roads
- Future network analysis will compare network performance and aim to maintain similar performance. Where necessary, future improvements will be recommended to maintain performance levels.

FUTURE ROAD NETWORK ANALYSIS

2046 – Do Nothing



2046 – Proposed Network



- The future network assessment shows Oxford's Road network generally remains in good shape, with ample capacity through the ultimate 2046 horizon period.
- There are three segments which are over the 0.8 V/C threshold in the 2046 Do Nothing Scenario. They are:
 - OR 53 - Hwy. 19 to Brock St. E
 - OR 119 - Clarke Rd. and Hwy. 401
 - OR 59 - Dundas St. to Wilson St.
- In the Proposed Network analysis, each of these segments has been widened and the resulting analysis shows that any capacity issues are resolved.

COLLISION ANALYSIS – URBAN INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries
✓ *	Upgrades Completed in 2021	Woodstock	OR59 and Julianna	44	4
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Dundas	42	6
✓		Woodstock	OR59 and OR15	40	0
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Peel	38	10
		Woodstock	OR35 and Springbank	33	5
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Hounsfeld/Main	33	7
		Woodstock	OR4 and OR2	26	7
✓		Woodstock	OR2 and OR12	22	6
		Woodstock	OR54 and OR35	21	4
		Woodstock	OR15 and OR12	21	2

Note: * denotes a top 5 collision intersection from the 2019 TMP

COLLISION ANALYSIS – RURAL INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries / Fatalities
✓ *		Zorra	OR2 and OR6 (Existing Roundabout)	25	5 / 0
✓ *	Upgrades in Progress	East-Zorra Tavistock	OR59 and OR33	19	5 / 1
✓ *		Norwich	OR59, OR13 and OR46	16	5 / 0
	Illumination added in 2021	Zorra	OR6 and OR33	13	6 / 0
✓	All Way Stop implemented in 2021	East-Zorra Tavistock	OR59 and OR8	13	5 / 0
		South-West Oxford	OR9 and OR6	11	3 / 0
	Upgrades planned for 2024	Zorra	OR28 and OR6	11	3 / 1
		East-Zorra Tavistock	OR60 and OR33	11	4 / 0
	Illumination added in 2021	South-West Oxford	OR6 and Kam Road	11	5 / 2
		East-Zorra Tavistock	OR8 and OR60	10	2 / 0

Note: * denotes a top 5 collision intersection from the 2019 TMP

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Major Road Reconstruction / Rehabilitation / Urbanization

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 3 (part of Princeton Drainage Project)	✓	
Woodstock	Oxford Road 9 Road Reconstruction – Phase 2	✓	
Zorra	Oxford Road 16 (from 27 th Line to Kintore) – Phase 2 *	✓	
Zorra / Norwich	Oxford Road 19 (Hwy 19, to Norfolk County Border)	✓	
Woodstock	Oxford Road 59 (Cedar Street to Parkinson)	✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits)	✓	
Blandford-Blenheim	Oxford Road 22 & Oxford Road 8 (in the village of Bright)	✓	
Woodstock	Oxford Road 35 (from Woodall Way to Oxford Road 4) *		✓
Norwich	Oxford Road 59 (within the village of Burgessville) *	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Undertake Intersection Upgrades / Improvements

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10+ years (2034+)
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) *	✓	
Woodstock	Oxford Road 15 & Springbank Avenue	✓	
Zorra	Oxford Road 6 & Oxford Road 16	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28	✓	
Zorra	Oxford Road 2 & Middleton Street	✓	
Ingersoll	Clarke Road & Harris Street *	✓	
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 *	✓	
Woodstock	Oxford Road 9 & Oxford Road 2 *		✓
Woodstock	Oxford Road 59 & Oxford Road 15 (Parkinson Road.) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15	✓	
Woodstock	Oxford Road 4 & Oxford Road 2		✓
East Zorra-Tavistock/Woodstock	Oxford Road 4 & Oxford Road 17		✓
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5	✓	
Woodstock	Oxford Road 59 & Pattullo Ave.	✓	
Tillsonburg	Oxford Road 20 (North St.) & Oxford Road 53 (Tillson Ave.)	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Intersection Control Feasibility Studies

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Nonwich	Oxford Road 13 & Oxford Road 18 *	✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36 *	✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9 *	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24 *		✓
Woodstock	Oxford Road 35 & Springbank Avenue	✓	
Woodstock	Oxford Road 54 & Oxford Road 35		✓
Woodstock	Oxford Road 15 & Oxford Road 12	✓	
Zorra	Oxford Road 2 & Oxford Road 6		✓
Zorra	Oxford Road 6 & Oxford Road 33	✓	
Zorra	Oxford Road 28 and Oxford Road 6	✓	
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33		✓
South-West Oxford	Oxford Road 6 and Karn Road	✓	
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60		✓
Zorra	Oxford Road 119 & Oxford Road 2	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Other Major Infrastructure Projects

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Woodstock	Bridge 59755 on Oxford Road 54 – Crossing Thomas River / COP Rail	✓	
Woodstock	Grade Separation – Oxford Road 59 and CNR		✓
Woodstock	Grade Separation – Oxford Road 9 and CNR		✓

Undertake Class Environmental Assessment

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19) *	✓	
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *	✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 23 to Oxford Road 21/New Dereham Road) *		✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓	
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59) *	✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓	
Tillsonburg	Oxford Road 53 (Hwy. 19 to Brock St. E)		✓
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓	
Woodstock	Oxford Road 59 (Dundas St. to Wilson St)		✓
Woodstock	Oxford Road 17 (Oxford Road 4 to Oxford Road 59)	✓	
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 4 to Oxford Road 8)	✓	
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49		✓

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

SUPPORTING POLICIES AND STRATEGIES

Themes

5

Policies or Initiatives

19

Focus Areas

32

Recommendations

53

Theme	Policy or Initiative	Focus Area	Recommendations
Road Network	Maximizing Road Safety	Speed Management and Traffic Calming	<ul style="list-style-type: none"> Continue Speed Management & Road Safety Programs Expand the Program to Include Intersection Safety Improvements
		Collision Database	<ul style="list-style-type: none"> Continue to Update and Maintain the Collision Database Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements
		Community Safety Zones	<ul style="list-style-type: none"> Complete Implementation of Initial Community Safety Zones Review and monitor network for potential future CSZ to be added as required
	Network Performance	Roundabout Implementation	<ul style="list-style-type: none"> Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions
		Transportation Demand Management	<ul style="list-style-type: none"> Continue to Promote Working from Home through Engagement with Residents and Businesses Implement 2024 TMP Active Transportation and People Movement Strategies
	Active Transportation	Cycling Infrastructure	Expanding Cycling Infrastructure
Expanding Pedestrian Infrastructure			<ul style="list-style-type: none"> Continue Review of Existing Conditions & Network Implement Accessible & Best Practice Design Guidance Improve Pedestrian Links with Communities and Important Destinations Integrate Pedestrian Improvements with Other Modes Develop Reasonable Pedestrian Improvement Funding Strategy Complete Safety Analysis of Existing Infrastructure
Pedestrian Infrastructure			

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Pedestrian Infrastructure	Pedestrian Safety	<ul style="list-style-type: none"> Support use of Staggered and/or Extended Pedestrian Phasing at Signals Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner
	Trail Infrastructure	Trails Master Plan	<ul style="list-style-type: none"> Facilitate trail development with municipal partners and stakeholders Complete update to 2014 Trails Master Plan
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> Develop and Implement a Micro Mobility Strategy
Goods Movement	Supporting Rail Freight	New Technology Pilot Program	<ul style="list-style-type: none"> Explore Opportunities to Implement/Host New Technology Pilots Consider Incentive Program to Encourage Use of New Sustainable Travel Modes
		Regional Coordination Strategy	<ul style="list-style-type: none"> Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> Engage Local and Regional Governments to Advocate the Provincial and Federal Governments to Provide Funding or Tax Credits for Expanding Siding, Transload, Warehousing and Distribution Facilities Develop a Goods Movements Priority Network Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor

SUPPORTING POLICIES AND STRATEGIES (cont'd)

Theme	Policy or Initiative	Focus Area	Recommendations	
People Movement and Public Transportation	Support Intercommunity Transit	Intercommunity Bus Transit	<ul style="list-style-type: none"> Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service 	
		North Oxford Transit	<ul style="list-style-type: none"> Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services 	
		Transit Promotion	<ul style="list-style-type: none"> Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement 	
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations Advocate for North Oxford Intercommunity Bus Service to provide the same service 	
		Service Integration	<ul style="list-style-type: none"> Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services 	
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County 	
	Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to support y	Support Regional Connectivity	Carpooling / Ridesharing	<ul style="list-style-type: none"> In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as "Mobility Hubs" to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity
			Mobility Hubs	<ul style="list-style-type: none"> Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers

Theme	Policy or Initiative	Focus Area	Recommendations
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility
		Charging Network	<ul style="list-style-type: none"> Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study
	Electric Vehicles and Charging Stations	Funding Strategy	<ul style="list-style-type: none"> Develop a Funding Strategy for the Implementation of Charging Stations
		Implement AV Network	<ul style="list-style-type: none"> Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles
	Autonomous Vehicles	Integrate AV Network	<ul style="list-style-type: none"> Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion
		Work with MACAVO	<ul style="list-style-type: none"> Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)
	Low Carbon and New Technology Alternatives	Monitor Network	<ul style="list-style-type: none"> Monitor the Safety and Success of AV Network as Implemented
		Alternative Fuel Sources	<ul style="list-style-type: none"> Explore Implementation of Solar Photovoltaic Charging Options Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative Monitor the use of Hydrogen as a Fuel/Alternative in the Long-term Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County
	Future Technology	Connected Vehicles	<ul style="list-style-type: none"> Support Provincial Truck Platooning Pilot Program Consider Development of Connected Vehicle Policy for County Roads
		Transit Electrification	<ul style="list-style-type: none"> Prompt Area Municipalities in the Electrification of Transit Service

Have your say: oxfordcounty.ca/speakup

NEXT STEPS

TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1

Fall
2022

TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: "preferred solution"
- Public Consultation Centre #2

Winter
2022

We are here

TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

TASK 4: TRANSPORTATION MASTER PLAN REPORT

Spring
2023

June
2023

TASK 5: 30-DAY PUBLIC REVIEW OF TMP REPORT

2024 +

BEGIN
IMPLEMENTATING
TMP

Following PCC #2 the Project Team will:

- Review and assess your feedback to understand transportation concerns, priorities and needs;
- Implement the framework and outline transportation issues, needs and opportunities; and
- Prepare the Transportation Master Plan Report and implement the 30-day public review.



OXFORD COUNTY
Transportation Master Plan

SPEAK UP!

Connect with Us!

- Visit oxfordcounty.ca/speakup where you can provide comments on our interactive map and complete the survey
- Scan the QR code to take you directly to the website
- View project updates, provide input or join the project mailing list
- Sign up on oxfordcounty.ca/speakup to view recorded virtual Public Consultation Centre #2



We want to Hear from You!

- Tell us your insights and thoughts on County transportation needs and issues
- Provide suggestions where you would like to see transportation improvements by April 11, 2023 for the PCC #2 comment period

Have questions or would like to provide further comments?
Reach out to the Project Managers below for the duration of the study:

Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
Email: john.grieve@parsons.com
Cell: 289-404-5363

APPENDIX A.13

DCC #2 Boards



OXFORD COUNTY

Transportation Master Plan

WELCOME

Oxford County Transportation Master Plan Update Virtual Public Consultation Centre #2

March 21, 2023
6:00 PM – 7:30 PM

Live Presentation and Q&A

Comment period for Public Consultation Centre #2 open until April 11, 2023



Scan the QR code or visit the website below to
provide comments on the survey and interactive map

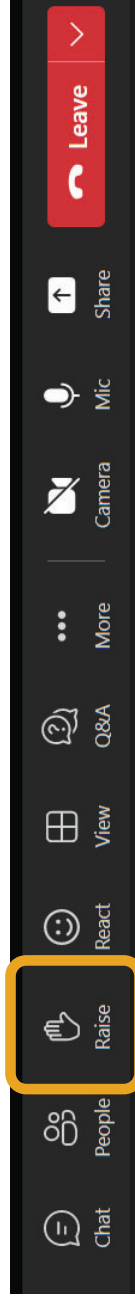
DISCLAIMER: THIS MEETING IS BEING RECORDED. BY PARTICIPATING
IN THIS MEETING, YOU ARE CONSENTING TO BE RECORDED.

HOUSEKEEPING ITEMS

- When joining the online meeting, as attendees your microphone and video will be automatically disabled.
- There will be an opportunity at the end of the presentation to ask any questions or submit comments.
 - To submit a question, please use the Q&A function



- You can also ask your question directly to the project team by using the raise hand function. When it is your turn, a team member will enable your microphone.



- This presentation is being recorded and will be posted on the project webpage listed below.

PURPOSE OF PUBLIC CONSULTATION CENTRE #2

Present **Connecting Oxford 2024** overall project information, status of the project and collected feedback on:

- What we heard at Public Consultation Centre #1;
- What has been completed since the 2019 TMP;
- A summary of findings: travel trends, existing and future transportation conditions analysis,
- Draft recommendations on road network improvements, supporting policies and strategies; and
- Proposed implementation plan and preliminary costing estimate.

We want to hear from you!
 To provide input please visit oxfordcounty.ca/speakup where you can:

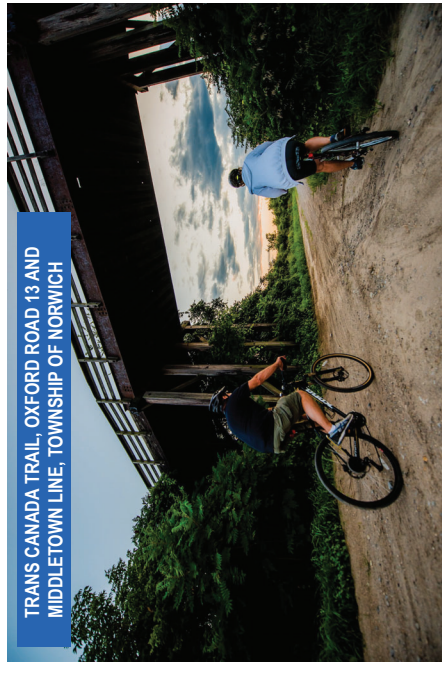
- View an interactive map and provide comments
- Complete the survey
- Scan the QR code to take you directly to the project website



GOODS MOVEMENT ALONG OXFORD ROAD 6, EMBRO



RAILWAY CROSSING AT OXFORD ROAD 4 AND OXFORD ROAD 17



TRANS CANADA TRAIL, OXFORD ROAD 13 AND MIDDLETOWN LINE, TOWNSHIP OF NORWICH

WHAT IS CONNECTING OXFORD 2024?

- Oxford County's Transportation Master Plan is a strategic long term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.
- A safe, effective and sustainable multimodal transportation master plan which focuses on all modes of transportation (i.e., cycling, walking and private automobile) with provisions to support freight/goods movement, agriculture equipment mobility, corridor access management and low carbon transportation.

Why is an Update Required?

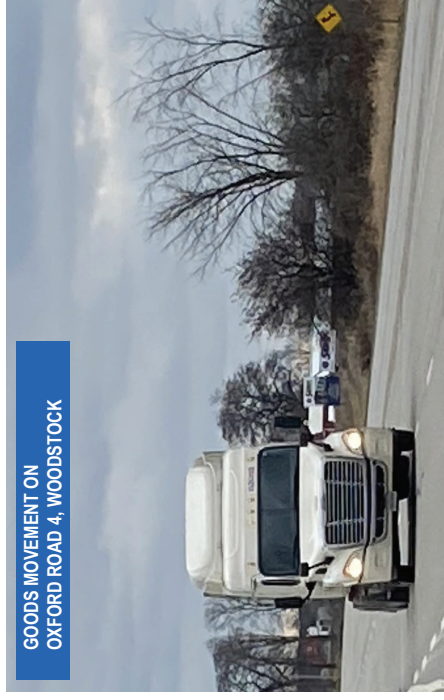
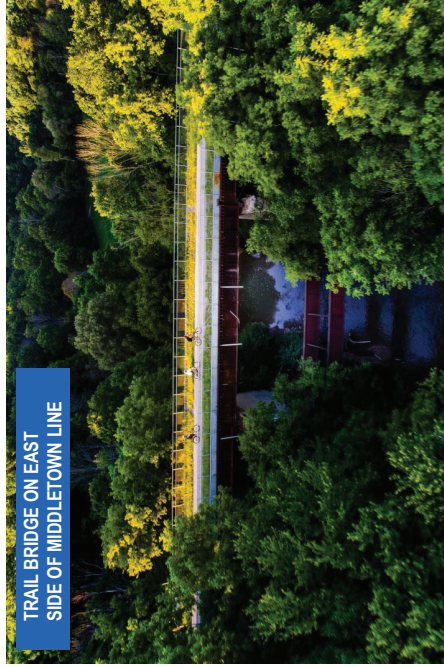
- **Community Well Being** – Increased awareness, access and mobility through an emphasis on active transportation, goods movement, accessibility, climate change, equity, sustainability and safety.
- **Balance Needs** - Changing travel patterns (e.g., work from home and needs of residents and businesses in rural and urban areas.
- **Economic Vitality** – The implementation of network improvement and asset management through the identification of priorities and in consideration of available funds.
- **Increase Connectivity** - Facilitate further integration of inter-community and inter-regional transportation solutions.
- **Continued Focus on Road Safety** - To address ongoing concerns regarding user safety and speed management.

OXFORD COUNTY
**CONNECTING 20
Oxford 24**

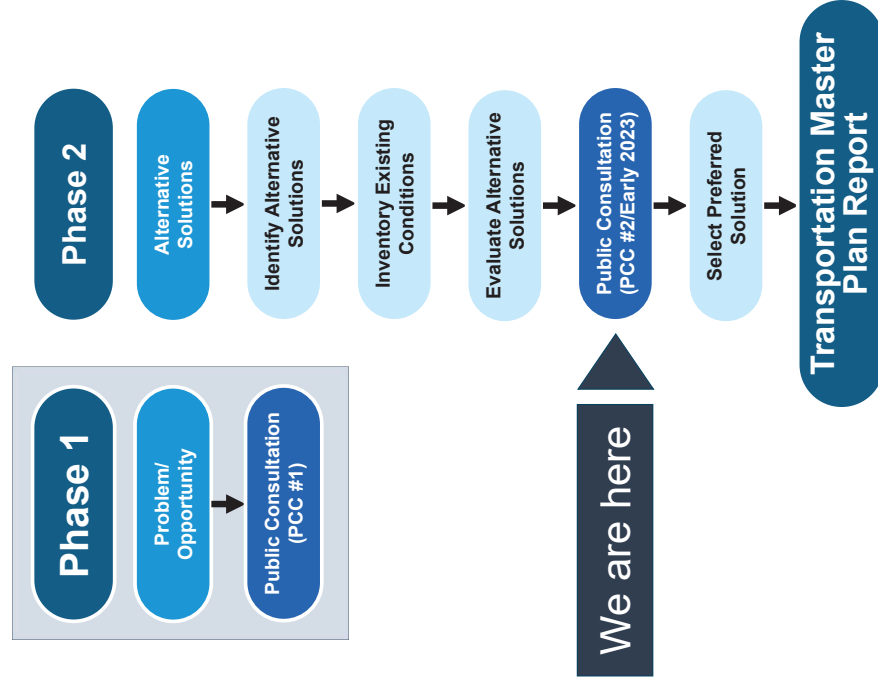
Transportation Master Plan

CONNECTING OXFORD 2024 VISION STATEMENT

Through 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient and sustainable multimodal transportation network to move people and goods into and throughout the County, including access and connections to opportunities and essential services, while improving mobility for all types of road users and communities.



TRANSPORTATION MASTER PLAN: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS



- **Connecting Oxford 2024** involves updating the 2019 Transportation Master Plan following Phases 1 and 2 of the Municipal Class EA (as amended to 2015) process. The Transportation Master Plan is the foundation for Schedule B and C projects identified within the Plan but will require more detailed study before implementation.
- We are currently in Phase 2. This involves identifying and evaluating Alternative Solutions that address the Problem/Opportunity Statement (see below) and developing draft transportation recommendations.

Problem and Opportunity Statement

As Oxford County continues to grow and establish itself as a thriving community in southwestern Ontario, it is imperative that transportation policies and the multimodal transportation network align with the County's goals and visions. The Transportation Master Plan (TMP) provides the opportunity for the County to plan and forecast network changes and improvements to support continued growth all while enhancing County policies around transportation demand management, freight movements, agricultural mobility, and low-carbon transportation solutions.

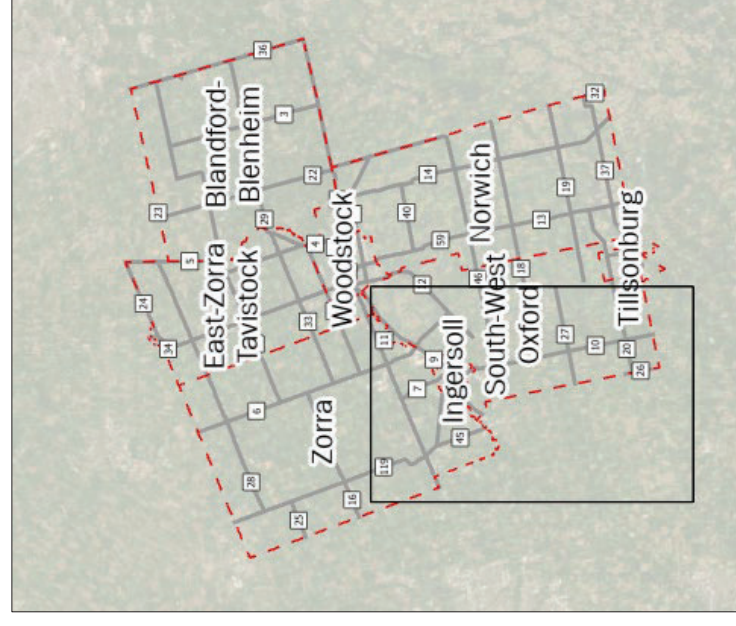
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
Safety	<ul style="list-style-type: none"> • Difficult to make left turns (e.g., from Harris Street in Ingersoll). • Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).* • Speeding is an issue on Pressey Road in Ingersoll.* • Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*
Active Transportation	<ul style="list-style-type: none"> • Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*
Traffic	<ul style="list-style-type: none"> • Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)* • Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for South-West Oxford Township/Ingersoll/Zorra Township

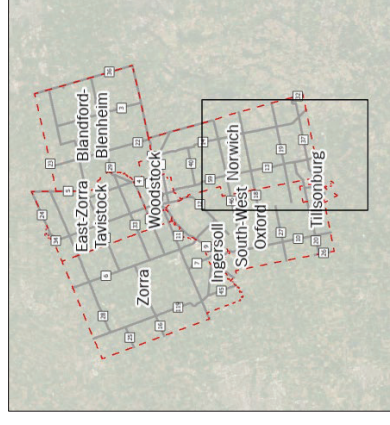


WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Location of Public Consultation Centre #1 comments for Tillsonburg/Norwich

Tillsonburg/Norwich

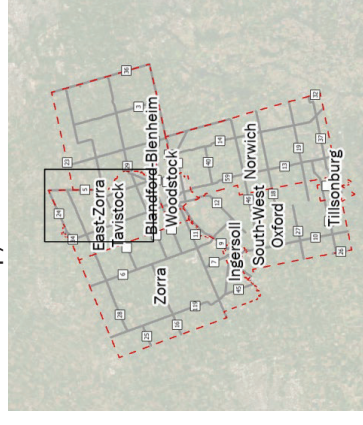
Category	Comment
Safety	<ul style="list-style-type: none"> Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)
Active Transportation	<ul style="list-style-type: none"> Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*
Traffic	<ul style="list-style-type: none"> Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).



East Zorra-Tavistock Township/Blandford-Blenheim

Category	Comment
Safety	<ul style="list-style-type: none"> Excessive speed (e.g., Blandford Street, Innerkip).
Active Transportation	<ul style="list-style-type: none"> Need for pedestrian trails (e.g., Innerkip).* Dog Park requested (e.g., Innerkip).*
Transportation	<ul style="list-style-type: none"> Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107). Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).
Traffic	<ul style="list-style-type: none"> Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).

Location of Public Consultation Centre #1 comments for East Zorra- Tavistock Township/Blandford-Blenheim



* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/ applicable Area Municipality.

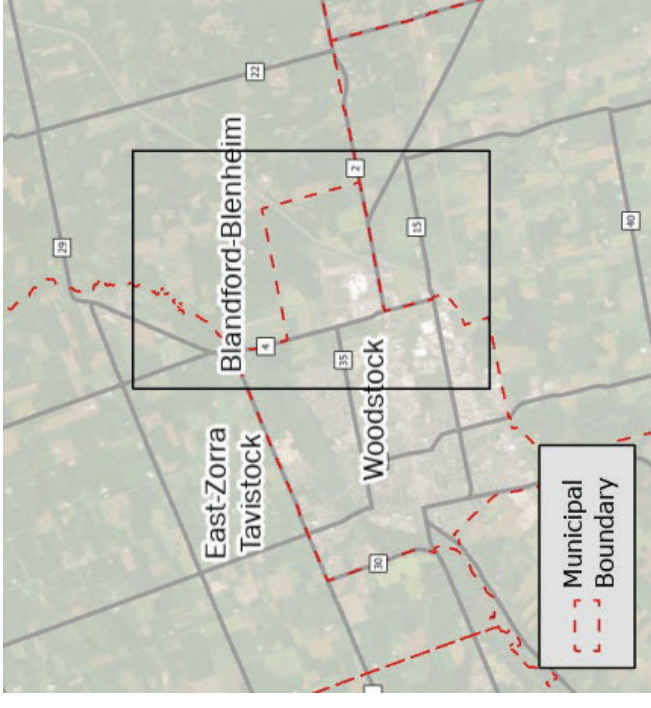
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

East Woodstock/Blandford-Blenheim/Norwich Township

Category	Comment
Safety	<ul style="list-style-type: none"> Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).
Transportation	<ul style="list-style-type: none"> Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4). Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4). Need more parking (e.g., Innerkip – new plaza and housing development)*. Illumination (e.g., streetlights at Highway 53 in Norwich Township).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township



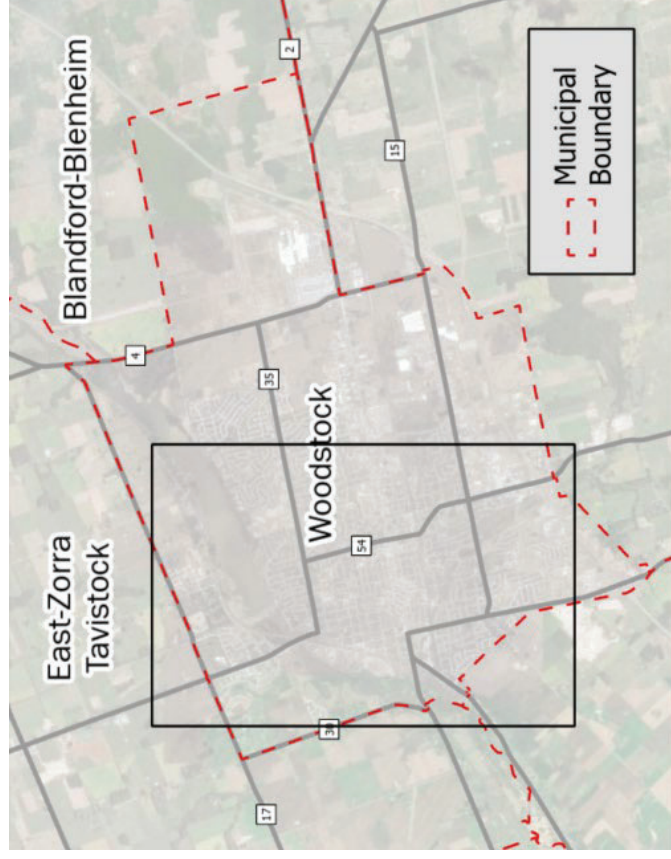
WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> Sidewalks should be built (e.g., OR 17 near OR 59, development is occurring, many pedestrians walk OR 17 and the increase in traffic is concerning).
Traffic	<ul style="list-style-type: none"> Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street). Traffic signal timings (e.g., review OR 59/Montclair Drive).
Transportation	<ul style="list-style-type: none"> Intersection layout (e.g., square off intersection OR 2/OR 9). Railway tracks (e.g., fix track crossing on OR 9). Pedestrian crossing (e.g., required at OR 35/Clark St.).

* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

Location of Public Consultation Centre #1 comments for West Woodstock



PROGRAM & PROJECT HIGHLIGHTS

Annual Capital Programs

- **Guide Rail Installation:** The County completes annual guide rail improvements based on needs
- **Pedestrian Crossings (PXO):** The County has completed 13 PXOs since the beginning of 2020, with an additional three (3) planned in 2023/24.
- **Intersection Illumination:** The County completes illumination of intersections at various locations
- **Cycling Infrastructure:** The County is proceeding with design of cycling infrastructure based on the CMP implementation plan.
- **Road Rehabilitation and Resurfacing:** The County has completed approximately 20 specific road rehabilitations, as well as annual asphalt padding/patching and other annual miscellaneous road repairs since 2020
- **Crack Sealing:** The County completes annual crack sealing on various County roads and other joint projects with area municipalities
- **Drain Improvements:** Annual program of municipal drain improvements, completed by Area Municipalities
- **Urban Storm Sewer:** Storm sewer component for road projects in urban areas
- **Rural Storm Sewer:** Storm sewer component for road projects in rural areas
- **Bridge & Culvert Rehab/Replacement, Expansion and Design:** The County has completed over 15 specific bridge rehabilitations, as well other various annual repairs since 2020
- **Traffic Signal:** Since 2020, the County has replaced/repared more than 10 traffic signals, and completed the design/installation of one (1) new traffic signals
- **Traffic Calming:** Over 20 Speed Management and Road Safety Reviews have been completed since 2020, with an additional six (6) planned in 2023
- **Retaining Walls:** The County completes annual retaining wall repairs and replacements based on needs

PROGRAM & PROJECT HIGHLIGHTS

Major Road Reconstruction / Rehabilitation / Urbanization

- The County has completed or initiated major reconstruction/rehabilitation projects on seven (7) County roads since 2020
- Of the seven (7) projects, four (4) were identified in the 2019 TMP implementation plan. The other three (3) were identified by County staff for implementation. The completed or initiated projects include:
 - 1) Oxford Road 9 (Oxford Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
 - 2) Oxford Road 16 (31st Line to Kintore – Ph 1) – Zorra
 - 3) Oxford Road 54 (Dundas St. to Devonshire Ave.) – Woodstock
 - 4) Oxford Road 59 (Dundas St. to Cedar St.) – Woodstock
 - 5) Oxford Road 119 (Oxford Rd. 10 to Oxford Rd. 7) – Ingersoll
 - 6) Oxford Road 36 (Oxford Rd. 29 to Township Rd. 5) – Blandford-Blenheim
 - 7) Oxford Road 35 (Lansdowne Ave. to Woodall Way) – Woodstock



PROGRAM & PROJECT HIGHLIGHTS

Undertake Intersection Upgrades / Improvements

- The County has completed or initiated intersection upgrades/improvements at nine (9) intersections since 2020
- Of the nine (9) projects, four (4) were identified in the 2019 TMP implementation plan, one (1) was a result of completed intersection control feasibility studies and the remaining four (4) were identified by County staff. The completed or initiated projects include:

- 1) Oxford Road 10 and Thomas Street – Ingersoll
- 2) Oxford Road 15 and Ferguson Drive – Woodstock
- 3) Oxford Road 29 and Blenheim Road – Blandford-Blenheim
- 4) Oxford Road 59 and Juliana Drive – Woodstock
- 5) Oxford Road 59 and Oxford School – East Zorra-Tavistock
- 6) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
- 7) Oxford Road 59 (intersections between OR 35 & OR17) – Woodstock
- 8) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
- 9) Oxford Road 59 (Palmer and Tidey) – Norwich



PROGRAM & PROJECT HIGHLIGHTS

Consider Intersection Control Feasibility Study

- The County has completed or initiated intersection control feasibility studies on eight (8) intersections since 2020
- All eight (8) projects were identified in the 2019 TMP implementation plan. The completed or initiated projects include:
 - 1) Oxford Road 59 and Oxford Road 28 – East Zorra-Tavistock
 - 2) Oxford Road 4 and Oxford Road 15 – Woodstock
 - 3) Oxford Road 59 and Oxford Road 33 – East Zorra-Tavistock
 - 4) Oxford Road 59 and Oxford Road 8 – East Zorra-Tavistock
 - 5) Oxford Road 6 and Oxford Road 16 – Zorra
 - 6) Oxford Road 24 and Oxford Road 5 – East Zorra-Tavistock
 - 7) Oxford Road 4 and Oxford Road 17 – Woodstock / East Zorra-Tavistock
 - 8) Oxford Road 4 and Oxford Road 35 – Woodstock



PROGRAM & PROJECT HIGHLIGHTS

Transportation Plan, Condition Assessments, and Other Studies

- The County has completed or initiated seven (7) plans since 2020. These plans include:
 - Transportation Master Plan
 - Road Needs Study
 - Oxford Road 4 Corridor Study
 - Cycling Master Plan
- Transportation Network Study - 2024 DC Background Study
- Bridge Needs Study
- Grade Level Crossing Safety Assessment

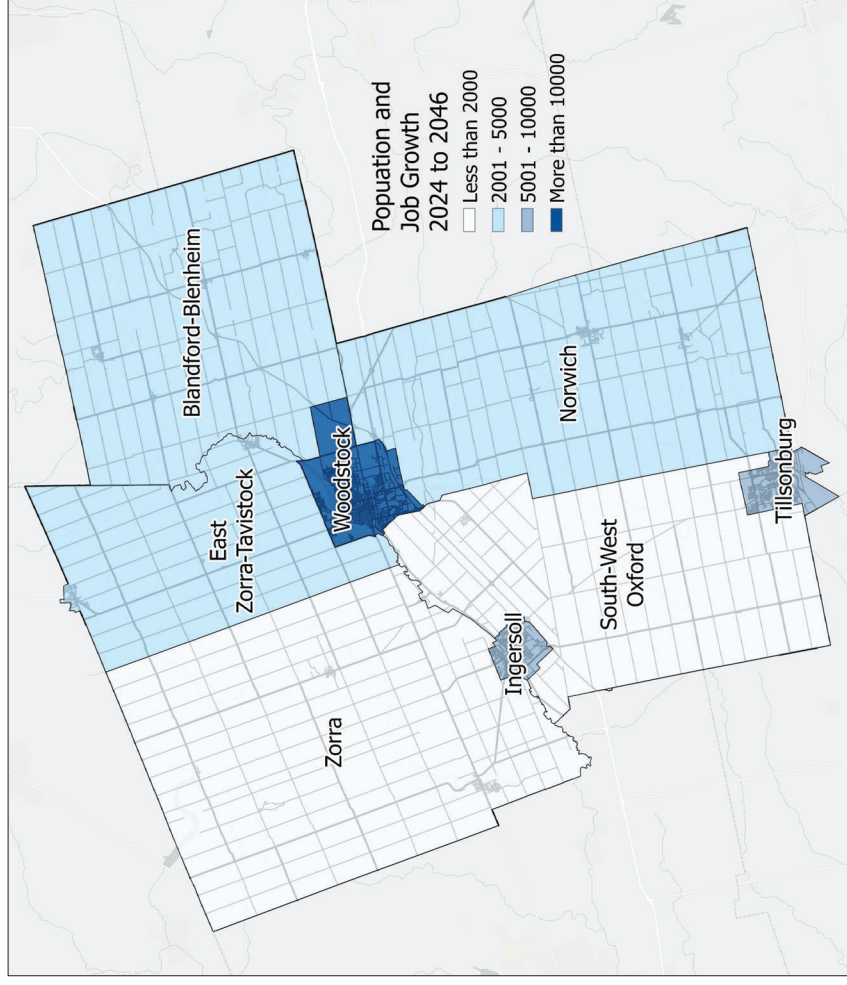
Class Environmental Assessment Studies

- Two (2) Environmental Assessment, has been completed or initiated since 2020. Both were included in the 2019 TMP implementation Plan. The two (2) completed studies include:
 - Oxford Road 19 (Provincial Highway 19 to Norfolk County Limits)
 - Trans Canada Trail Bridge over Ontario Southland Railway

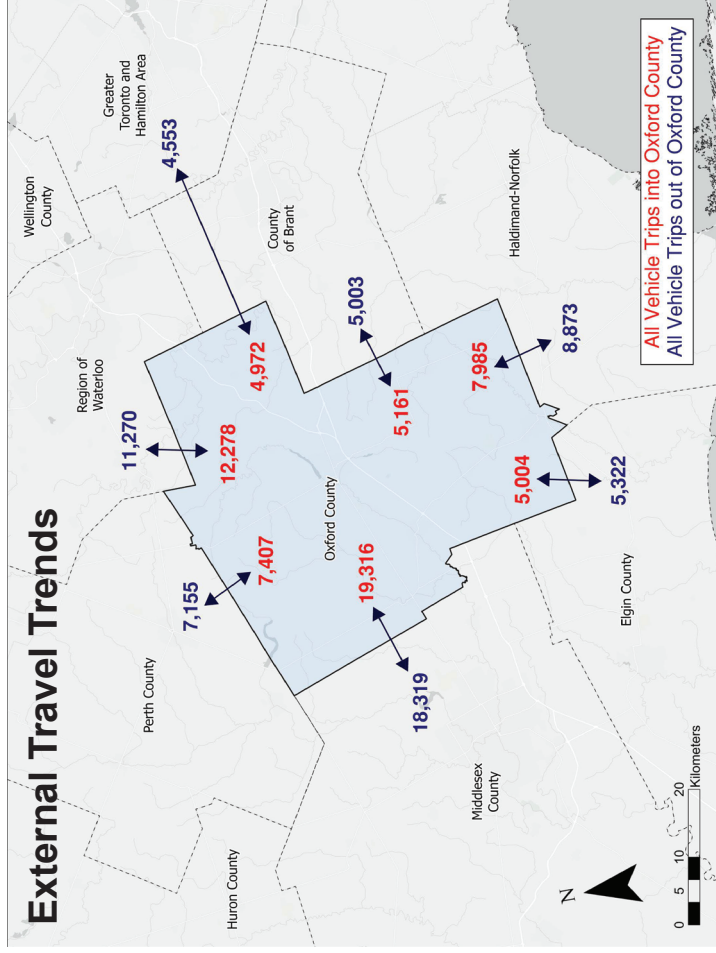
THE COUNTY IS GROWING

- Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.
- The County is intensifying in Woodstock, Ingersoll and Tillsonburg.
- Other suburban and rural areas of the County are expected to grow.

	2024 - 2046 Population Growth	2024 - 2046 Job Growth
Oxford County	34,168	14,816
Woodstock	16,980	9,330
Tillsonburg	3,736	1,594
Ingersoll	4,405	2,218
Blandford-Blenheim	1,754	276
East-Zorra Tavistock	2,212	458
Norwich	2,538	492
South-West Oxford	1,269	206
Zorra	1,275	242



TRAVEL TRENDS – ORIGIN AND DESTINATION PATTERNS



Top 3 Destinations

- 1) Middlesex County
- 2) Region of Waterloo
- 3) Haldimand-Norfolk

Top 3 Origins

- 1) Middlesex County
- 2) Region of Waterloo
- 3) Haldimand-Norfolk

Internal Travel Trends

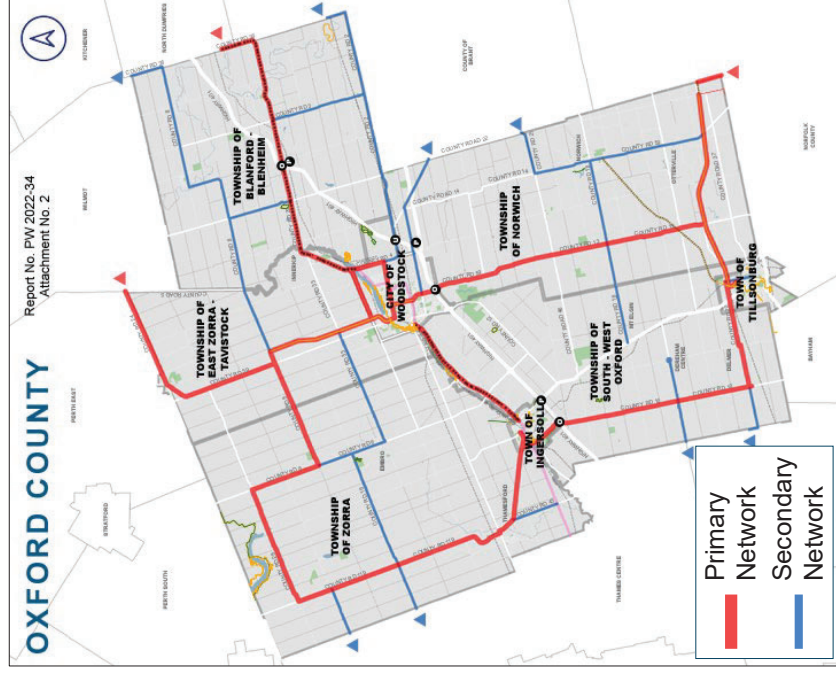
Destination	Origin							
	Norwich	Tillsonburg	South-West Oxford	Ingersoll	Zorra	East Zorra-Tavistock	Woodstock	Blandford-Blenheim
Norwich	20,050	3,205	1,291	443	234	190	6,157	224
Tillsonburg	3,456	69,054	4,194	1,455	397	54	1,842	23
South-West Oxford	1,245	3,701	6,931	6,685	808	340	6,416	95
Ingersoll	507	1,593	7,419	71,991	4,681	422	8,143	161
Zorra	244	237	743	4,214	15,421	710	3,087	117
East Zorra-Tavistock	274	68	370	376	671	16,652	8,554	1,235
Woodstock	7,321	1,965	8,149	9,139	3,591	9,628	243,333	3,593
Blandford-Blenheim	210	21	122	120	102	1,144	2,881	7,445

Top 3 Internal County Origin-Destination Patterns

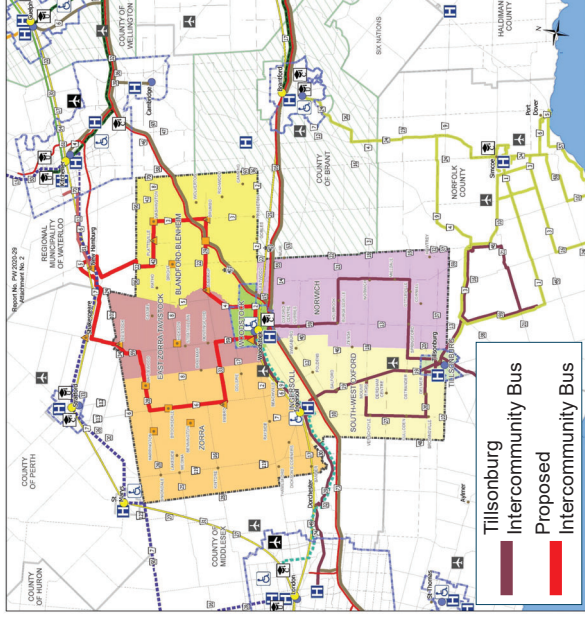
- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

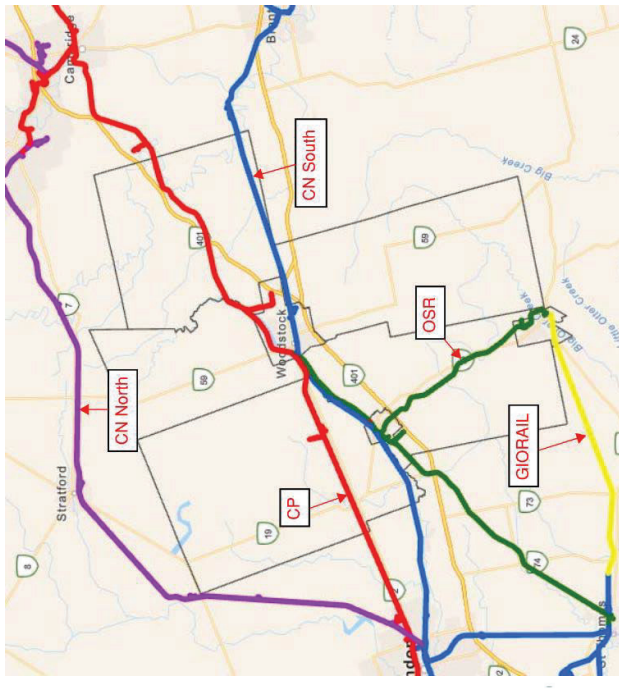
Cycling Network



Inter-Community Transit



Rail Network



EXISTING ROAD NETWORK ANALYSIS



What is Volume-to-capacity (V/C)?

Is a measure of the vehicular demand relative to the carrying capacity of the roadway based on known relationships with geometry, traffic control and driver behaviour.

V/C – 0.0 to 0.6
Free-flowing traffic with no delays.

V/C – 0.6 to 0.7
Stable traffic flow with little delays.

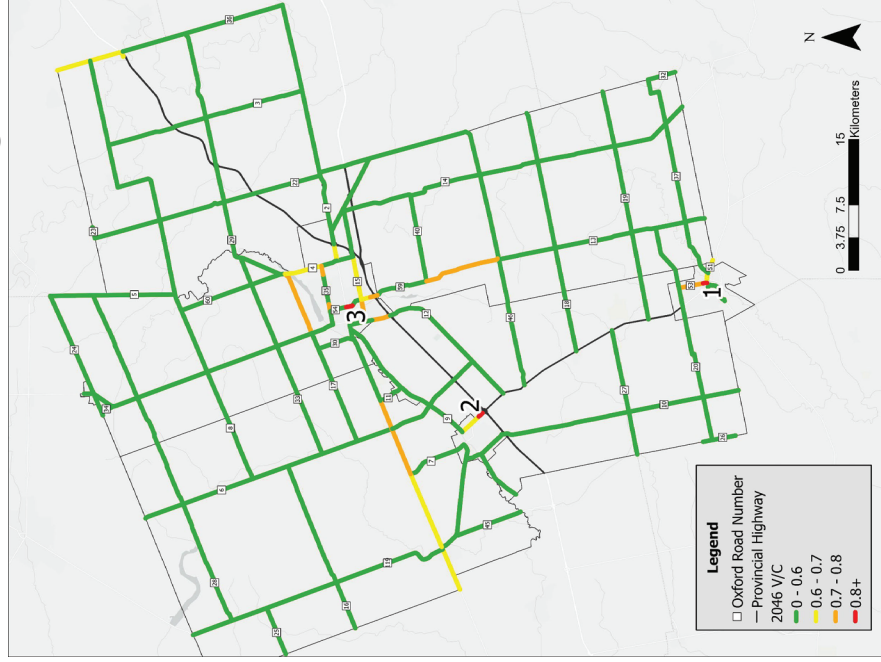
V/C – 0.7 to 0.8
Some restricted traffic flow. Decline in comfort and convenience

V/C – 0.8 +
Restricted traffic flow with increased delays. Approaching capacity

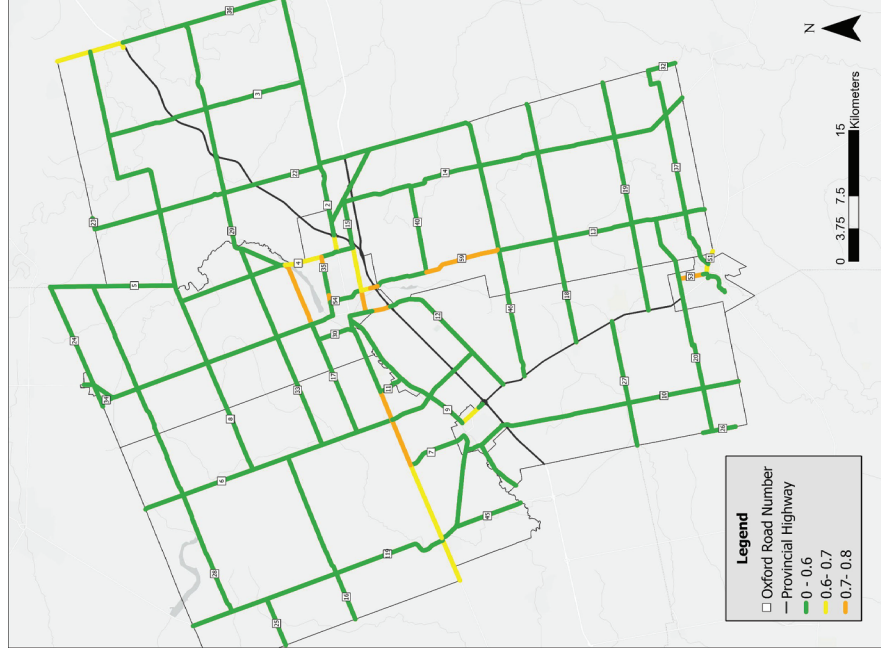
- The existing conditions of the County road network has been assessed by analyzing the volume-to-capacity (V/C) ratio of all County roads
- Future network analysis will compare network performance and aim to maintain similar performance. Where necessary, future improvements will be recommended to maintain performance levels.

FUTURE ROAD NETWORK ANALYSIS

2046 – Do Nothing

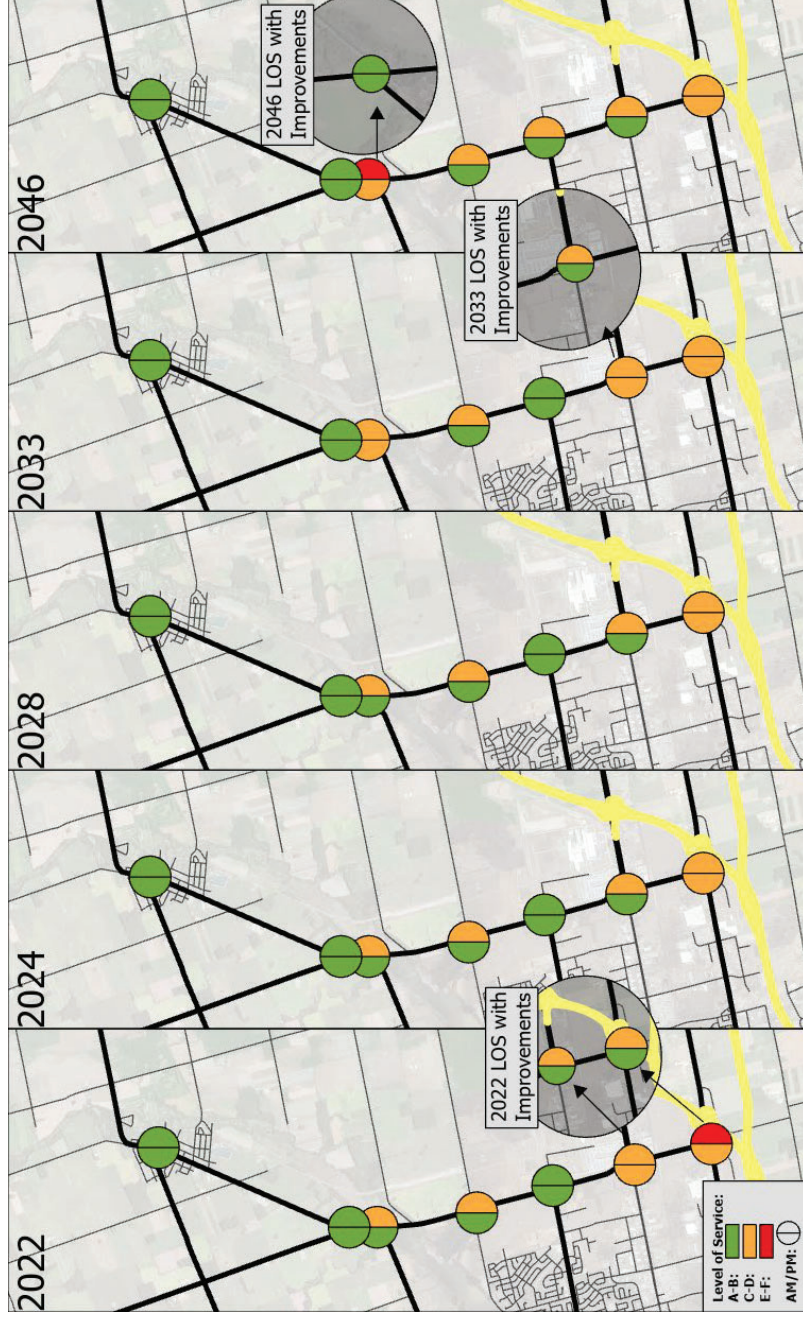


2046 – Proposed Network



- The future network assessment shows Oxford's Road network generally remains in good shape, with ample capacity through the ultimate 2046 horizon period.
- There are three segments which are over the 0.8 V/C threshold in the 2046 Do Nothing Scenario. They are:
 - 1) OR 53 - Hwy. 19 to Brock St. E
 - 2) OR 119 - Clarke Rd. and Hwy. 401
 - 3) OR 59 - Dundas St. to Wilson St.
- In the Proposed Network analysis, each of these segments has been widened and the resulting analysis shows that any capacity issues are resolved.

OXFORD ROAD 4 CONDITIONS ANALYSIS



What is Level of Service?

An indicator of intersection performance based on the average delay per vehicle. A lower LOS, such as "A", indicates no delay and better performance!

LOS
A & B

Free-flowing traffic with no delays.

LOS
C & D

Some restricted traffic flow. Decline in comfort and convenience

LOS
E & F

Restricted traffic flow with increased delays. Approaching capacity

- Oxford Road 4 operates with an acceptable Level of Service (LOS) at most study intersection.
- Future analysis shows an increasing number of intersection experience substantial delays.
- To address the issues observed, the following improvements are recommended;
 - 2024: Signalization & realignment – OR 4 and OR 15
 - 2033: Dual SB Left – OR4 and OR 2
 - 2046: Signalization – OR 4 and OR 17

COLLISION ANALYSIS – URBAN INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries
✓ *	Upgrades Completed in 2021	Woodstock	OR59 and Julianna	44	4
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Dundas	42	6
✓		Woodstock	OR59 and OR15	40	0
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Peel	38	10
		Woodstock	OR35 and Springbank	33	5
✓ *	Ongoing Reconstruction	Woodstock	OR59 and Hounsfeld/Main	33	7
		Woodstock	OR4 and OR2	26	7
✓		Woodstock	OR2 and OR12	22	6
		Woodstock	OR54 and OR35	21	4
		Woodstock	OR15 and OR12	21	2

Note: * denotes a top 5 collision intersection from the 2019 TMP

COLLISION ANALYSIS – RURAL INTERSECTIONS



Top 10 Locations (2018 - 2022)

Identified in 2019 TMP Implementation Plan	Completed / Ongoing Project	Municipality	Location	Number of Collisions	Injuries / Fatalities
✓ *		Zorra	OR2 and OR6 (Existing Roundabout)	25	5 / 0
✓ *	Upgrades in Progress	East-Zorra Tavistock	OR59 and OR33	19	5 / 1
✓ *		Nonwich	OR59, OR13 and OR46	16	5 / 0
	Illumination added in 2021	Zorra	OR6 and OR33	13	6 / 0
✓	All Way Stop implemented in 2021	East-Zorra Tavistock	OR59 and OR8	13	5 / 0
		South-West Oxford	OR9 and OR6	11	3 / 0
	Upgrades planned for 2024	Zorra	OR28 and OR6	11	3 / 1
		East-Zorra Tavistock	OR60 and OR33	11	4 / 0
	Illumination added in 2021	South-West Oxford	OR6 and Karn Road	11	5 / 2
		East-Zorra Tavistock	OR8 and OR60	10	2 / 0

Note: * denotes a top 5 collision intersection from the 2019 TMP

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Major Road Reconstruction / Rehabilitation / Urbanization

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 - 10 years (2024 - 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 3 (part of Princeton Drainage Project)	✓	
Woodstock	Oxford Road 9 Road Reconstruction – Phase 2	✓	
Zorra	Oxford Road 16 (from 27 th Line to Kintore) – Phase 2 *	✓	
Zorra / Norwich	Oxford Road 19 (Hwy 19. to Norfolk County Border)	✓	
Woodstock	Oxford Road 59 (Cedar Street to Parkinson)	✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits)	✓	
Blandford-Blenheim	Oxford Road 22 & Oxford Road 8 (in the village of Bright)	✓	
Woodstock	Oxford Road 35 (from Woodall Way to Oxford Road 4) *	✓	✓
Norwich	Oxford Road 59 (within the village of Burgessville) *	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Undertake Intersection Upgrades / Improvements

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) *	✓	
Woodstock	Oxford Road 15 & Springbank Avenue	✓	
Zorra	Oxford Road 6 & Oxford Road 16	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28	✓	
Zorra	Oxford Road 2 & Middleton Street	✓	
Ingersoll	Clarke Road & Harris Street *	✓	
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 *	✓	
Woodstock	Oxford Road 9 & Oxford Road 2 *		✓
Woodstock	Oxford Road 59 & Oxford Road 15 (Parkinson Road.) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15	✓	
Woodstock	Oxford Road 4 & Oxford Road 2		✓
East Zorra-Tavistock/Woodstock	Oxford Road 4 & Oxford Road 17		✓
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5	✓	
Woodstock	Oxford Road 59 & Pattullo Ave.	✓	
Tillsonburg	Oxford Road 20 (North St.) & Oxford Road 53 (Tillson Ave.)	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Intersection Control Feasibility Studies

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 13 & Oxford Road 18 *	✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36 *	✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9 *	✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24 *		✓
Woodstock	Oxford Road 35 & Springbank Avenue	✓	
Woodstock	Oxford Road 54 & Oxford Road 35		✓
Woodstock	Oxford Road 15 & Oxford Road 12	✓	
Zorra	Oxford Road 2 & Oxford Road 6		✓
Zorra	Oxford Road 6 & Oxford Road 33	✓	
Zorra	Oxford Road 28 and Oxford Road 6	✓	
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33		✓
South-West Oxford	Oxford Road 6 and Karn Road	✓	
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60	✓	
Zorra	Oxford Road 119 & Oxford Road 2	✓	

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

PROPOSED INFRASTRUCTURE IMPLEMENTATION PLAN

Other Major Infrastructure Projects

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Woodstock	Bridge 59755 on Oxford Road 59 – Crossing Thames River / CP Rail	✓	
Woodstock	Grade Separation – Oxford Road 59 and CNR		✓
Woodstock	Grade Separation – Oxford Road 9 and CNR		✓

Undertake Class Environmental Assessment

Location	Road	Proposed 2024 TMP Implementation Plan	
		1 – 10 years (2024 – 2033)	10 + years (2034 +)
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19) *	✓	
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *	✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 23 to Oxford Road 21/New Dereham Road) *		✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓	
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59) *	✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road) *		✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓	
Tillsonburg	Oxford Road 53 (Hwy. 19 to Brock St. E)		✓
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓	
Woodstock	Oxford Road 59 (Dundas St. to Wilson St)		✓
Woodstock	Oxford Road 17 (Oxford Road 4 to Oxford Road 59)	✓	
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 4 to Oxford Road 8)	✓	
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49	✓	✓

Note: * denotes a project previously identified in the 2019 TMP Implementation Plan

SUPPORTING POLICIES AND STRATEGIES

Themes

5

Policies or Initiatives

19

Focus Areas

32

Recommendations

53

Theme	Policy or Initiative	Focus Area	Recommendations
Road Network	Maximizing Road Safety	Speed Management and Traffic Calming	<ul style="list-style-type: none"> Continue Speed Management & Road Safety Programs Expand the Program to Include Intersection Safety Improvements
		Collision Database	<ul style="list-style-type: none"> Continue to Update and Maintain the Collision Database Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements
	Network Performance	Community Safety Zones	<ul style="list-style-type: none"> Complete Implementation of Initial Community Safety Zones Review and monitor network for potential future CSZ to be added as required
		Roundabout Implementation	<ul style="list-style-type: none"> Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic flow conditions
		Transportation Demand Management	<ul style="list-style-type: none"> Continue to Promote Working from Home through Engagement with Residents and Businesses Implement 2024 TMP Active Transportation and People Movement Strategies
		Expanding Cycling Infrastructure	<ul style="list-style-type: none"> Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy
Active Transportation	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> Continue Review of Existing Conditions & Network Implement Accessible & Best Practice Design Guidance Improve Pedestrian Links with Communities and Important Destinations Integrate Pedestrian Improvements with Other Modes Develop Reasonable Pedestrian Improvement Funding Strategy Complete Safety Analysis of Existing Infrastructure

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Trail Infrastructure	Pedestrian Infrastructure	<ul style="list-style-type: none"> Support use of Staggered and/or Extended Pedestrian Phasing at Signals Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner
		Trails Master Plan	<ul style="list-style-type: none"> Facilitate trail development with municipal partners and stakeholders Complete update to 2014 Trails Master Plan
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> Develop and Implement a Micro Mobility Strategy Explore Opportunities to Implement/Host New Technology Pilots Consider Incentive Program to Encourage Use of New Sustainable Travel Modes
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> Engage Local and Regional Governments to Advocate the Provincial and Federal Governments to Provide Funding or Tax Credits for Expanding Siding, Transload, Warehousing and Distribution Facilities
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> Develop a Goods Movements Priority Network Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor

SUPPORTING POLICIES AND STRATEGIES (cont'd)

Theme	Policy or Initiative	Focus Area	Recommendations	
People Movement and Public Transportation	Support Intercommunity Transit	Intercommunity Bus Transit	<ul style="list-style-type: none"> Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service 	
		North Oxford Transit	<ul style="list-style-type: none"> Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services 	
		Transit Promotion	<ul style="list-style-type: none"> Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement 	
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations Advocate for North Oxford Intercommunity Bus Service to provide the same service 	
		Service Integration	<ul style="list-style-type: none"> Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services 	
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County 	
	Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to support y	Support Regional Connectivity	Carpooling / Ridesharing	<ul style="list-style-type: none"> In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as "Mobility Hubs" to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity
			Mobility Hubs	<ul style="list-style-type: none"> Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers

Theme	Policy or Initiative	Focus Area	Recommendations
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility
		Electric Vehicles and Charging Stations	<ul style="list-style-type: none"> Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study Develop a Funding Strategy for the Implementation of Charging Stations Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles
	Autonomous Vehicles	Integrate AV Network	<ul style="list-style-type: none"> Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion
		Work with MACAVO	<ul style="list-style-type: none"> Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)
	Low Carbon and New Technology Alternatives	Monitor Network	<ul style="list-style-type: none"> Monitor the Safety and Success of AV Network as Implemented
		Alternative Fuel Sources	<ul style="list-style-type: none"> Explore Implementation of Solar Photovoltaic Charging Options Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative Monitor the use of Hydrogen as a Fuel Alternative in the Long-term Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County
	Future Technology	Connected Vehicles	<ul style="list-style-type: none"> Support Provincial Truck Platooning Pilot Program Consider Development of Connected Vehicle Policy for County Roads
		Transit Electrification	<ul style="list-style-type: none"> Prompt Area Municipalities in the Electrification of Transit Service

NEXT STEPS

TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1

Fall
2022

TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: "preferred solution"
- Public Consultation Centre #2

Winter
2022

We are here

TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

TASK 4: TRANSPORTATION MASTER PLAN REPORT

Spring
2023

June
2023

TASK 5: 30-DAY PUBLIC REVIEW OF TMP REPORT

2024 +

BEGIN
IMPLEMENTATING
TMP

Following PCC #2 the Project Team will:

- Review and assess your feedback to understand transportation concerns, priorities and needs;
- Implement the framework and outline transportation issues, needs and opportunities; and
- Prepare the Transportation Master Plan Report and implement the 30-day public review.

 OXFORD COUNTY
**CONNECTING 20
Oxford 24**

Transportation Master Plan

SPEAK UP!

Connect with Us!

- Visit oxfordcounty.ca/speakup where you can provide comments on our interactive map and complete the survey
- Scan the QR code to take you directly to the website
- View project updates, provide input or join the project mailing list
- Sign up on oxfordcounty.ca/speakup to view recorded virtual Public Consultation Centre #2



We want to Hear from You!

- Tell us your insights and thoughts on County transportation needs and issues
- Provide suggestions where you would like to see transportation improvements by April 11, 2023 for the PCC #2 comment period

Have questions or would like to provide further comments?
Reach out to the Project Managers below for the duration of the study:

Ryan Vink, P.Eng.
Oxford County Project Manager
E-mail: rvink@oxfordcounty.ca
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
Email: john.grieve@parsons.com
Cell: 289-404-5363

APPENDIX A.14

PCC#2 Survey Responses

Project Report

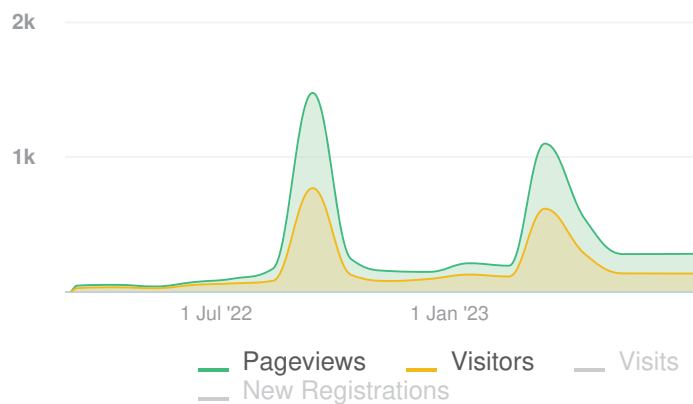
Phase 1 and Phase 2 Public Consultation

Speak Up, Oxford!

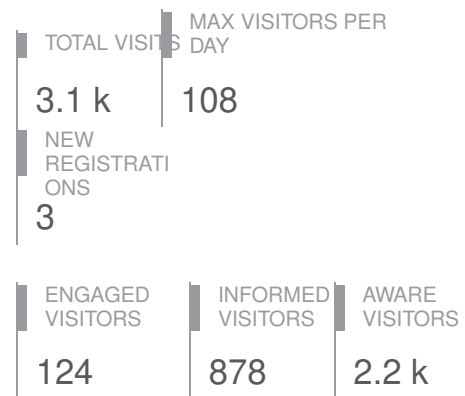
2024 Transportation Master Plan



Visitors Summary

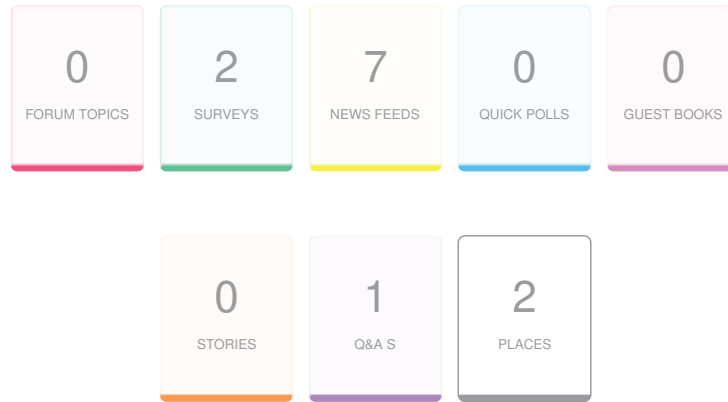


Highlights



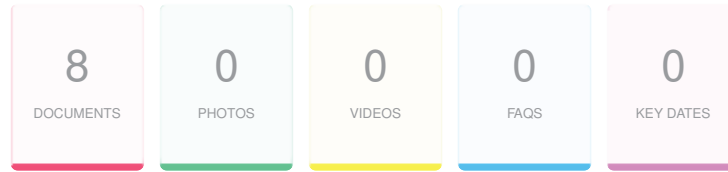
Aware Participants	2,218	Engaged Participants	124		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	2,218				
Informed Participants	878	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	10	86	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	476	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	1	0	0
Visited Instagram Page	0	Placed Pins on Places	4	24	0
Visited Multiple Project Pages	451	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	124				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	Update from Phase 1 Public Consultation (Fall 2022)	Published	11	0	0	0
Newsfeed	2024 Transportation Master Plan	Published	6	0	0	0
Newsfeed	News release: Oxford County seeking feedback on the 2024 ...	Published	4	0	0	0
Newsfeed	Public Consultation Centre #1	Published	3	0	0	0
Newsfeed	Oxford County sharing draft recommendations for the 2024 ...	Published	2	0	0	0
Newsfeed	Feedback from Public Consultation Centre #2	Published	0	0	0	0
Newsfeed	Notice of Public Consultation Centre #2	Published	0	0	0	0
Q and A	Ask a question	Published	33	1	0	0
Place	Places	Archived	248	4	24	0
Place	Map: Areas of focus for the Transportation Master Plan	Archived	31	0	0	0
Survey Tool	Connecting Oxford: What are Oxford's transportation prior...	Archived	175	10	45	0
Survey Tool	Survey: Draft recommendations for the Transportation Mast...	Archived	120	1	41	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Notice of Public Consultation Centre #1: Oxford County 2024 Transpo...	98	153
Document	Presentation: Public Consultation Centre #2 (Mar 21, 2023)	94	138
Document	Notice of study commencement: 2024 Transportation Master Plan (Mar ...	89	153
Document	Presentation: Public Consultation Centre #1 (Sept 27, 2022)	71	105
Document	Notice of Public Consultation Centre #2: Oxford County 2024 Transpo...	51	72
Document	Council presentation: 2024 Transportation Master Plan – Project Upd...	44	71
Document	News release: Oxford County seeking feedback on the 2024 Transporta...	41	76
Document	Council report: PW 2022-46 - 2024 Transportation Master Plan – Proj...	37	63

QANDA

Ask a question

Visitors 33	Contributors 1	CONTRIBUTIONS 1
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Q

27 June 22

Will we be improving the speed of train access to other cities?

A

Publicly Answered

Thank you for reaching out: we have noted your question as part of the public consultation on the 2024 Transportation Master Plan. While Oxford County does not have jurisdiction over current rail lines operating in the County, we do liaise and advocate with service providers and we spearheaded a comprehensive set of rail strategies you can review on our website under "Connecting Southwestern Ontario": <http://www.oxfordcounty.ca/Your-Government/Corporate-performance/Strategic-direction> Later this summer, we will be offering more opportunities to give feedback on the Transportation Master Plan, including a survey and interactive map. You can also follow us on social media for updates: <https://www.facebook.com/OxfordCounty> and <https://twitter.com/OxfordCounty>.

Q AND A

Ask a question

Q

27 June 22

DUPLICATE--Submitted twice by participant: Will we be improving the speed of train access to other cities?

A

Publicly Answered

Thank you for reaching out: we have noted your question as part of the public consultation on the 2024 Transportation Master Plan. While Oxford County does not have jurisdiction over current rail lines operating in the County, we do liaise and advocate with service providers and we spearheaded a comprehensive set of rail strategies you can review on our website under "Connecting Southwestern Ontario": <http://www.oxfordcounty.ca/Your-Government/Corporate-performance/Strategic-direction> Later this summer, we will be offering more opportunities to give feedback on the Transportation Master Plan, including a survey and interactive map. You can also follow us on social media for updates: <https://www.facebook.com/OxfordCounty> and <https://twitter.com/OxfordCounty>.

ENGAGEMENT TOOL: PLACE

Places

Visitors	Contributors	CONTRIBUTIONS
248	28	53
2022-09-06 17:36:30 -0400	<p>Sidewalk implementation needs to be pushed forward for this area. Many people use this road for walking pleasure however with the increase in development there has been an increase in traffic which makes it dangerous for pedestrians to be using on a regular basis. Street lights would also help with the safety of residents who use this road. Address: 745160 Oxford Road 17, Woodstock, Ontario N4S 7W2, Canada</p> <p>http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94300</p>	
CATEGORY	Trail/ Pedestrian	
2022-09-06 17:39:45 -0400	<p>I would like to provide kudos to the City (and the County somewhat) for creating and maintaining the Silver Trail. This trail has been an excellent addition to the area and connects nicely with the Pittock trail and bridge. Address: 621 McGill Lane, Woodstock, Ontario N4T 0L3, Canada</p> <p>http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94301</p>	
CATEGORY	Trail/ Pedestrian	
2022-09-08 11:42:16 -0400	<p>Tavistock needs "ring roads"; currently all traffic needs to funnel through the downtown "5 corners" intersection. Oxford Road 34 needs to be extended northward & then eastward to connect with Perth Road 107, & further eastward to connect with Road 24. Likewise, Hwy 59 needs to connect (south of the curve) in a northeasterly direction to Road 24. At the main intersection downtown we immediately need "motion sensors" installed in both directions of Hwy 59 & Road 24/ Road 26 that will sense whenever there is vehicles in motion during green lights- let the green light stay green until traffic clears! Currently this set of lights only stays green for a tiny fraction of a minute & only a few cars can pass; & whenever a transport truck is passing there is only enough time on green for the truck & maybe a car or two that are desperately advancing through the amber light! This is a very dangerous intersection with many vehicles running red lights because of the short duration of "green"! Furthermore, Oxford County cannot continue to ignore the Perth- Oxford Rd just because it's shared with Perth & neither wants to collaborate on upgrading it. A portion of this road is paved west of Fairview (Perth Road 113/ Road 6) but this is a main road leading to the arterial Hwy 7 toward London & Stratford. Unknown to most county planners is the fact that there are dozens of cottages at the western end of the Perth Oxford Road. They do pay huge taxes, which happens to go to Zorra township but they don't upgrade (pave) the road because Perth South maintains the road & they won't upgrade it because they don't receive any tax revenue. The county needs to step in! Don't continue to neglect Tavistock & area just because it's at the fringe of the county! It's a very vibrant & very growing community. Address: 985019 Perth-Oxford Road, Perth East, Ontario N0B 2R0, Canada</p> <p>http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94386</p>	
CATEGORY	Roads	
2022-09-13 15:11:12 -0400	<p>This is a very Dangerous intersection and needs to be addressed. Address: 714880 Oxford Road 4, Norwich, Ontario N4S 7W3, Canada</p> <p>http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94544</p>	
CATEGORY	Roads	
2022-09-13 19:31:19 -0400	<p>Lack of athletic facilities other than baseball. Could legally use more walking trails through the village and possibly a dog exercise area Address: 80 Blandford St, Innerkip, Ontario N0J 1M0, Canada</p> <p>http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94611</p>	
CATEGORY	Trail/ Pedestrian	

ENGAGEMENT TOOL: PLACE

Places

2022-09-13 19:32:45 -0400	Excessive speed Address: 123 Blandford St, Innerkip, Ontario N0J 1M0, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94612
2022-09-13 19:35:40 -0400	The intersection of Devonshire and Leinster Sts. is extremely busy and needs traffic lights. Due to impatient drivers I have seen many near misses here, particularly during rush hours. Address: 322 Leinster Street, Woodstock, Ontario N4S 5R5, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94613
2022-09-13 19:46:07 -0400	This intersection is very dangerous- with schools nearby the visibility when crossing Clarke on Warwick is not very good. Address: 957 Warwick Street, Woodstock, Ontario N4S 7M4, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94614
2022-09-13 20:05:40 -0400	The intersection at Dundas and the 11th line can extremely busy and makes it impossible to turn left onto Dundas. Maybe a roundabout or lights on sensors? Address: Road 68, East Zorra-Tavistock, Ontario N4S 7V7, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94615
2022-09-13 20:17:30 -0400	3 way stop sign is needed at Springbank and Cree. People speed around this bend and often drive right through the crosswalk while kids are crossing Address: 448 Springbank Avenue, Woodstock, Ontario N4T 1E7, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94616
2022-09-13 21:00:48 -0400	It's nearly impossible to make a left hand turn off Henry St at this intersection. I've seen too many people taking dangerous chances and traffic heading west on Cedar is often moving very quickly. A roundabout here would help slow traffic heading towards the tracks as well as afford citizens better options to turn left safely. There seems to be quite a bit of space to make this possible as well. Address: 692 Henry Street, Woodstock, Ontario N4S 3P2, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94617
2022-09-13 21:04:19 -0400	Need a crosswalk either here or somewhere along Cree. With the school pathway right here many kids cross this street twice a day and some cars fly down Cree. Coupled with the fact that St. Mike's recently closed their parking lot for drop offs and pickups, Cree becomes full of cars parked, mixed with speeders making for a dangerous situation without any proper crosswalk on the entire street Address: 1040 Cree Avenue, Woodstock, Ontario N4T 1A2, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94618

ENGAGEMENT TOOL: PLACE

Places

2022-09-13 22:17:52 -0400	Half the vehicle dont stop at any of the 3 stop signs. Night is worse. Puts some lights on the stop signs make them more visible. Or put in some stop lights springbank/mohican i s treated like a drag strip. Address: 556 Springbank Avenue, Woodstock, Ontario N4T 1H5, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94619
2022-09-14 07:47:27 -0400	We need lights all along pittock road at night they aren't wearing reflective gear they r walking biking it's pitch black kind of dangerous someone is gonna get hit u don't see t hem till the last minute need to be safe Address: 35 Pittock Park Road, Woodstock, Ontario N4T 1V6, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94620
2022-09-14 07:50:17 -0400	Need a new sign for upper Thames drive it's missing people get lost looking for a place in havelock corners neighborhood by gps it's not there Address: 1000 Upper Thames Drive, Woodstock, Ontario N4T 0G2, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94621
2022-09-14 19:20:02 -0400	With the new plaza and new homes at this location parking for the post office is a mess . Please create some proper parking Address: Oxford Road 4, Innerkip, Ontario N0J 1M0, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94680
2022-09-17 17:38:37 -0400	Please change parking on Cree Ave to one side of street only before someone gets kill ed! Cree is a speed zone and there are 2 public schools in the area, on a school bus ro ute/stop. It's crazy!!! Address: 1028 Cree Avenue, Woodstock, Ontario N4T 1G7, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94737
2022-09-18 19:57:51 -0400	A very busy section of road. Almost impossible to take a left turn at busy parts of the da y. A set of lights would really help the flow of traffic. Address: Oxford Road 17, East Zorra-Tavistock, Ontario N0J 1M0, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94756
2022-09-18 19:57:58 -0400	A very busy section of road. Almost impossible to take a left turn at busy parts of the da y. A set of lights would really help the flow of traffic. Address: Oxford Road 17, East Zorra-Tavistock, Ontario N0J 1M0, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94757

ENGAGEMENT TOOL: PLACE

Places

2022-09-18 19:58:03 -0400	A very busy section of road. Almost impossible to take a left turn at busy parts of the day. A set of lights would really help the flow of traffic. Address: Oxford Road 17, East Zorra-Tavistock, Ontario N0J 1M0, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94758
2022-09-18 20:00:02 -0400	Need a set of lights to improve traffic flow. Address: Oxford Road 17, East Zorra-Tavistock, Ontario N0J 1M0, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94759
2022-09-18 20:02:51 -0400	A set of lights to improve traffic. With buses, trucks and regular traffic it is quite difficult to take turns or through traffic on the 33rd. Address: 784993 Road 78, East Zorra-Tavistock, Ontario N4S 7W1, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94760
2022-09-18 20:10:05 -0400	This sub-division requires a secondary access. It is not safe to have only one access to a neighbourhood. As property tax payers, we need the same accessibility as the rest of the city. The original plan had this area as a road to the Sally Creek area. Please stop dragging your feet, and proceed with the secondary access. Address: 253 Tamarack Boulevard, Woodstock, Ontario N4S 0E1, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94761
2022-09-19 21:35:50 -0400	Left turns from Harris are rather dangerous due to the high retaining wall close to the sidewalk -Hard to see incoming traffic . Address: 183 Charles Street East, Ingersoll, Ontario N5C 1J9, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94794
2022-09-19 21:59:05 -0400	The newly expanded boundaries need to ensure that active transportation pathways - mostly off road or protected are part of the subdivision and parks development and link with existing or planned paths and are of a firm surface for accessibility. and form part of the subdivision and employment lands in and outside the boundary adjustment Address: 543978 Clarke Road, South-West Oxford, Ontario N5C 3J8, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94795
2022-09-19 22:13:54 -0400	Investigate limiting transport truck traffic in the central core except for local deliveries - No right turn for trucks corners of Thames and Charles - No right turns for trucks Thames and King Street - Pedestrian and passenger vehicle safety Address: 40 Thames Street South, Ingersoll, Ontario N5C 2S9, Canada
CATEGORY Farm, freight or commercial	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94796

ENGAGEMENT TOOL: PLACE

Places

2022-09-19 22:17:17 -0400	Investigate a simple (cost effective) pedestrian and utility bridge across the Thames at the bottom of Wonham Street - and a trail and small bridge on public land to McKeand? WTPF Station and east to the Via Station - For cyclists and scooters and peeps Address: Ingersoll Pipe Band Armouries, 108 Wonham St S, Ingersoll, Ontario N5C 2K8, Canada
CATEGORY Cycling	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94797
2022-09-21 23:00:58 -0400	Many people from the village of Springford use the sidewalks for walking. This includes children, parents and seniors. The sidewalk ends before the speed limit increases to 80 km/h. Could the sidewalk on the south side be extended to the east so that more residents could use this resource. Thank you Address: Otterville Road, Springford, Ontario N0J 1R0, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94867
2022-09-22 09:15:44 -0400	From a resident - Need of a stop light Clark and Culloden - Very Hard to cross Address: 134 Culloden Road, Ingersoll, Ontario N5C 3R3, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94872
2022-09-22 15:40:05 -0400	Street Lights heading north change to red even if no one is waiting for the lights to change to pull out of Montclair Dr. All traffic heading south is still able to pass through intersection and eventually the lights for north traffic will turn green again. It does this every morning on my way to work and every evening on my way home. Address: 458 Norwich Avenue, Woodstock, Ontario N4S 3W4, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94918
2022-09-22 16:04:57 -0400	This intersection needs to be addressed with the increase in traffic through the park. There is a yield and a stop sign right near each other and it's not clear which way to turn when entering the park. Address: 220 Victoria Street South, Woodstock, Ontario N4S 2C9, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94919
2022-09-23 14:46:54 -0400	A 4-way stop needs to be placed here. People use fifth ave as a raceway. Hard to back out/back into drive ways when you think it's clear and next a car is right there. The city bus even doesn't go the speed limit. Putting a 4-way stop makes people have to slow down. And making it safer for little children to play at the park Address: 217 Fifth Avenue, Woodstock, Ontario N4S 2S3, Canada
CATEGORY General	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94921
2022-09-23 15:09:06 -0400	this intersection is dangerous as it is today. By putting a stop light here is like putting a bandaid on what will be a bigger problem down the road when the traffic flow increases with added development that is coming all the way down the road 17. i would propose that this intersection be moved up road 4 to where the 16th line meets road 4. put a roundabout there and get the traffic away from the railway tracks that are just meters away from the current intersection .It would take a simple reroute on road 17 and make traffic a lot safer than putting a stop light that close to a railway track. Address: Oxford Road 17, Woodstock, Ontario N4S 7W2, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94922

ENGAGEMENT TOOL: PLACE

Places

2022-09-23 20:42:34 -0400	This intersection (heading east on Baldwin towards Oxford and from Oxford west towards Baldwin) should have advanced go left turns incorporated into the stop lights. Sometimes during rush hour you have to wait 2 or more stoplight cycles trying to turn left onto Broadway from Baldwin as traffic is backlogged back down Oxford. Address: 5 Baldwin Street, Tillsonburg, Ontario N4G 2K2, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94923
2022-09-23 20:52:19 -0400	N/A Address: 338 Simcoe Street, Woodstock, Ontario N4S 1J3, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94924
2022-09-23 20:56:40 -0400	This intersection should be a 3 way stop. Vehicles turning left onto Dundas from Vansittart are always well passed the stop line attempting to see cross traffic which is being blocked by cars parked along Dundas. It poses a safety concern for pedestrians to safely cross and also for vehicles turning left onto Vansittart from Dundas. Address: 9 Vansittart Avenue, Woodstock, Ontario N4S 1B6, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94926
2022-09-24 10:14:29 -0400	turning lane, perhaps 4 lanes from railway tracks to 16th line Address: Oxford Road 17, East Zorra-Tavistock, Ontario N0J 1M0, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94927
2022-09-24 10:17:17 -0400	repaving from Huron to Springbank. Tims drive thru spilling out onto roadways in almost all locations in Wdst. Address: 788 Devonshire Avenue, Woodstock, Ontario N4S 5R6, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94928
2022-09-24 10:19:19 -0400	terrible intersection, you should never have to look over your shoulder to merge. square off the intersection for both east and west Address: 189 Dundas Street, Woodstock, Ontario N4S 2R1, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94929
2022-09-24 10:20:40 -0400	tracks crossing always needing repair, more permanent solution required Address: 146 Ingersoll Road, Woodstock, Ontario N4S 1V9, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94930

ENGAGEMENT TOOL: PLACE

Places

2022-09-24 10:24:10 -0400	lighted crosswalk, many students cross Devonshire at Clarke Address: 360 Clarke Street North, Woodstock, Ontario N4S 7N1, Canada
CATEGORY Trail/ Pedestrian	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94931
2022-09-24 10:26:03 -0400	agreed dangerous, truck accessibility Address: Highway 401, Norwich, Ontario N4S 7W3, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94932
2022-09-24 10:28:10 -0400	street light required Address: 754800 Highway 53, Norwich, Ontario N4S 7W3, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94933
2022-09-24 10:30:41 -0400	right hand turning lane on Springbank northbound, below Parkinson Address: 1038 Parkinson Road, Woodstock, Ontario N4S 7W3, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94934
2022-09-24 10:31:55 -0400	difficult intersection to access from Montclair Address: Juliana Drive, Woodstock, Ontario N4V 1B9, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94935
2022-09-24 10:34:46 -0400	difficult intersection to access Address: 685774 Highway 2, Woodstock, Ontario N4S 7V9, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94936
2022-09-24 10:36:21 -0400	difficult left hand turn from Vansit Address: 359 Dundas Street, Woodstock, Ontario N4S 1B6, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94937

ENGAGEMENT TOOL: PLACE

Places

2022-09-24 10:37:16 -0400	overhead turning lane signage Address: 344 Dundas Street, Woodstock, Ontario N4S 1B4, Canada
CATEGORY Roads	http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94938
2022-09-24 14:30:52 -0400	Would it be possible to put official cross walks across the 59 on each end of town? My children at times have to wait 10 minutes as traffic does NOT stop for pedestrians on the way to school. So maybe 59 and brock intersection, and one by the e s school. Norwich road could use some on each end of town as well. It would also help reducing the speed!
CATEGORY Roads	Address: 3 North Court Street East, Norwich, Ontario N0J 1P0, Canada http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94939
2022-09-26 13:15:57 -0400	Pressey Rd was paved in 2006, and in the last 16 years the traffic has increased exponentially. Many transports coming from the west and North from Dereham Line, many vehicles especially at work beginning and end times. It seems they are using Pressey instead of Hwy 3 to go west to Aylmer, St.Thomas, London? Speeding is an issue, and the road is breaking up badly. If traffic increases at the same rate in next 20 years, it will need wider shoulders, turn off at Elliott Rd., (currently there is a knoll and cannot see oncoming traffic) and the Amish use this daily,, at their peril.
CATEGORY Roads	Address: 311980 Dereham Line, Bayham, Ontario N4G 4G8, Canada http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94951
2022-09-27 14:49:36 -0400	4 Lane road is very narrow through this section (from rail Bridge up to Ingersoll road intersection) and makes passing cars in the 2nd lane very tight.
CATEGORY Roads	Address: 126 Dundas Street, Woodstock, Ontario N4S 1A2, Canada http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94978
2022-10-14 23:38:41 -0400	Cobble Hills is promoted as a destination road for cyclists but it's incredibly dangerous. We used to bike between our farms here but the traffic has become faster and higher volume in the last decade.
CATEGORY Cycling	Address: 5194 Cobble Hills Road, Zorra, Ontario N0M 2M0, Canada http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95327
2022-10-18 11:00:06 -0400	Thank you for providing the presentation for the Oxford County TMP. We have a couple comments / questions as follows on behalf of Melrose: 1. LEA Consulting has completed a TIS for the sites at the NW corner of Parkinson and Oxford Road 4 in support of a development application by Melrose. Based on our future background traffic analysis (traffic condition based on background traffic growth only), the following were our recommendations for the Parkinson and Oxford Road 4 intersection: a. Signalization of the intersection; and b. Inclusion of an auxiliary eastbound left turn lane. 2. Given the large growth area planned at the southeast limit of Woodstock urban area, we are interested at the projected 2044 employment and population data used. Also, we are interested if/when the future modeling work will be made available prior to the next public open house where alternative solutions will be presented. 3. Lastly, in our dealing with MTO, it is our understanding that the MTO had requested for an Interchange Study as part of County Road 15 and Highway 401. Can you confirm the County will include this review as part of the County's TMP
CATEGORY Roads	Address: 565337 Towerline Road, Woodstock, Ontario N4V 0C5, Canada http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95409

ENGAGEMENT TOOL: SURVEY TOOL

Connecting Oxford: What are Oxford's transportation priorities?

Visitors 175	Contributors 55	CONTRIBUTIONS 55
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What are Oxford County's transportation priorities? Please select the top three priorities in your opinion, with "1" being ...

OPTIONS	AVG. RANK
Improving transportation safety (e.g., road safety)	2.81
Improving pedestrian environments and connections	3.25
Investing in public transit services	3.33
Reducing costs (i.e., share of municipal tax bill)	3.67
Reducing travel delays and/or shorter commute times	3.68
Expanding sustainable travel mode options (e.g., carpooling, walking, cycling, transit)	4.00
Reducing environmental impact of transportation (i.e., climate change, energy consumption, air quality)	4.03
Investing in safe and connected cycling infrastructure	4.07

Optional question (53 response(s), 2 skipped)

Question type: Ranking Question

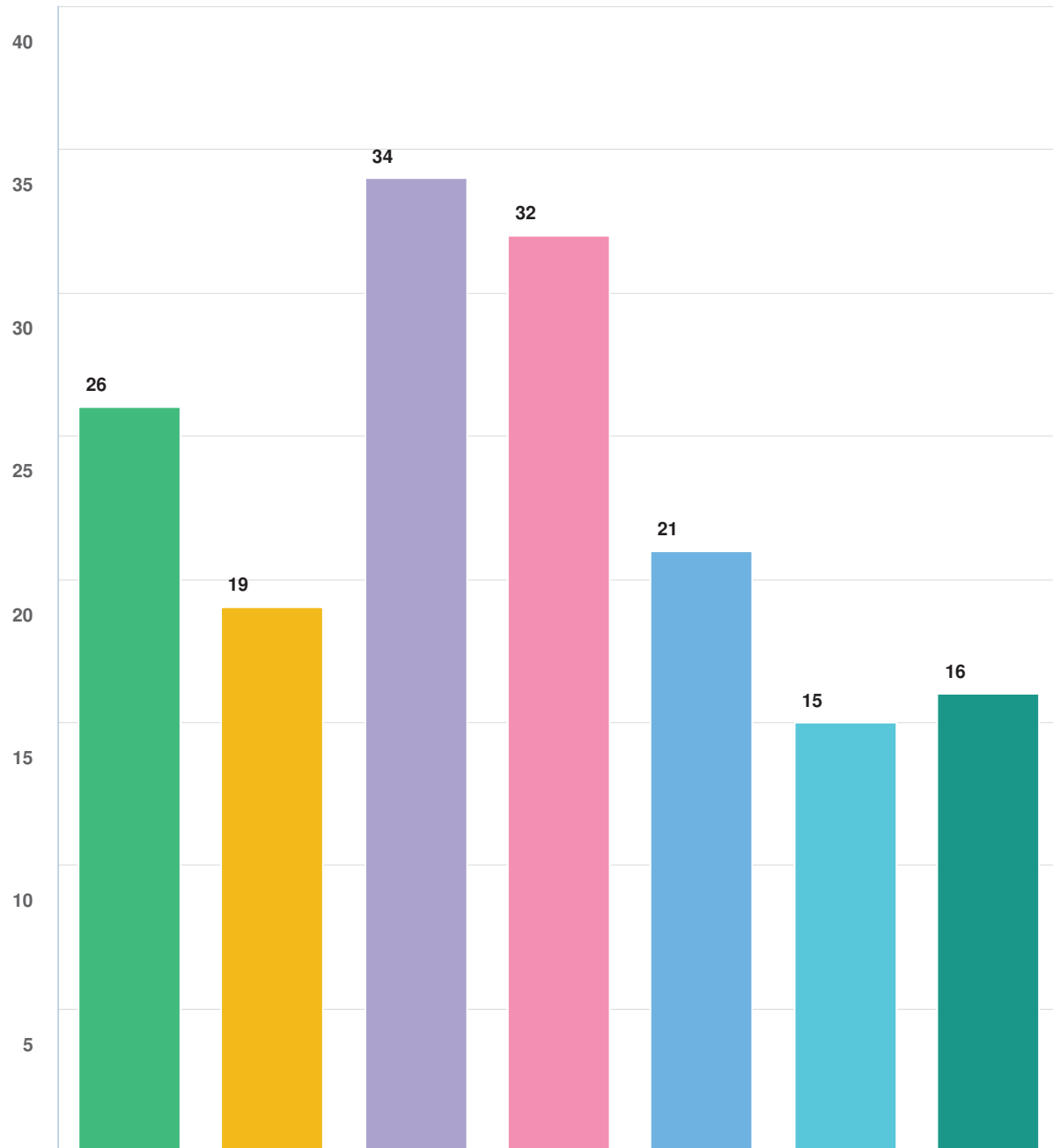
How important are the following local transportation modes in Oxford County? Please rank on a scale from 1 to 5, with "5" being very important and "1" being not at all important.



Optional question (54 response(s), 1 skipped)

Question type: Likert Question

What changes would encourage you to use different modes of transportation-- like walking, cycling or public transit-- over private automobile? Check all that apply.



Question options

- Other: your thoughts and ideas
- Incentives, rebates or promotions
- Availability of bike racks to lock and leave bikes
- Safe, bike-friendly cycling lanes and routes
- Safe, pedestrian-friendly streets and walkways
- Rebates, discounts or affordable public transit
- Convenient times for public transit

Optional question (51 response(s), 4 skipped)

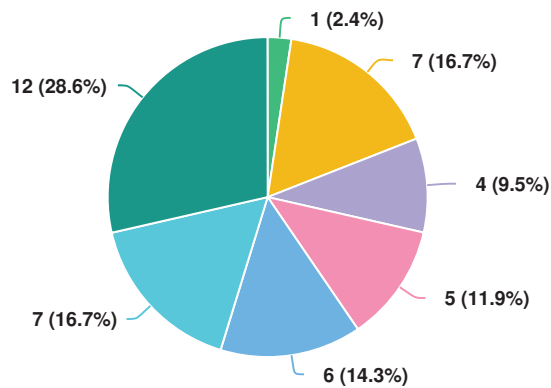
Question type: Checkbox Question

ENGAGEMENT TOOL: SURVEY TOOL

Survey: Draft recommendations for the Transportation Master Plan

Visitors 120	Contributors 42	CONTRIBUTIONS 42
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Where do you live?



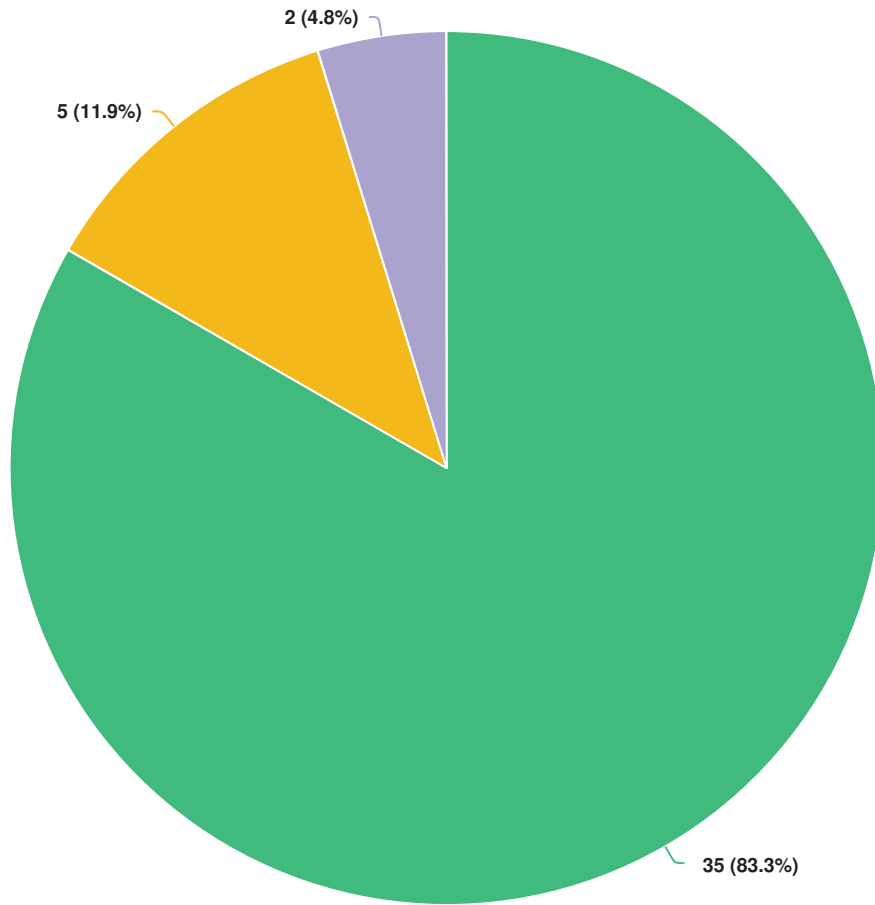
Question options

- Woodstock
- Tillsonburg
- South-West Oxford
- Norwich Township
- Ingersoll
- East Zorra-Tavistock
- Blandford-Blenheim

Optional question (42 response(s), 0 skipped)

Question type: Dropdown Question

Is this your first time giving feedback on the 2024 Transportation Master Plan?



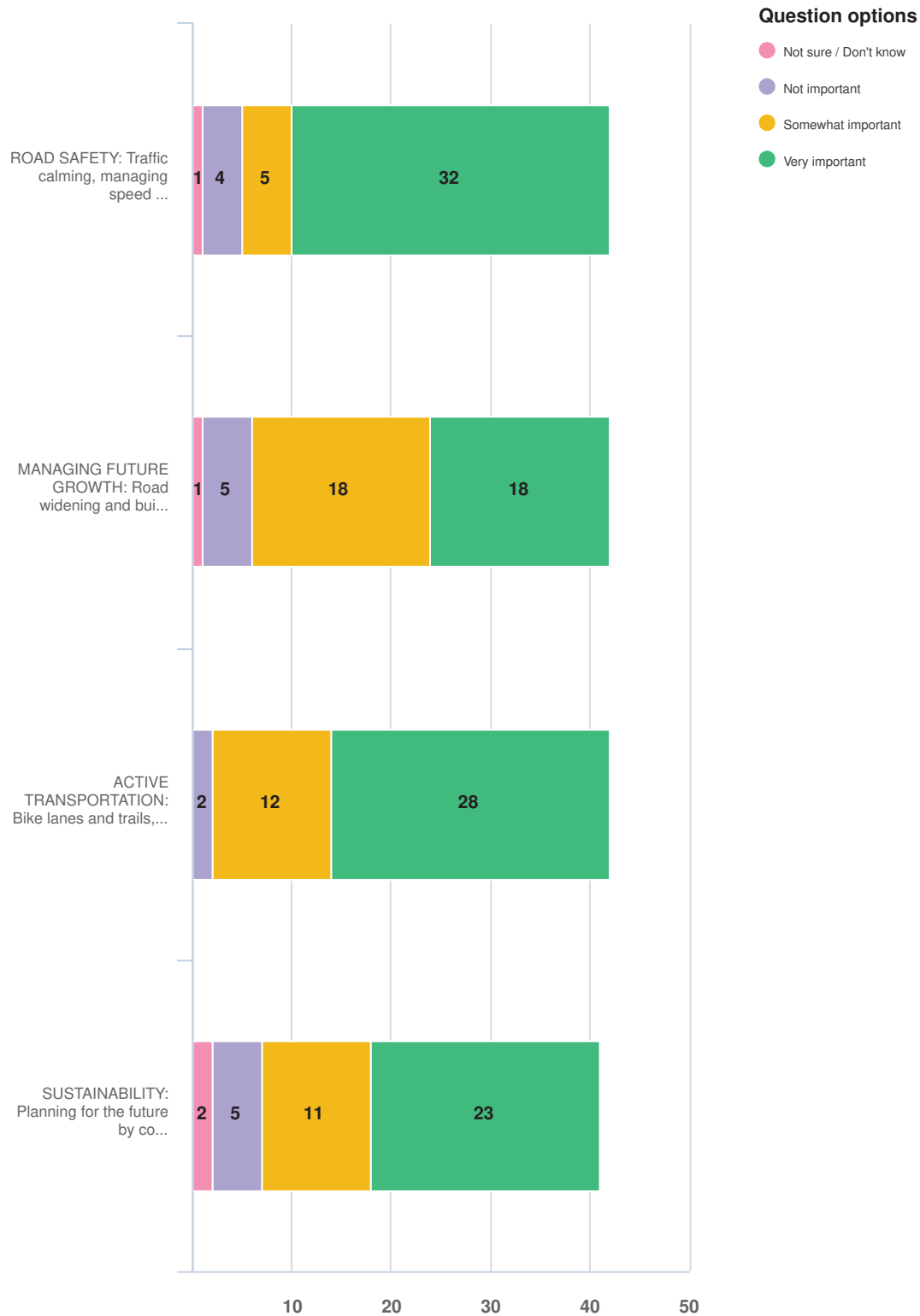
Question options

- Not sure No Yes

Optional question (42 response(s), 0 skipped)

Question type: Radio Button Question

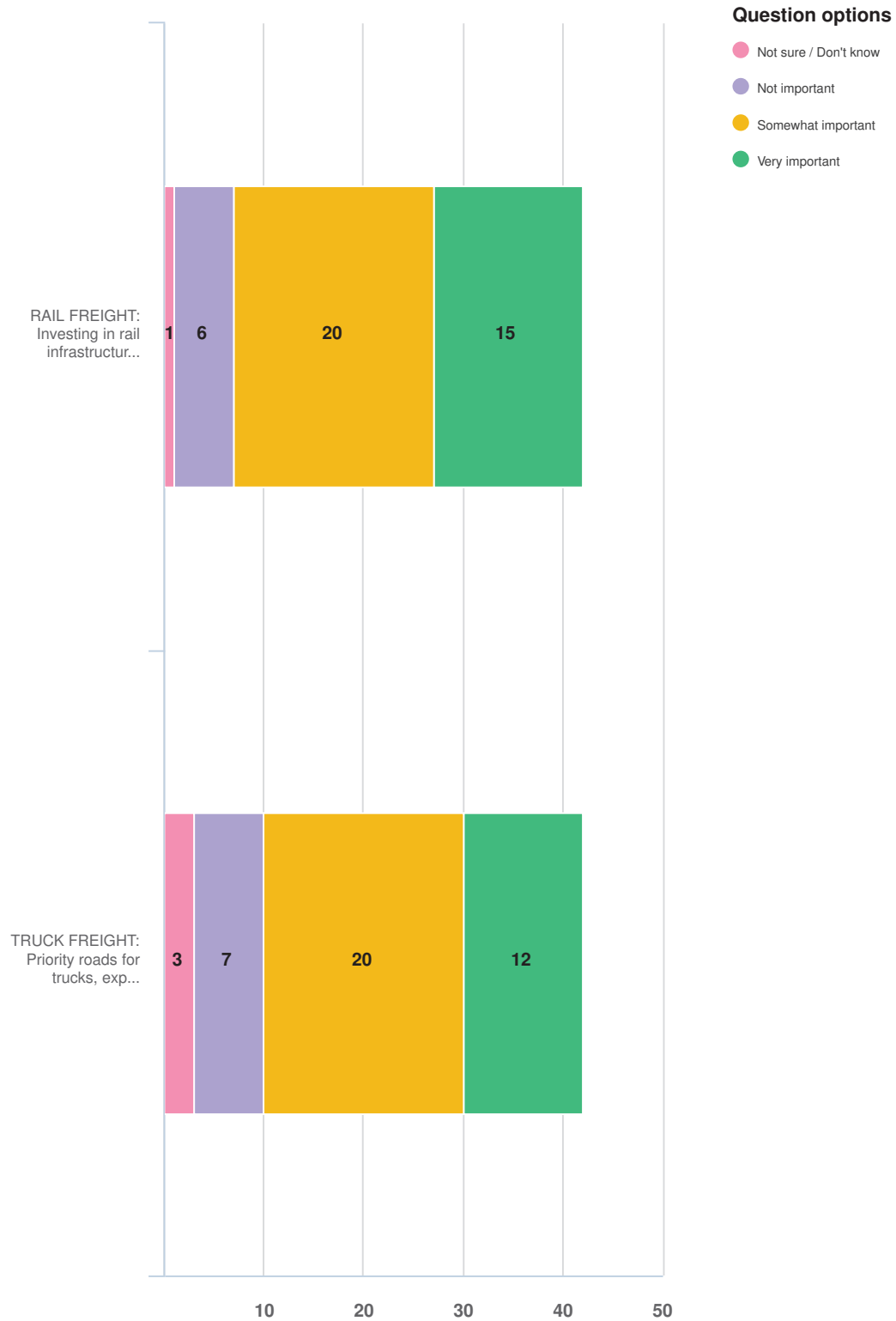
The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. **PRIORITY AREA: Building the road network** Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,0...



Optional question (42 response(s), 0 skipped)

Question type: Likert Question

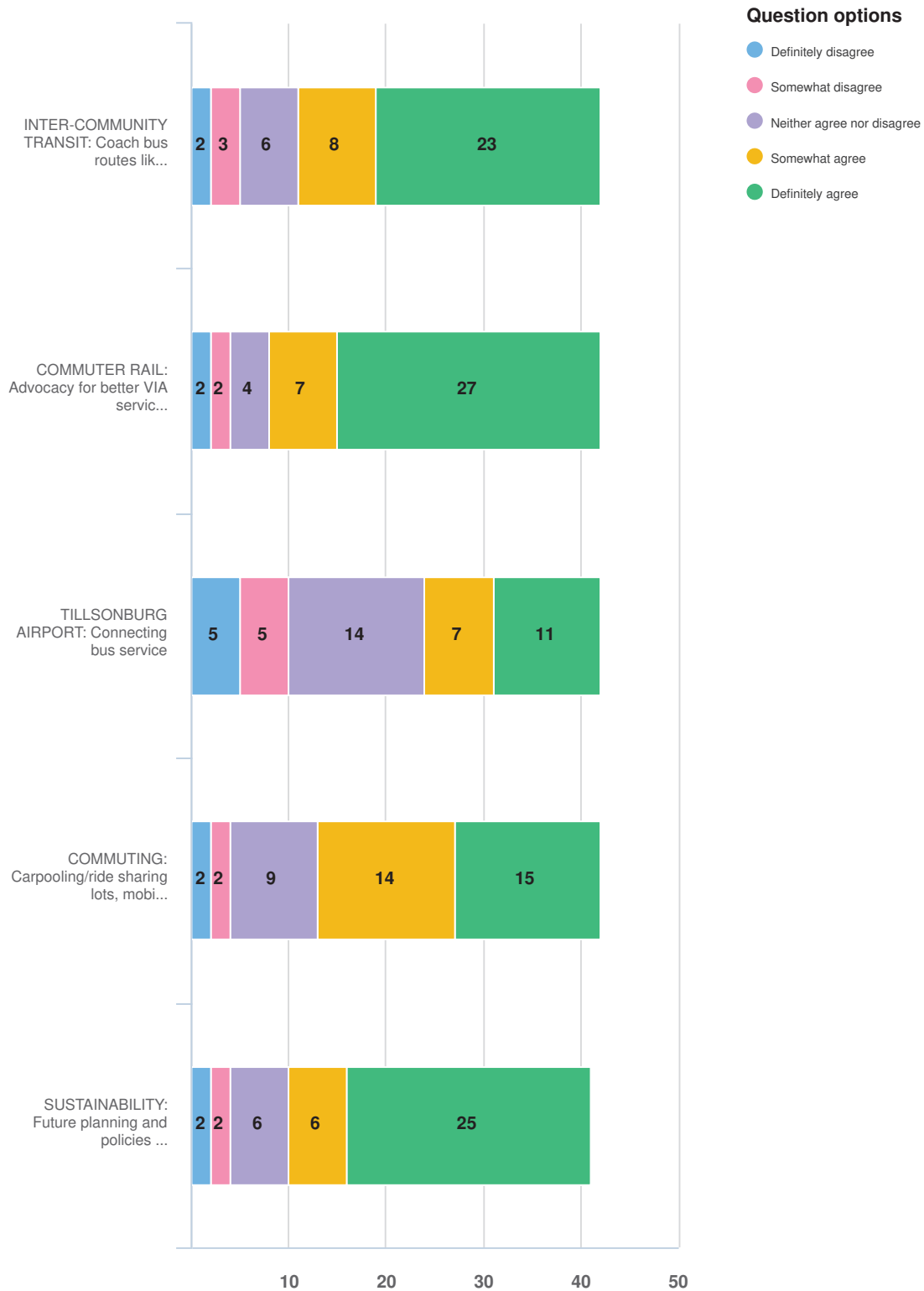
PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?



Optional question (42 response(s), 0 skipped)

Question type: Likert Question

PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?



Optional question (42 response(s), 0 skipped)

Question type: Likert Question

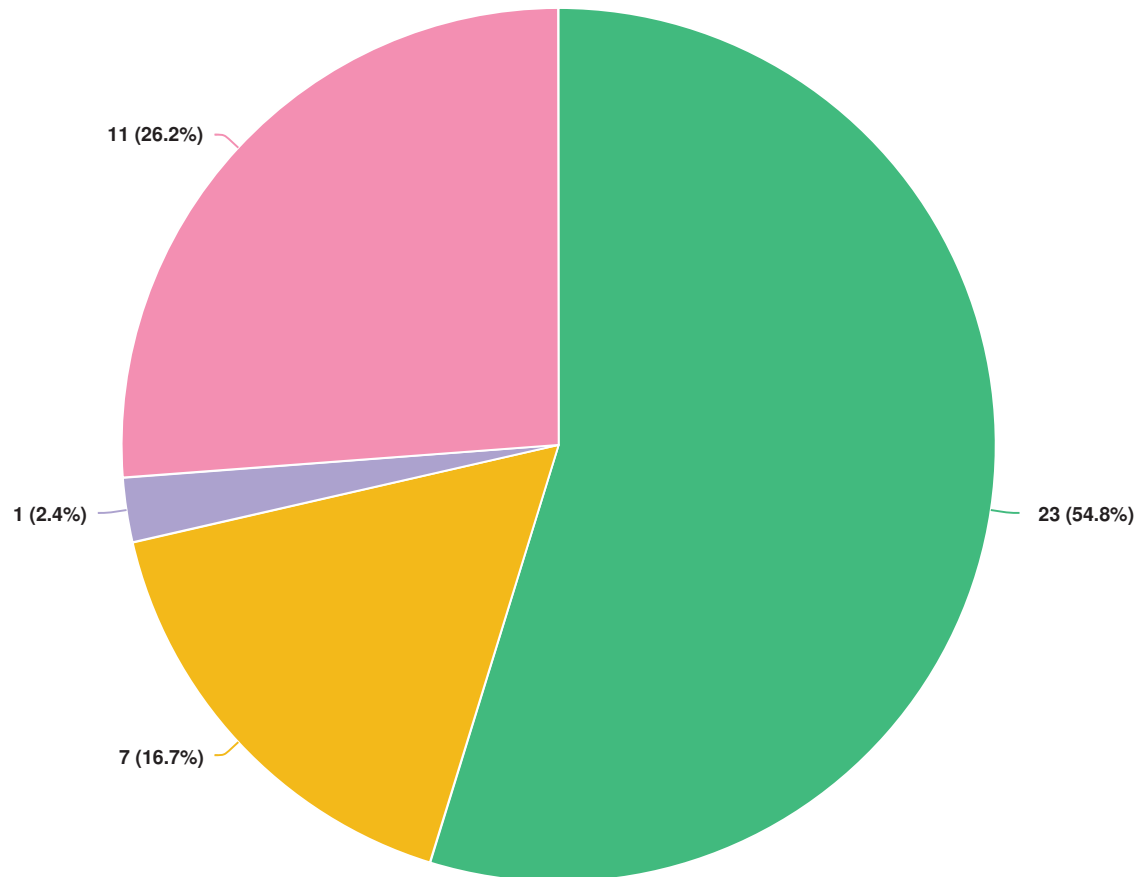
PRIORITY AREA: Low carbon transportation and new technology alternatives
How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and econo...



Optional question (42 response(s), 0 skipped)

Question type: Likert Question

The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?



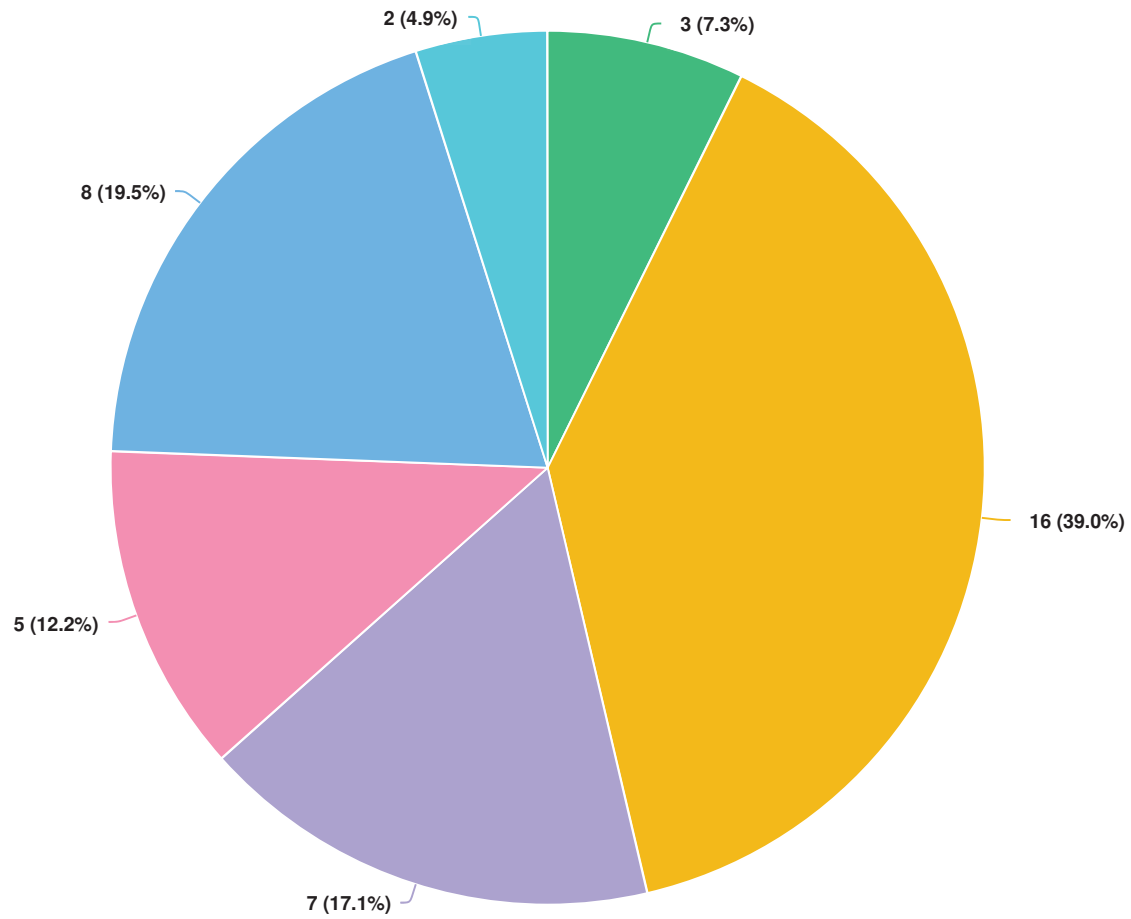
Question options

- I do not travel for work / This question does not apply to me
- 1 to 3 times in a month
- 1 to 3 times in a week
- 4 or more times a week

Optional question (42 response(s), 0 skipped)

Question type: Dropdown Question

Thinking ahead to the next five years, how often do you expect to work from home?



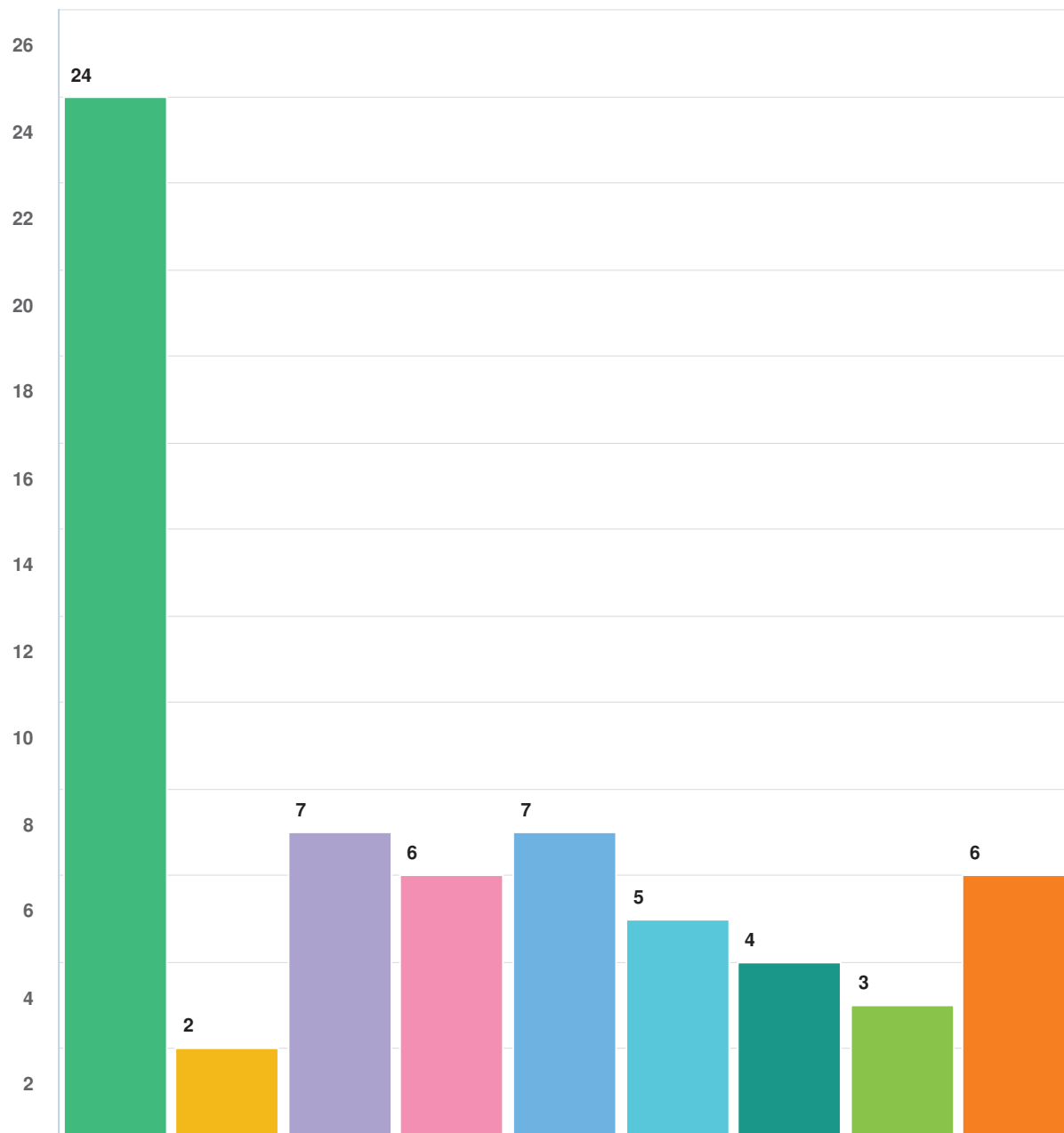
Question options

- Other (please explain)
- Does not apply to me
- Not sure / Don't know
- Less often than I am now
- About the same as I am now
- More often than I am now

Optional question (41 response(s), 1 skipped)

Question type: Dropdown Question

How do you travel to work now? Please check all that apply.



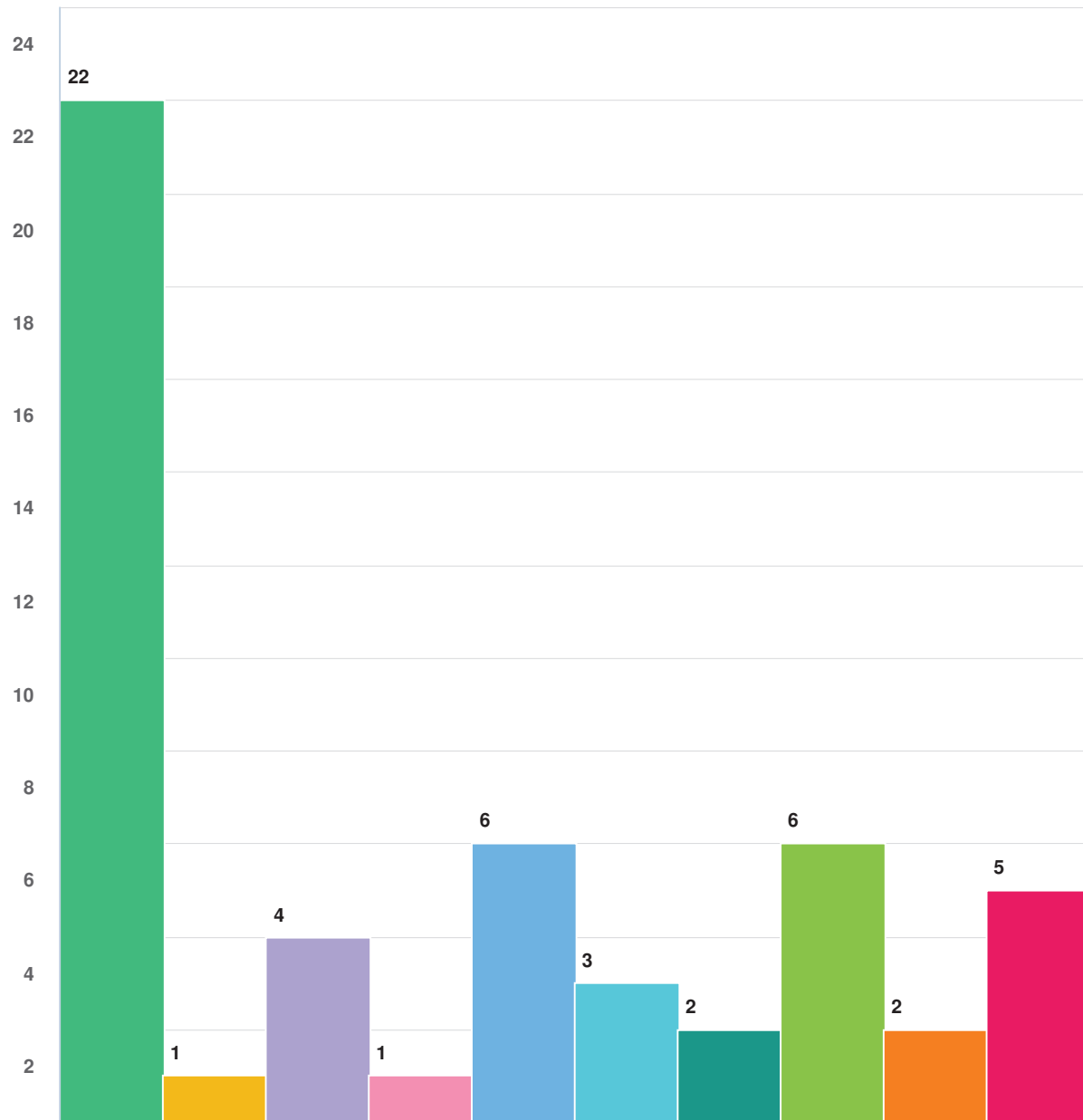
Question options

- Other (please explain)
- None: I work from home
- Carpool or ride sharing
- Ride service (taxi, Uber, etc.)
- Active transportation (cycling, walking, rollerblading, etc.)
- Inter-community transit (e.g., Southwest Community Transit)
- Transit (local bus service, train, etc.)
- Electronic-powered device (e-bike, e-scooter, etc.)
- Personal vehicle (car, motorcycle, truck, etc.)

Optional question (40 response(s), 2 skipped)

Question type: Checkbox Question

**When COVID-19 public health restrictions were in place, how did you travel to work?
Please check all that apply.**



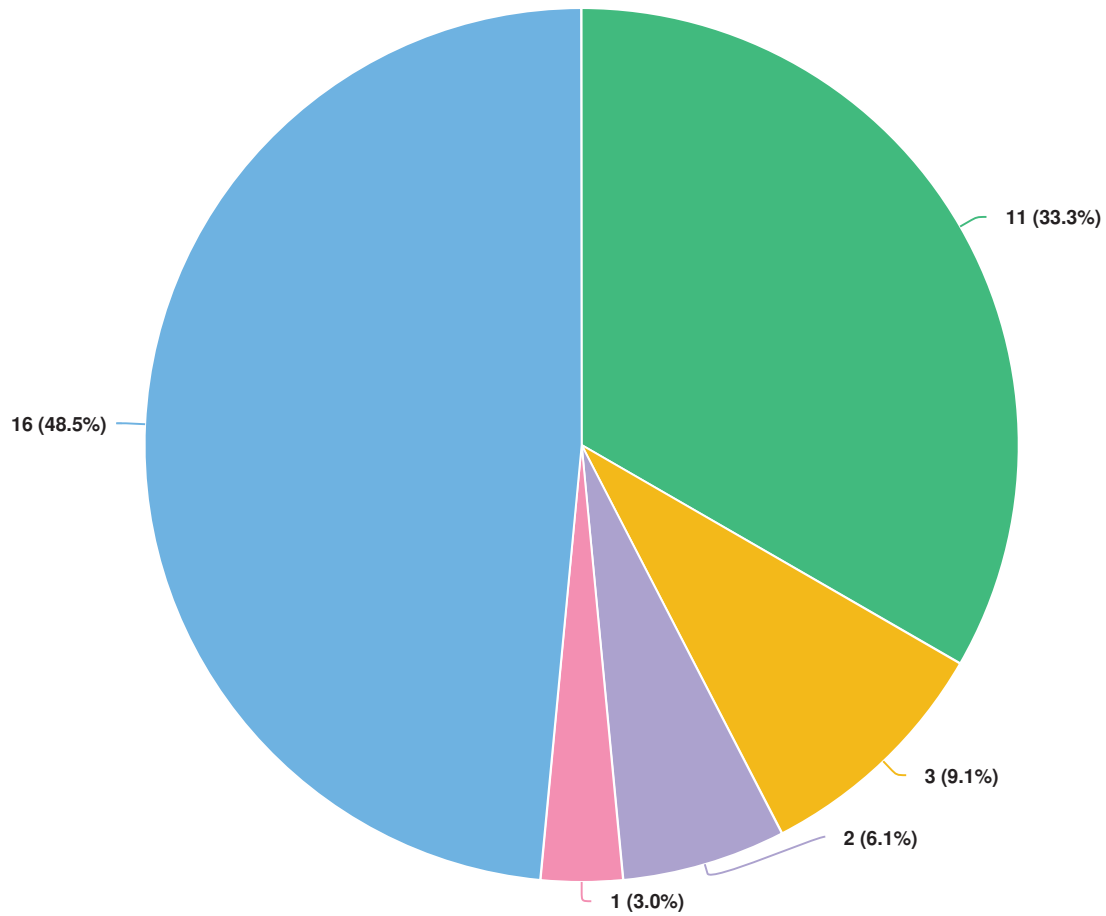
Question options

- Other (please explain) ● None: I have always worked from home
- None: My job shifted to remote work during the pandemic ● Carpool or ride sharing ● Ride service (taxi, Uber, etc.)
- Active transportation (cycling, walking, rollerblading, etc.) ● Inter-community transit (e.g., Southwest Community Transit)
- Transit (local bus service, train, etc.) ● Electronic-powered device (e-bike, e-scooter, etc.)
- Personal vehicle (car, motorcycle, truck, etc.)

Optional question (40 response(s), 2 skipped)

Question type: Checkbox Question

How many times a month do you use a ride service (taxi, Uber, etc.)?



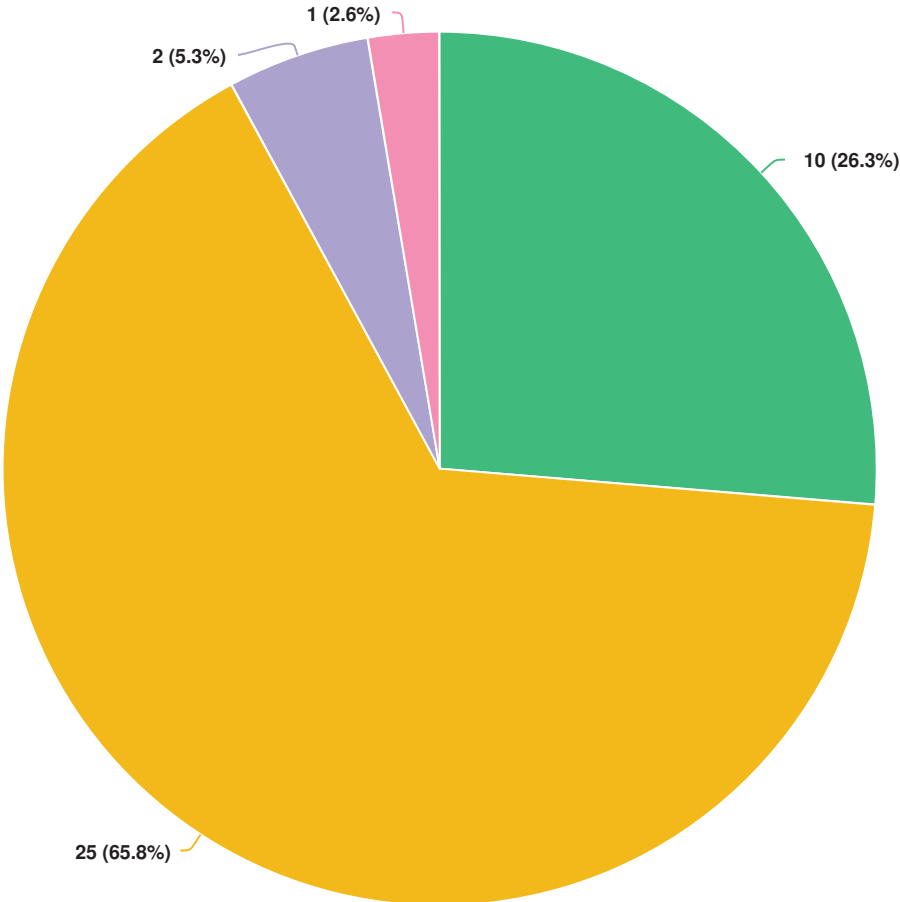
Question options

- Other (please explain) ● More than 20 ● 10 - 20 ● 5 - 10 ● 1 - 5

Optional question (33 response(s), 9 skipped)

Question type: Dropdown Question

Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?



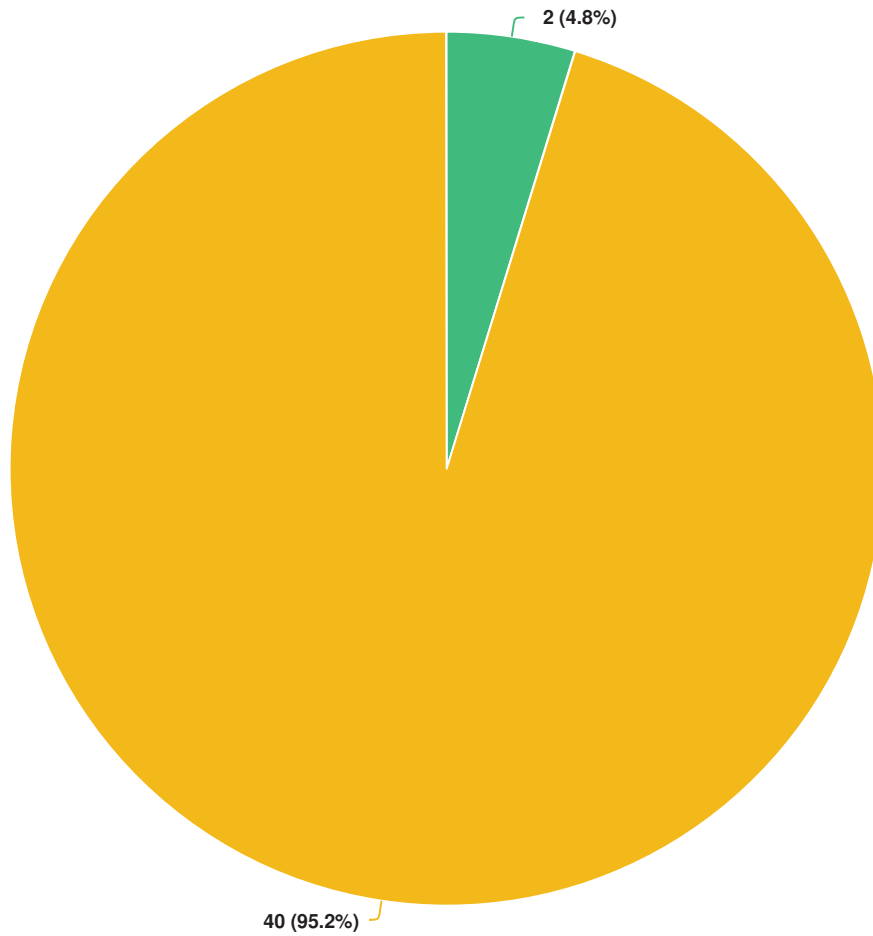
Question options

- Not sure / don't know
- About the same
- No
- Yes

Optional question (38 response(s), 4 skipped)

Question type: Dropdown Question

The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?



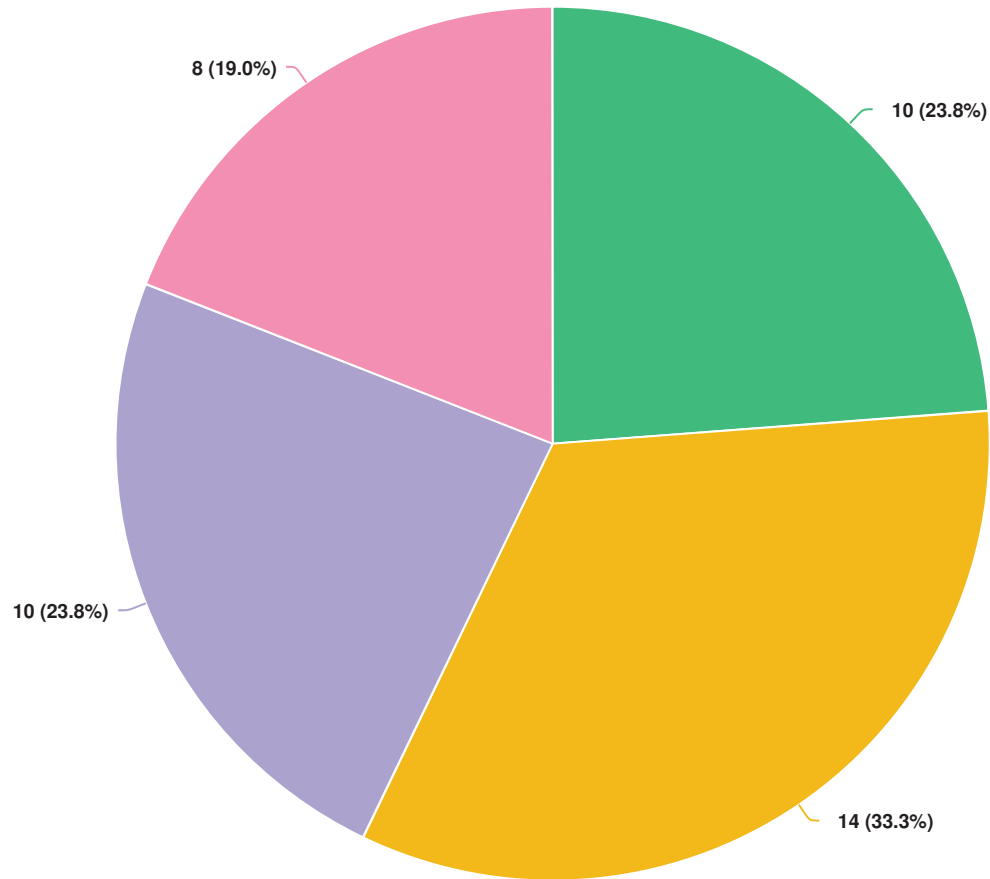
Question options

● No ● Yes

Optional question (42 response(s), 0 skipped)

Question type: Dropdown Question

Are you planning to buy an electric vehicle?



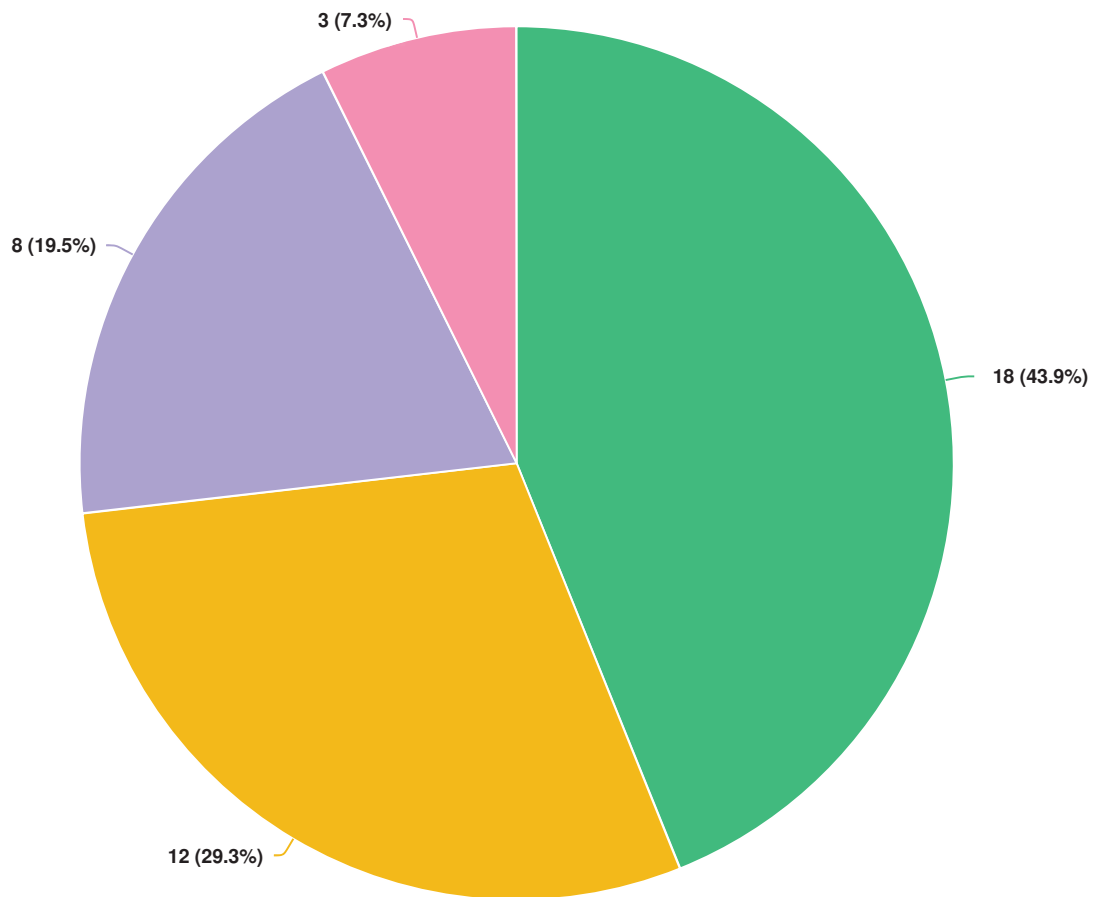
Question options

- Other (please explain)
- Not sure / don't know
- Maybe, but more than five years from now
- Yes, in five years or less

Optional question (42 response(s), 0 skipped)

Question type: Dropdown Question

This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) ...



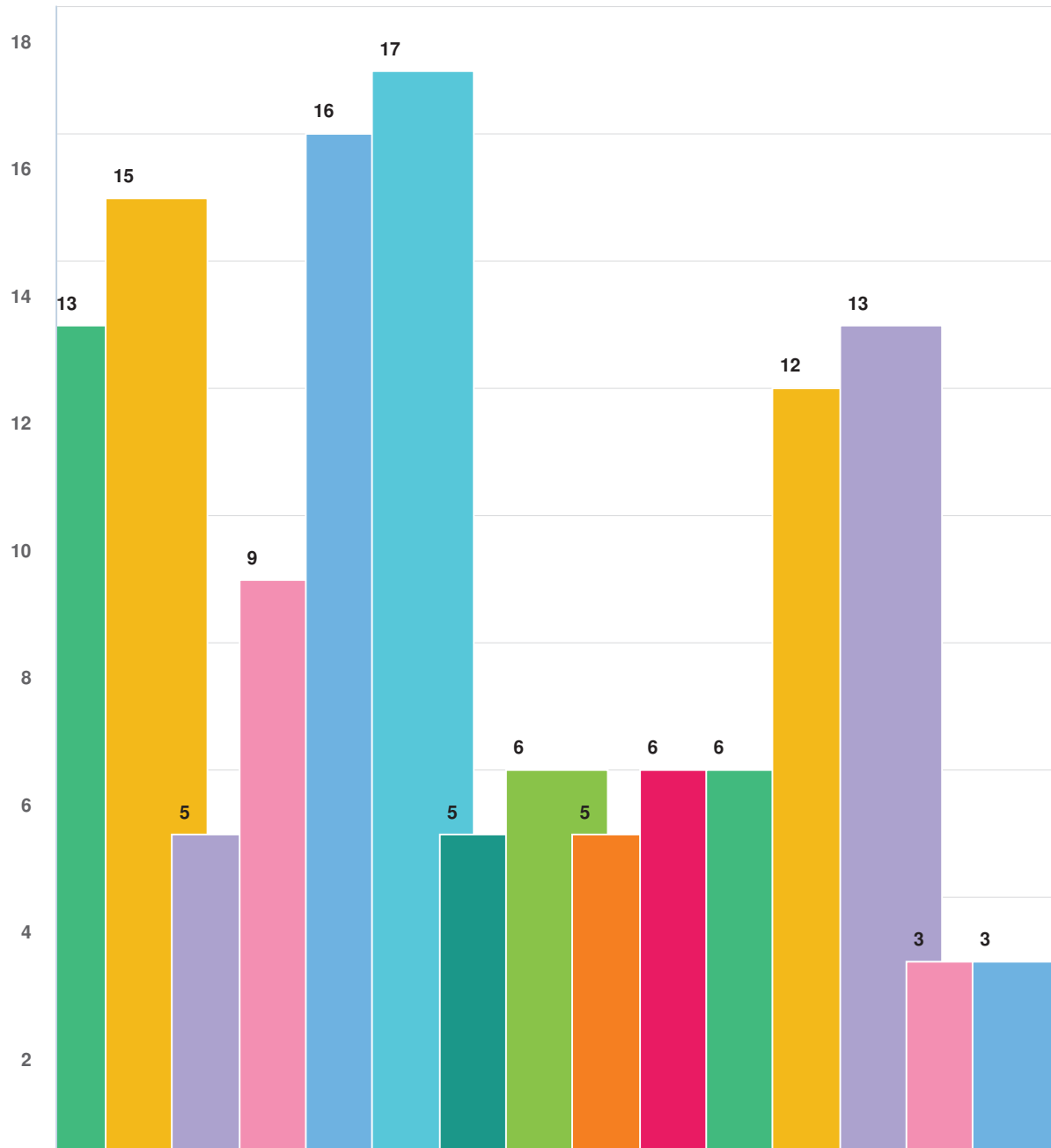
Question options

● Other (please explain) ● Not sure / Don't know ● No ● Yes

Optional question (41 response(s), 1 skipped)

Question type: Dropdown Question

If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.



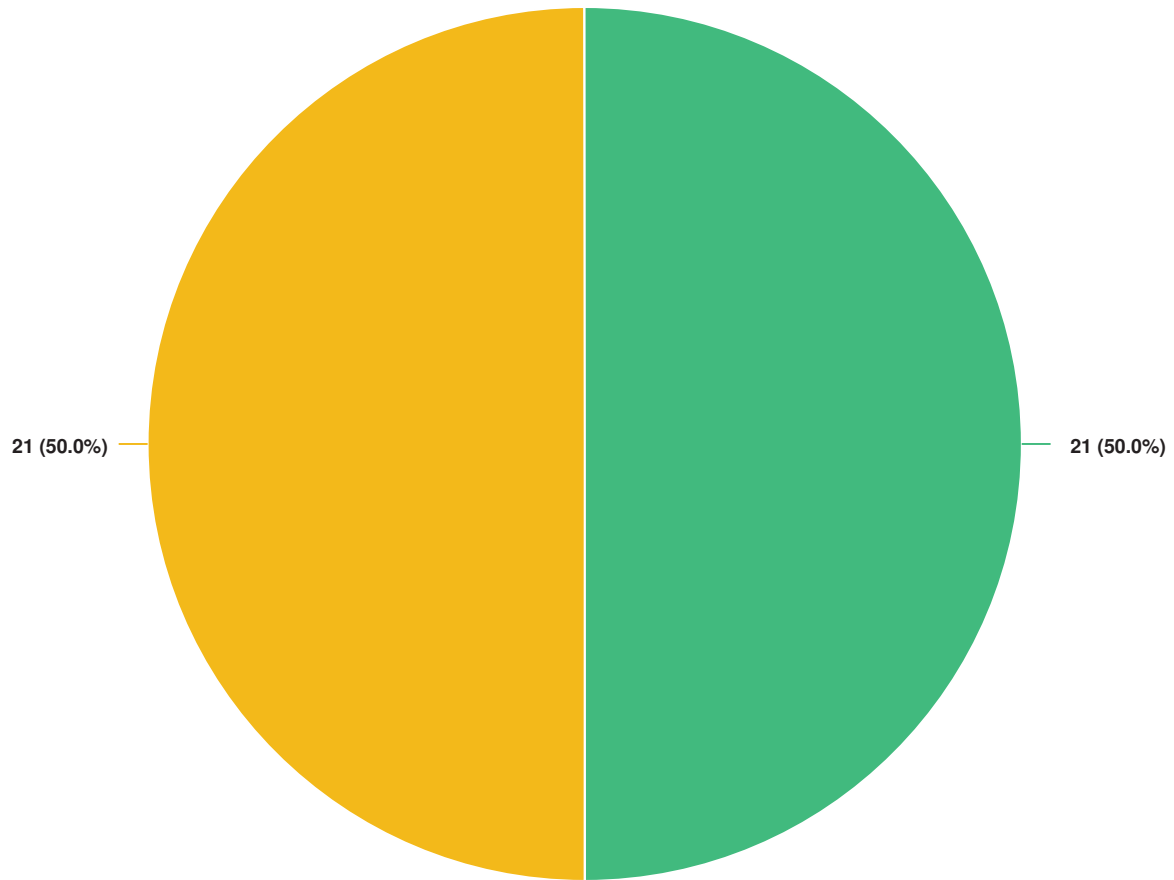
Question options

- Other (please specify) None of these locations Waterloo Stratford Simcoe St. Thomas
- St. Marys Port Dover New Hamburg London Kitchener Guelph Dorchester
- Cambridge Brantford

Optional question (24 response(s), 18 skipped)

Question type: Checkbox Question

Would you like to receive updates about this project?



Question options

- Yes (Please enter your email address in the box below) No

Optional question (42 response(s), 0 skipped)

Question type: Radio Button Question

Survey Responses

12 June 2020 - 26 June 2023

Survey: Draft recommendations for the Transportation Master Plan

Speak Up, Oxford!

Project: 2024 Transportation Master Plan



VISITORS					
120					
CONTRIBUTORS			RESPONSES		
42			42		
1	41	0	1	41	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 1

Login: Unverified

Responded At: Mar 15, 2023 11:00:52 am

Last Seen: Mar 15, 2023 11:00:52 am

-
- Q1. **Where do you live?** South-West Oxford
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Somewhat important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Not important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Neither agree nor disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Neither agree nor disagree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Neither agree nor disagree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** I do not travel for work / This question does not apply to me

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** About the same as I am now

Q9. **How do you travel to work now? Please check all that apply.** **Other (please explain)**
I farm so I leave for work reasons as needed

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** **Other (please explain)**
I farm, my work is essential and was not concerned with the virus only concern was the restrictions

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**
Zero. Why was that not an option?

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** No

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** **Other (please explain)**
No. Why is that not an option?

Q15. **This section is about inter-community transit.** No

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** not answered

Q17. **Is there anything else you would like to tell us?**

not answered

Q18. **Would you like to receive updates about this project?** not answered



Respondent No: 2

Login: Unverified

Responded At: Mar 15, 2023 12:27:13 pm

Last Seen: Mar 15, 2023 12:27:13 pm

-
- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 1 to 3 times in a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Less often than I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Transit (local bus service, train, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Transit (local bus service, train, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
Never

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? **Other (please explain)**
No retired

Q15. **This section is about inter-community transit.** Yes

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

- Cambridge
- Kitchener
- Port Dover
- St. Marys
- Waterloo

Q17. **Is there anything else you would like to tell us?**

Would like to see a bus route from transit down Devonshire to Landsdowne to Dundas and back to Transit. Maybe 9 am or 10 am to 2pm or 3 pm. An Express bus. Frequency / once an hour I think it would be popular. (I would also like to know if this suggestion is read by our City councillors?)

Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)



Respondent No: 3

Login: Unverified

Responded At: Mar 15, 2023 16:50:38 pm

Last Seen: Mar 15, 2023 16:50:38 pm

- Q1. **Where do you live?** East Zorra-Tavistock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 1 to 3 times in a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Electronic-powered device (e-bike, e-scooter, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Electronic-powered device (e-bike, e-scooter, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
only taxi available here and it is too expensive

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Cambridge
Kitchener
London
New Hamburg
Stratford
Waterloo

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)



Respondent No: 4

Login: Unverified

Responded At: Mar 16, 2023 08:20:47 am

Last Seen: Mar 16, 2023 08:20:47 am

-
- Q1. **Where do you live?** Ingersoll
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Not sure / Don't know
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Not sure / Don't know
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Definitely disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply.

- Personal vehicle (car, motorcycle, truck, etc.)
- Transit (local bus service, train, etc.)
- Inter-community transit (e.g., Southwest Community Transit)
- Carpool or ride sharing

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. None: My job shifted to remote work during the pandemic

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Not sure / don't know

Q15. **This section is about inter-community transit.** Yes

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

Cambridge
Kitchener
London
St. Thomas
Stratford
Waterloo

Q17. **Is there anything else you would like to tell us?**

Bike lanes on the major roads (Charles, King, etc) so children can safely bike to school should be a priority. A bike lane between Thamesford and Ingersoll on highway 19 and other highways between communities would increase the safety dramatically and make it possible to bike these.

Q18. **Would you like to receive updates about this project?**

Yes (Please enter your email address in the box below)



Respondent No: 5

Login: Unverified

Responded At: Mar 16, 2023 08:28:52 am

Last Seen: Mar 16, 2023 08:28:52 am

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Somewhat agree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 1 to 3 times in a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Does not apply to me

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
Do not use this service

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Guelph
London
Stratford

Q17. Is there anything else you would like to tell us?

We find that the large buses passing through our street are always empty. Wondering if a plan to use smaller buses in the future is being considered.

Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)



Respondent No: 6

Login: Unverified

Responded At: Mar 16, 2023 11:40:08 am

Last Seen: Mar 16, 2023 11:40:08 am

- Q1. **Where do you live?** South-West Oxford
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Not sure
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not sure / Don't know
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? not answered

Q9. How do you travel to work now? Please check all that apply. not answered

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. not answered

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? not answered

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? not answered

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

As a retired pastor living in Sweaburg who is also on call for pastoral support at Woodstock Hospital, I would drive my car. It is really important to have 'bus service' for those in the country needing to get to medical appointments in town.

Q18. Would you like to receive updates about this **Yes (Please enter your email address in the box below)**
project?



Respondent No: 7

Login: Unverified

Responded At: Mar 16, 2023 11:59:28 am

Last Seen: Mar 16, 2023 11:59:28 am

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Somewhat disagree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives** How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

- | | |
|--|----------------------------|
| ELECTRIC VEHICLES: Investment in public charging stations | Definitely agree |
| AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues | Somewhat disagree |
| ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. | Neither agree nor disagree |
| NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) | Neither agree nor disagree |

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** 4 or more times a week

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** About the same as I am now

Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)
Active transportation (cycling, walking, rollerblading, etc.)

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)
Active transportation (cycling, walking, rollerblading, etc.)

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**
None

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** About the same

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
Guelph
Kitchener

Q17. Is there anything else you would like to tell us?

The lack of cycling and even walking infrastructure is really holding back many would be active commuters. Bike lanes are good but, separated bike lanes or trails should be the goal. The south end of Woodstock in particular needs some serious effort. Also, why is active commuting ignored for industrial areas? Big wide roads with no sidewalk or trail make for higher speeds and reckless driving putting active commuters at risk. On the topic of active commuting, around the big box stores, why do pedestrians have to use the same entrance as cars? Why not create shortcuts for pedestrians so they're not walking double or more the distance just to get to the store front.

Q18. Would you like to receive updates about this project? **Yes (Please enter your email address in the box below)**



Respondent No: 8

Login: Unverified

Responded At: Mar 17, 2023 09:00:29 am

Last Seen: Mar 17, 2023 09:00:29 am

Q1. **Where do you live?** Norwich Township

Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes

Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?

ROAD SAFETY: Traffic calming, managing speed and collisions Very important

MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important

ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important

SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important

Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?

RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important

TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important

Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?

INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree

COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree

TILLSONBURG AIRPORT: Connecting bus service Definitely agree

COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree

SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 1 to 3 times in a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? More often than I am now

Q9. How do you travel to work now? Please check all that apply. Transit (local bus service, train, etc.)
Inter-community transit (e.g., Southwest Community Transit)
Active transportation (cycling, walking, rollerblading, etc.)
Ride service (taxi, Uber, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Active transportation (cycling, walking, rollerblading, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 10 - 20

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Other (please explain)

I use TGO when I can but there are issues with the service, the times do not align with Via Rail trains so many times I have to take a taxi. Brant has a van system which is half the price and will bring you door to door with more times available. This to me would be better for Oxford since the people who use it the most would get better service at a better price. The lack of ridership is more based on these items in my view as I would use much more if it was like the Brant system and connect better into these other counties. So YES I would use more if it was a mix of Brants system and connecting and expanding into different communities.

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
Cambridge
Dorchester
Guelph
Kitchener
London
Simcoe
Stratford
Waterloo

Other (please specify)

Paris, Delhi, St. George,

Q17. Is there anything else you would like to tell us?

Please look into Brant Transit and their bookable van system to replace TGO or correct TGO to have better coverage with more stops and more times on weekends/holidays, evenings etc. Taxi services do not leave Woodstock after 9:30pm so really difficult to get a taxi from Via Rail late-night or weekend trains. People need these services to get groceries, to access fitness, appointments etc. We would be using much more if the price was more aligned to Brant and was point-to-point like their system. Also, should allow and have bike racks so we can take bikes or take back after long rides. It would also be nice if there were more priorities for bike resources like lockable racks for fitness throughout the county, it would boost tourism throughout the county.

Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)



Respondent No: 9

Login: Unverified

Responded At: Mar 17, 2023 10:59:24 am

Last Seen: Mar 17, 2023 10:59:24 am

-
- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Definitely agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Not sure / Don't know

Q9. How do you travel to work now? Please check all that apply. **Other (please explain)**
Retired

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. **Other (please explain)**
Retired

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Not sure / don't know

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Not sure / Don't know

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project? No



Respondent No: 10

Login: Unverified

Responded At: Mar 18, 2023 15:09:08 pm

Last Seen: Mar 18, 2023 15:09:08 pm

-
- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Not sure
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Neither agree nor disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations	Somewhat agree
AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues	Definitely disagree
ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc.	Neither agree nor disagree
NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another)	Neither agree nor disagree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?**

I do not travel for work / This question does not apply to me

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?**

Does not apply to me

Q9. **How do you travel to work now? Please check all that apply.**

Other (please explain)
Retired

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.**

Other (please explain)
Retired

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?**

Other (please explain)
0

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?**

No

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**

No

Q14. **Are you planning to buy an electric vehicle?**

Maybe, but more than five years from now

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?**

Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
London
Stratford

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

No



Respondent No: 11

Login: Unverified

Responded At: Mar 19, 2023 08:24:18 am

Last Seen: Mar 19, 2023 08:24:18 am

-
- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Somewhat important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely disagree
- TILLSONBURG AIRPORT: Connecting bus service Definitely disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? **Other (please explain)**
Never. The extraction of lithium harms the environment more than oil. The grid cannot support charging all of these cars, and the added requirements for generating electricity are not in place.

Q15. **This section is about inter-community transit.** Yes

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

Brantford
Cambridge
Kitchener
London
Stratford
Waterloo

Q17. **Is there anything else you would like to tell us?**

not answered

Q18. **Would you like to receive updates about this project?** No



Respondent No: 12

Login: Unverified

Responded At: Mar 20, 2023 14:17:36 pm

Last Seen: Mar 20, 2023 14:17:36 pm

-
- Q1. **Where do you live?** East Zorra-Tavistock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** No
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not sure / Don't know
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Neither agree nor disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Less often than I am now

Q9. How do you travel to work now? Please check all that apply. None: I work from home

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. None: I have always worked from home

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Not sure / Don't know

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to
travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this
project?

Yes (Please enter your email address in the box below)



Respondent No: 13

Login: Unverified

Responded At: Mar 20, 2023 15:26:57 pm

Last Seen: Mar 20, 2023 15:26:57 pm

- Q1. **Where do you live?** Ingersoll
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. None: I work from home

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. None: My job shifted to remote work during the pandemic

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Cambridge
Dorchester
Kitchener
London
St. Marys
St. Thomas
Stratford

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

No



Respondent No: 14

Login: Unverified

Responded At: Mar 22, 2023 08:19:06 am

Last Seen: Mar 22, 2023 08:19:06 am

- Q1. **Where do you live?** East Zorra-Tavistock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations	Somewhat agree
AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues	Neither agree nor disagree
NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another)	Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?

4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home?

Not sure / Don't know

Q9. How do you travel to work now? Please check all that apply.

Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.

Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?

Other (please explain)
Never

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?

No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?

No

Q14. Are you planning to buy an electric vehicle?

Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

No

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

Can you please add another bridge over Pittock? Woodstock North is not at all connected properly to Woodstock with the only access at the very far West and East. There need to be a third bridge in the middle to connect the new construction on the 17th to town directly and not put increased pressure on the existing roads.

Q18. Would you like to receive updates about this No
project?



Respondent No: 15

Login: Unverified

Responded At: Mar 22, 2023 08:32:43 am

Last Seen: Mar 22, 2023 08:32:43 am

Q1. **Where do you live?** Norwich Township

Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes

Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?

ROAD SAFETY: Traffic calming, managing speed and collisions Not important

MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Not important

ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important

SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important

Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?

RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important

TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important

Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?

INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree

COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree

TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree

COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree

SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Electronic-powered device (e-bike, e-scooter, etc.)
Transit (local bus service, train, etc.)
Inter-community transit (e.g., Southwest Community Transit)
Active transportation (cycling, walking, rollerblading, etc.)
Ride service (taxi, Uber, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Active transportation (cycling, walking, rollerblading, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 5 - 10

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

<p>Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?</p>	<p>Other (please explain) It needs to become a door to door service like Brant County</p>
<p>Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.</p>	<p>Brantford Other (please specify) Toronto</p>
<p>Q17. Is there anything else you would like to tell us?</p> <p>TGO needs to be improved and converted to point to point in the county and connections to neighboring counties. Should all connect. More via rail advocacy and connections to be able to access and promote tourism in our area by making it easier for cyclists, public transport etc.</p>	
<p>Q18. Would you like to receive updates about this project?</p>	<p>No</p>



Respondent No: 16

Login: Unverified

Responded At: Mar 23, 2023 13:56:44 pm

Last Seen: Mar 23, 2023 13:56:44 pm

- Q1. **Where do you live?** Ingersoll
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Not important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not sure / Don't know
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** 4 or more times a week

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Not sure / Don't know

Q9. **How do you travel to work now? Please check all that apply.** Active transportation (cycling, walking, rollerblading, etc.)

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** None: I have always worked from home

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** 1 - 5

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** Yes

Q13. **The questions in this section ask for more input on electric vehicles.Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** **Other (please explain)**
Not required I walk

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

Bike lanes are very important along with bike awareness as sometimes you take your life in your own hands...I previously rode to Woodstock from Ingersoll for work but it got real scary so I stopped

Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)



Respondent No: 17

Login: Unverified

Responded At: Mar 24, 2023 02:21:27 am

Last Seen: Mar 24, 2023 02:21:27 am

-
- Q1. **Where do you live?** South-West Oxford
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat agree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives** How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** 4 or more times a week

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Does not apply to me

Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** Other (please explain)
Worked different job and worked from home at the time

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** Other (please explain)
Never

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** No

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** Yes

Q14. **Are you planning to buy an electric vehicle?** Yes, in five years or less

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** Not sure / Don't know

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project? No



Respondent No: 18

Login: Unverified

Responded At: Mar 24, 2023 08:39:28 am

Last Seen: Mar 24, 2023 08:39:28 am

- Q1. **Where do you live?** South-West Oxford
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Neither agree nor disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
0 times, I will drive with friends and family occasionally

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Not sure / Don't know

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to
travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this
project?

Yes (Please enter your email address in the box below)



Respondent No: 19

Login: Unverified

Responded At: Mar 24, 2023 19:04:07 pm

Last Seen: Mar 24, 2023 19:04:07 pm

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Definitely agree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Does not apply to me

Q9. How do you travel to work now? Please check all that apply. Transit (local bus service, train, etc.)
Inter-community transit (e.g., Southwest Community Transit)
Ride service (taxi, Uber, etc.)
Carpool or ride sharing

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Transit (local bus service, train, etc.)
Ride service (taxi, Uber, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 10 - 20

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? About the same

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. **This section is about inter-community transit.** Yes

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

Brantford
Cambridge
Dorchester
Guelph
Kitchener
London
New Hamburg
Port Dover
St. Marys
St. Thomas
Simcoe
Stratford
Waterloo
Other (please specify)
Toronto

Q17. **Is there anything else you would like to tell us?**

I would like to see sunday bus service to get to and from church. Preferibly 8 - 10 and holiday service

Q18. **Would you like to receive updates about this project?**

Yes (Please enter your email address in the box below)



Respondent No: 20

Login: Registered

Responded At: Mar 25, 2023 07:42:56 am

Last Seen: Mar 25, 2023 11:42:56 am

-
- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** No
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Neither agree nor disagree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 1 to 3 times in a month

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Not sure / don't know

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? No

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

Those with disabilities social anxieties can not use public transport without long term adverse affects. There are no environmental considerations for wildlife and corridors for their transportation especially in their peak movements in spring and fall. No mention of clear span crossings at all watercourses, including municipal drains which are corridors and potential hazards for culvert blowouts Although this is apparently only considering county roads, it should incorporate all road infrastructure within the county irregardless of whether the transport network is considered in a lower tier. New subdivisions in development will require new road connections to county roads. The county must have an overall plan for new growth and how to incorporate new intersections with roundabouts to keep traffic flowing and reducing speeds Providing contact information should not be mandatory to submit feedback

Q18. Would you like to receive updates about this No
project?



Respondent No: 21

Login: Unverified

Responded At: Mar 25, 2023 20:00:25 pm

Last Seen: Mar 25, 2023 20:00:25 pm

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Not important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Neither agree nor disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat agree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** I do not travel for work / This question does not apply to me

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Not sure / Don't know

Q9. **How do you travel to work now? Please check all that apply.** not answered

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** Active transportation (cycling, walking, rollerblading, etc.)

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** not answered

Q13. **The questions in this section ask for more input on electric vehicles.Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** Not sure / don't know

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** Not sure / Don't know

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. None of these locations

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project? No



Respondent No: 22

Login: Unverified

Responded At: Mar 26, 2023 21:53:41 pm

Last Seen: Mar 26, 2023 21:53:41 pm

-
- Q1. **Where do you live?** Ingersoll
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Definitely agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 1 to 3 times in a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Carpool or ride sharing

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Carpool or ride sharing

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford

London

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

No



Respondent No: 23

Login: Unverified

Responded At: Mar 27, 2023 14:23:18 pm

Last Seen: Mar 27, 2023 14:23:18 pm

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not sure / Don't know
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Definitely agree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Neither agree nor disagree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely disagree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** I do not travel for work / This question does not apply to me

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** **Other (please explain)**
retired but travel to look after 90 year old father in town who lives in his own apartment and sometimes travel to help look after grandchildren out of town.

Q9. **How do you travel to work now? Please check all that apply.** **Other (please explain)**
use own vehicle to look after family

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** **Other (please explain)**
retired and used own vehicle to travel to look after father and grandkids

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**
none, use own vehicle if longer than 10 to walk to grocery store

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** No

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** **Other (please explain)**
no, they are not safe, not convenient and manufacturing of raw battery materials cause more destruction to the environment than any of our traditional vehicles.

Q15. **This section is about inter-community transit.** Not sure / Don't know

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** London

Q17. **Is there anything else you would like to tell us?**

people need to really dive into the research into how the raw materials for battery manufacturing effects our environment plus the destruction of rain forests, animal habitats, plants and so fourth plus the very terrible dangers of waste from the all the old vehicle batteries.. Its far better to stay with our current oil, natural gas and coal. We have the technology to reduce the ill effects from our traditional manufacturing of energy supplies.

Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**



Respondent No: 24

Login: Unverified

Responded At: Mar 28, 2023 16:30:22 pm

Last Seen: Mar 28, 2023 16:30:22 pm

- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Does not apply to me

Q9. How do you travel to work now? Please check all that apply. **Other (please explain)**
Retired

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
Never

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

- Cambridge
- Guelph
- Kitchener
- London
- Port Dover
- Waterloo

Q17. Is there anything else you would like to tell us?

Safe cycling infrastructure is very important

Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)



Respondent No: 25

Login: Unverified

Responded At: Mar 28, 2023 19:57:35 pm

Last Seen: Mar 28, 2023 19:57:35 pm

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Somewhat important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Neither agree nor disagree
 - TILLSONBURG AIRPORT: Connecting bus service Somewhat disagree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Less often than I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
Cambridge
Kitchener
London
St. Marys
St. Thomas
Stratford
Waterloo

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

No



Respondent No: 26

Login: Unverified

Responded At: Mar 29, 2023 10:23:59 am

Last Seen: Mar 29, 2023 10:23:59 am

- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Definitely agree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives** How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat agree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** 1 to 3 times in a week

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Not sure / Don't know

Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)
None: My job shifted to remote work during the pandemic

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**
NONE

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** No

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** Not sure / don't know

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

- Brantford
 - Cambridge
 - Guelph
 - Kitchener
 - London
 - Port Dover
 - St. Thomas
 - Simcoe
 - Waterloo
-

Q17. Is there anything else you would like to tell us?

very interested in seeing commuter transit developed/ current options increase in frequency of service delivery for the region to minimize car commute into Toronto or larger metropolitan cities

Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)



Respondent No: 27

Login: Unverified

Responded At: Mar 30, 2023 17:10:25 pm

Last Seen: Mar 30, 2023 17:10:25 pm

- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** No
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Not important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Not important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? **Other (please explain)**
self employed, must leave home every day

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
never, not available

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? **Other (please explain)**
never

Q15. **This section is about inter-community transit.** No

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** not answered

Q17. **Is there anything else you would like to tell us?**

no

Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)



Respondent No: 28

Login: Unverified

Responded At: Mar 30, 2023 17:29:50 pm

Last Seen: Mar 30, 2023 17:29:50 pm

-
- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** No
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Not important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Definitely agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat disagree
-

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat agree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** 4 or more times a week

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Less often than I am now

Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** None: My job shifted to remote work during the pandemic

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** 1 - 5

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** No

Q13. **The questions in this section ask for more input on electric vehicles.Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** Not sure / don't know

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** No

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

Excited to participate however the survey is biased and leading in various categories / It is not the Tillsonburg Airport ... it is the Tillsonburg Regional Airport that received ZERO supportive funding from the County of Oxford - Higher priorities remain commercial short-line rail connectivity, inter-community transportation and adopting priorities of the Minister of Transportation's Draft Master Plan (Connecting the Southwest), enhancing safety for rural agricultural vehicles and review of railway crossing safety issues.

Q18. Would you like to receive updates about this No
project?



Respondent No: 29

Login: Unverified

Responded At: Mar 30, 2023 19:23:51 pm

Last Seen: Mar 30, 2023 19:23:51 pm

-
- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Neither agree nor disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat disagree
- TILLSONBURG AIRPORT: Connecting bus service Definitely agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? More often than I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. None: My job shifted to remote work during the pandemic

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? No

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

I think support of the Tillsonburg Airport needs to be a focus. The amount lives that ORNG air services and search and rescue have saved lives really needs to be a focus. This is a regional facility and needs to be treated like it.

Q18. Would you like to receive updates about this **Yes (Please enter your email address in the box below)**
project?



Respondent No: 30

Login: Unverified

Responded At: Apr 02, 2023 20:49:01 pm

Last Seen: Apr 02, 2023 20:49:01 pm

Q1. **Where do you live?** Norwich Township

Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes

Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?

ROAD SAFETY: Traffic calming, managing speed and collisions Not important

MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Not important

ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important

SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important

Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?

RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important

TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important

Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?

INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree

COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree

TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree

COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree

SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? More often than I am now

Q9. How do you travel to work now? Please check all that apply. Transit (local bus service, train, etc.)
Inter-community transit (e.g., Southwest Community Transit)
Active transportation (cycling, walking, rollerblading, etc.)
Ride service (taxi, Uber, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Active transportation (cycling, walking, rollerblading, etc.)
Ride service (taxi, Uber, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 5 - 10

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Not sure / don't know

Q15. **This section is about inter-community transit.** Yes

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

- Brantford
- Cambridge
- Dorchester
- Guelph
- Kitchener
- London
- Port Dover
- Simcoe
- Waterloo

Q17. **Is there anything else you would like to tell us?**

We should look to Brant County on how their transit system works, it is much more effective compared to the TGO, it is cheaper and much more convenient. Find the current system does not meet the needs of Oxford County and I almost want to move the few km to live in Brant so I can access those services if Oxford doesn't change. With this plan, there is an opportunity to make Oxford better and more accessible. With the Amish communities as well, they need these additional services that are unique to our area and represent our diverse communities. With the Brant transportation, they would be able to be picked up at their farms and brought where needed especially their elderly population. Right now the community helps out. Also, TGO doesn't operate on weekends, holidays, or after hours, even the current schedule means long wait times when trying to return. The busiest time in Woodstock is in the evenings when the factories change shifts, so if there were better transportation options many people could save money going to and from work as well. This seems like a simple fix and would be more environmentally friendly and cost-effective and more convenient and cheaper for Oxford Residents. So this should be a no-brainer and one that could easily be implemented quickly. Please do not let us down.

Q18. **Would you like to receive updates about this project?** No



Respondent No: 31

Login: Unverified

Responded At: Apr 04, 2023 09:44:54 am

Last Seen: Apr 04, 2023 09:44:54 am

-
- Q1. **Where do you live?** East Zorra-Tavistock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely disagree
- TILLSONBURG AIRPORT: Connecting bus service Definitely disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Does not apply to me

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? **Other (please explain)**
0

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? **Other (please explain)**
No

Q15. **This section is about inter-community transit.** No

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** not answered

Q17. **Is there anything else you would like to tell us?**

not answered

Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)



Respondent No: 32

Login: Unverified

Responded At: Apr 04, 2023 23:19:28 pm

Last Seen: Apr 04, 2023 23:19:28 pm

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat disagree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat disagree
 - TILLSONBURG AIRPORT: Connecting bus service Definitely disagree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Other (please explain)
NO

Q15. **This section is about inter-community transit.** No

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** None of these locations

Q17. **Is there anything else you would like to tell us?**

Residents whom live in Woodstock already pay higher property taxes than tillsonburg and ingersoll, We should not have to use out tax money for them to commute for work,shopping etc. Example people choose to purchase houses in ingersoll as houses and taxes our cheaper but want there children to attend schools in Woodstock which cost more to have them bussed to woodstock instead of walking to their local school.

Q18. **Would you like to receive updates about this project?** No



Respondent No: 33

Login: Unverified

Responded At: Apr 05, 2023 03:13:14 am

Last Seen: Apr 05, 2023 03:13:14 am

-
- Q1. **Where do you live?** South-West Oxford
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not sure / Don't know
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Not sure / Don't know

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. None of these locations

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project? No



Respondent No: 34

Login: Unverified

Responded At: Apr 06, 2023 10:48:08 am

Last Seen: Apr 06, 2023 10:48:08 am

-
- Q1. **Where do you live?** Norwich Township
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Neither agree nor disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Somewhat agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Neither agree nor disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Less often than I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? not answered

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Not sure / don't know

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? No

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

I am a farmer. There is need for more roads not subject to half load restrictions in March and April. It seems odd that service trucks from utilities are subject to these same restrictions.

Q18. Would you like to receive updates about this No
project?



Respondent No: 35

Login: Unverified

Responded At: Apr 06, 2023 14:16:15 pm

Last Seen: Apr 06, 2023 14:16:15 pm

-
- Q1. **Where do you live?** South-West Oxford
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Not important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Definitely agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Neither agree nor disagree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 5 - 10

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Other (please explain)
I would only buy a hybrid.

Q15. **This section is about inter-community transit.** No

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** not answered

Q17. **Is there anything else you would like to tell us?**

The Tillsonburg Regional Airport should be expanded to provide passenger flights with small commuter airlines and charter flights.

Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)



Respondent No: 36

Login: Unverified

Responded At: Apr 06, 2023 22:15:31 pm

Last Seen: Apr 06, 2023 22:15:31 pm

- Q1. **Where do you live?** Woodstock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** No
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Definitely agree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Does not apply to me

Q9. How do you travel to work now? Please check all that apply. Transit (local bus service, train, etc.)
Inter-community transit (e.g., Southwest Community Transit)
Active transportation (cycling, walking, rollerblading, etc.)
Ride service (taxi, Uber, etc.)
Carpool or ride sharing

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Transit (local bus service, train, etc.)
Inter-community transit (e.g., Southwest Community Transit)
Active transportation (cycling, walking, rollerblading, etc.)
Ride service (taxi, Uber, etc.)
Carpool or ride sharing

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? More than 20

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Not sure / don't know

Q15. **This section is about inter-community transit.** Yes

This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?

Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

- Brantford
 - Cambridge
 - Dorchester
 - Guelph
 - Kitchener
 - London
 - New Hamburg
 - Port Dover
 - St. Marys
 - St. Thomas
 - Simcoe
 - Stratford
 - Waterloo
-

Q17. **Is there anything else you would like to tell us?**

No

Q18. **Would you like to receive updates about this project?**

Yes (Please enter your email address in the box below)



Respondent No: 37

Login: Unverified

Responded At: Apr 08, 2023 20:15:01 pm

Last Seen: Apr 08, 2023 20:15:01 pm

-
- Q1. **Where do you live?** East Zorra-Tavistock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Somewhat agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Somewhat agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Somewhat agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Does not apply to me

Q9. How do you travel to work now? Please check all that apply. **Other (please explain)**
Retired and don't work

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. not answered

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? not answered

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? not answered

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? Yes

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? No

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project? No



Respondent No: 38

Login: Unverified

Responded At: Apr 11, 2023 10:12:18 am

Last Seen: Apr 11, 2023 10:12:18 am

Q1. **Where do you live?** East Zorra-Tavistock

Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes

Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road network**Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?

ROAD SAFETY: Traffic calming, managing speed and collisions Very important

MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important

ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important

SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important

Q4. **PRIORITY AREA: Goods movement** How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?

RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Not important

TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Not important

Q5. **PRIORITY AREA: Public transportation**A strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?

INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree

COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree

TILLSONBURG AIRPORT: Connecting bus service Somewhat agree

COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree

SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree

Q6. **PRIORITY AREA: Low carbon transportation and new technology alternatives**How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Somewhat agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Somewhat agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Somewhat agree

Q7. **The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work?** 1 to 3 times in a week

Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Less often than I am now

Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

Q10. **When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.** None: My job shifted to remote work during the pandemic

Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**
zero. I live in the country and nothing is available

Q12. **Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)?** No

Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

Q14. **Are you planning to buy an electric vehicle?** Not sure / don't know

Q15. **This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded?** Not sure / Don't know

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

Quality accessible transit for seniors to get to appointments and complete routine activities such as grocery shopping is important

Q18. Would you like to receive updates about this No
project?



Respondent No: 39
Login: Unverified

Responded At: Apr 11, 2023 17:02:09 pm
Last Seen: Apr 11, 2023 17:02:09 pm

- Q1. **Where do you live?** East Zorra-Tavistock
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
 - MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
 - ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Somewhat important
 - SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Somewhat important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
 - TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
 - COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
 - TILLSONBURG AIRPORT: Connecting bus service Somewhat agree
 - COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
 - SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternativesHow important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? Less often than I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
Cambridge
Guelph
Kitchener
London
New Hamburg
Stratford
Waterloo

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

No



Respondent No: 40

Login: Unverified

Responded At: Apr 11, 2023 17:10:44 pm

Last Seen: Apr 11, 2023 17:10:44 pm

-
- Q1. **Where do you live?** Blandford-Blenheim
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Somewhat important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Very important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Neither agree nor disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Definitely agree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Definitely agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Definitely agree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Definitely agree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Yes, in five years or less

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
Cambridge
Kitchener
New Hamburg
Stratford
Waterloo

Q17. Is there anything else you would like to tell us?

not answered

Q18. Would you like to receive updates about this project?

No



Respondent No: 41

Login: Unverified

Responded At: Apr 13, 2023 06:57:42 am

Last Seen: Apr 13, 2023 06:57:42 am

-
- Q1. **Where do you live?** Norwich Township
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Somewhat important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Somewhat important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Very important
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Somewhat important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Neither agree nor disagree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Neither agree nor disagree
- TILLSONBURG AIRPORT: Connecting bus service Definitely disagree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Somewhat agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Neither agree nor disagree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Neither agree nor disagree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? 4 or more times a week

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Active transportation (cycling, walking, rollerblading, etc.)

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? Other (please explain)
NOT AT ALL

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? Yes

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Maybe, but more than five years from now

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? No

Q16. If you answered "Yes" to the question above, to not answered

which communities are you most likely to travel? Check all that apply.

Q17. Is there anything else you would like to tell us?

I would like to see more paved bike/walking trails between municipalities in the county. The shoulders of our roads are definitely not the safest place to be walking or cycling - especially in more rural areas.

Q18. Would you like to receive updates about this **Yes (Please enter your email address in the box below)**
project?



Respondent No: 42

Login: Unverified

Responded At: Apr 15, 2023 16:43:28 pm

Last Seen: Apr 15, 2023 16:43:28 pm

-
- Q1. **Where do you live?** Tillsonburg
-
- Q2. **Is this your first time giving feedback on the 2024 Transportation Master Plan?** Yes
-
- Q3. **The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. PRIORITY AREA: Building the road networkOur communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.How important are the following areas in building a safe, reliable road network?**
- ROAD SAFETY: Traffic calming, managing speed and collisions Very important
- MANAGING FUTURE GROWTH: Road widening and building road capacity while encouraging work from home Very important
- ACTIVE TRANSPORTATION: Bike lanes and trails, pedestrian safety, etc. Very important
- SUSTAINABILITY: Planning for the future by considering new technology, low carbon travel options, and "micro mobility," such as use of e-bikes, bike rental programs, etc. Not sure / Don't know
-
- Q4. **PRIORITY AREA: Goods movement How important are the following areas in building a strong commercial transportation system that supports the local and regional economy?**
- RAIL FREIGHT: Investing in rail infrastructure, working with other municipalities to enhance rail freight options Somewhat important
- TRUCK FREIGHT: Priority roads for trucks, exploring a "freight village" at Highway 401/403 Very important
-
- Q5. **PRIORITY AREA: Public transportationA strong public transportation system supports the economy and builds healthy communities. How important are the following in building a reliable public transportation system?**
- INTER-COMMUNITY TRANSIT: Coach bus routes like Tillsonburg's T:GO, exploring service in north Oxford Definitely agree
- COMMUTER RAIL: Advocacy for better VIA service, linking inter-community bus routes to commuter rail (like GO Train) Definitely agree
- TILLSONBURG AIRPORT: Connecting bus service Definitely agree
- COMMUTING: Carpooling/ride sharing lots, mobility hubs where different types of transit link up Definitely agree
- SUSTAINABILITY: Future planning and policies that approach transportation as a basic human right Definitely agree
-

Q6. PRIORITY AREA: Low carbon transportation and new technology alternatives How important are the following in building a local transportation system that can be sustained into the future without negative impacts to the environment, community and economy?

ELECTRIC VEHICLES: Investment in public charging stations Neither agree nor disagree

AUTONOMOUS VEHICLES: Testing areas, establishing routes, monitoring safety issues Somewhat agree

ALTERNATIVE FUELS: Exploring use of solar-powered charging stations, compressed natural gas, etc. Neither agree nor disagree

NEW TECHNOLOGY: Exploring electric-powered buses, connected vehicles (networks that allow vehicles to talk to one another) Neither agree nor disagree

Q7. The questions in this section are about the different ways people travel through the County, with a focus on travel for work. How many days a week do you leave your home to travel to work? I do not travel for work / This question does not apply to me

Q8. Thinking ahead to the next five years, how often do you expect to work from home? About the same as I am now

Q9. How do you travel to work now? Please check all that apply. None: I work from home

Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply. Personal vehicle (car, motorcycle, truck, etc.)
Transit (local bus service, train, etc.)

Q11. How many times a month do you use a ride service (taxi, Uber, etc.)? 1 - 5

Q12. Do you use active transportation (such as cycling, walking, rollerblading, etc.) to travel to work more often now than before the pandemic (pre-2019)? No

Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now? No

Q14. Are you planning to buy an electric vehicle? Not sure / don't know

Q15. This section is about inter-community transit. This type of travel usually involves coach bus or commuter trains between different communities in a region. Would you use inter-community transit for travel if the network (range of cities and towns) was expanded? Yes

Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Cambridge
Kitchener
London
Simcoe

Q17. Is there anything else you would like to tell us?

Via train to Brampton/GTA

Q18. Would you like to receive updates about this project?

No

Survey comments:

Draft recommendations for the Transportation Master Plan

PHASE 2 PUBLIC CONSULTATION

June 26, 2023

2024 Transportation Master Plan

Q17 | Is there anything else you would like to tell us?

3/15/2023 12:27 PM

Would like to see a bus route from transit down Devonshire to Landsdowne to Dundas and back to Transit. Maybe 9 am or 10 am to 2pm or 3 pm. An Express bus. Frequency / once an hour I think it would be popular. (I would also like to know if this suggestion is read by our City councillors?)

3/16/2023 08:20 AM

Bike lanes on the major roads (Charles, King, etc) so children can safely bike to school should be a priority. A bike lane between Thamesford and Ingersoll on highway 19 and other highways between communities would increase the safety dramatically and make it possible to bike these.

3/16/2023 08:28 AM

We find that the large buses passing through our street are always empty. Wondering if a plan to use smaller buses in the future is being considered.

3/16/2023 11:40 AM

As a retired pastor living in Sweaburg who is also on call for pastoral support at Woodstock Hospital, I would drive my car. It is really important to have 'bus service' for those in the country needing to get to medical appointments in town.

3/16/2023 11:59 AM

The lack of cycling and even walking infrastructure is really holding back many would be active commuters. Bike lanes are good but, separated bike lanes or trails should be the goal. The south end of Woodstock in particular needs some serious effort. Also, why is active commuting ignored for industrial areas? Big wide roads with no sidewalk or trail make for higher speeds and reckless driving putting active commuters at risk. On the topic of active commuting, around the big box stores, why do pedestrians have to use the same entrance as cars? Why not create shortcuts for pedestrians so they're not walking double or more the distance just to get to the store front.

3/17/2023 09:00 AM

Please look into Brant Transit and their bookable van system to replace TGO or correct TGO to have better coverage with more stops and more times on weekends/holidays, evenings etc. Taxi services do not leave Woodstock after 9:30pm so really difficult to get a taxi from Via Rail late-night or weekend trains. People need these services to get groceries, to access fitness, appointments etc. We would be using much more if the price was more aligned to Brant and was point-to-

point like their system. Also, should allow and have bike racks so we can take bikes or take back after long rides. It would also be nice if there were more priorities for bike resources like lockable racks for fitness throughout the county, it would boost tourism throughout the county.

3/22/2023 08:19 AM

Can you please add another bridge over Pittock? Woodstock North is not at all connected properly to Woodstock with the only access at the very far West and East. There need to be a third bridge in the middle to connect the new construction on the 17th to town directly and not put increased pressure on the existing roads.

3/22/2023 08:32 AM

TGO needs to be improved and converted to point to point in the county and connections to neighboring counties. Should all connect. More via rail advocacy and connections to be able to access and promote tourism in our area by making it easier for cyclists, public transport etc.

3/23/2023 01:56 PM

Bike lanes are very important a long with bike awareness as sometimes you take your life in your own hands...I previously rode to Woodstock from Ingersoll for work but it got real scary so I stopped

3/24/2023 07:04 PM

I would like to see sunday bus service to get to and from church. Preferibly 8 - 10 and holiday service

3/25/2023 07:42 AM

Those with disabilities social anxieties can not use public transport without long term adverse affects. There are no environmental considerations for wildlife and corridors for their transportation especially in their peak movements in spring and fall. No mention of clear span crossings at all watercourses, including municipal drains which are corridors and potential hazards for culvert blowouts Although this is apparently only considering county roads, it should incorporate all road infrastructure within the county irregardless of whether the transport network is considered in a lower tier. New subdivisions in development will require new road connections to county roads. The county must have an overall plan for new growth and how to incorporate new intersections with roundabouts to keep traffic flowing and reducing speeds Providing contact information should not be mandatory to submit feedback

3/27/2023 02:23 PM

people need to really dive into the research into how the raw materials for battery manufacturing effects our environment plus the

destruction of rain forests, animal habitats, plants and so fourth plus the very terrible dangers of waste from the all the old vehicle batteries.. Its far better to stay with our current oil, natural gas and coal. We have the technology to reduce the ill effects from our traditional manufacturing of energy supplies.

Safe cycling infrastructure is very important

3/28/2023 04:30 PM

very interested in seeing commuter transit developed/ current options increase in frequency of service delivery for the region to minimize car commute into Toronto or larger metropolitan cities

3/29/2023 10:23 AM

no

3/30/2023 05:10 PM

Excited to participate however the survey is biased and leading in various categories / It is not the Tillsonburg Airport ... it is the Tillsonburg Regional Airport that received ZERO supportive funding from the County of Oxford - Higher priorities remain commercial short-line rail connectivity, inter-community transportation and adopting priorities of the Minister of Transportation's Draft Master Plan (Connecting the Southwest), enhancing safety for rural agricultural vehicles and review of railway crossing safety issues.

3/30/2023 05:29 PM

I think support of the Tillsonburg Airport needs to be a focus. The amount lives that ORNG air services and search and rescue have saved lives really needs to be a focus. This is a regional facility and needs to be treated like it.

3/30/2023 07:23 PM

We should look to Brant County on how their transit system works, it is much more effective compared to the TGO, it is cheaper and much more convenient. Find the current system does not meet the needs of Oxford County and I almost want to move the few km to live in Brant so I can access those services if Oxford doesn't change. With this plan, there is an opportunity to make Oxford better and more accessible. With the Amish communities as well, they need these additional services that are unique to our area and represent our diverse communities. With the Brant transportation, they would be able to be picked up at their farms and brought where needed especially their elderly population. Right now the community helps out. Also, TGO doesn't operate on weekends, holidays, or after hours, even the current schedule means long wait times when trying to

4/02/2023 08:49 PM

return. The busiest time in Woodstock is in the evenings when the factories change shifts, so if there were better transportation options many people could save money going to and from work as well. This seems like a simple fix and would be more environmentally friendly and cost-effective and more convenient and cheaper for Oxford Residents. So this should be a no-brainer and one that could easily be implemented quickly. Please do not let us down.

4/04/2023 11:19 PM

Residents whom live in Woodstock already pay higher property taxes than tillsonburg and ingersoll, We should not have to use out tax money for them to commute for work,shopping etc. Example people choose to purchase houses in ingersoll as houses and taxes our cheaper but want there children to attend schools in Woodstock which cost more to have them bussed to woodstock instead of walking to their local school.

4/06/2023 10:48 AM

I am a farmer. There is need for more roads not subject to half load restrictions in March and April. It seems odd that service trucks from utilities are subject to these same restrictions.

4/06/2023 02:16 PM

The Tillsonburg Regional Airport should be expanded to provide passenger flights with small commuter airlines and charter flights.

4/06/2023 10:15 PM

No

4/11/2023 10:12 AM

Quality accessible transit for seniors to get to appointments and complete routine activities such as grocery shopping is important

4/13/2023 06:57 AM

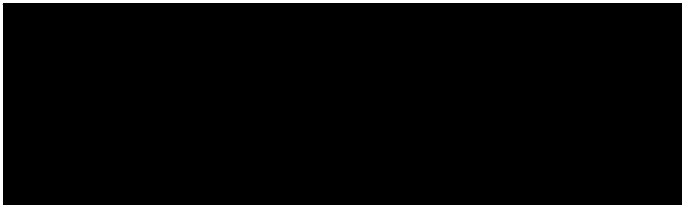
I would like to see more paved bike/walking trails between municipalities in the county. The shoulders of our roads are definitely not the safest place to be walking or cycling - especially in more rural areas.

4/15/2023 04:43 PM

Via train to Brampton/GTA

Optional question (25 response(s), 17 skipped)

Question type: Essay Question



April 11, 2023

Ryan Vink, P.Eng.
Project Manager
Oxford County

John Grieve, MCIP, RPP
Manager, Transportation Planning
Parsons Inc.

Re: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback

Dear Mr. Vink and Mr. Grieve,

This has reference to the Oxford County 2024 Transportation Master Plan Update (TMP), and the Virtual Public Consultation Centre (PCC) #1 and #2, which were conducted on September 27, 2022, and March 21, 2023, respectively. These PCCs were prepared by Parsons, on behalf of Oxford County.

Our representatives have attended both PCCs and during the first PCC, there was no mention or recommendation on the necessity of the realignment of Oxford Road 4 at the Parkinson Road/Towerline Road intersection. However, during the second PCC, it was stated that realignment of the Oxford Road 4 and Parkinson Road/Towerline Road intersection is recommended. Unfortunately, the proposed location of the intersection realignment remains unclear as no technical information or drawings have been provided.

To date, there has been no presentation of technical data in support of the need for the realignment. The only mention of the necessity for the realignment was during the second PCC when it was verbally suggested that the spacing issues between the Highway 401 ramps and the existing Oxford Road 4 intersection along Parkinson Road/Towerline Road necessitated the realignment.

It is pertinent to note that LEA Consulting Ltd., acting on behalf of [REDACTED], had previously prepared a Transportation Impact Study (TIS) for SPA submission in July 2022, in support of a site plan application located at 1491 Parkinson Road (now 1495 Parkinson Rd and 250 Oxford Rd 4). Subsequently, the site plan application was reviewed and approved by the Oxford County and City of Woodstock in October 2022 without consideration of a realignment of Oxford Road 4. It is evident that the County TMP Update was already underway when the County

approved the site plan for 1491 Parkinson Road. Furthermore, it should be noted that the County had not identified any intersection spacing issues through the site plan application process in which the July 2022 TIS report was reviewed and approved.

In light of the above and given the approved site plan, [REDACTED] the Owner of the subject site, strongly opposes the recommendation to realign the said intersection to the west as the realignment would significantly impact the approved site plan and would entirely hold up our development plans for the site.

We urge you to reconsider the recommendation to realign the intersection considering the above.

Sincerely,

[REDACTED]

[REDACTED]
Project Management, Properties Division

cc: Frank Gross
Manager, Transportation & Waste Management
Oxford County

Melissa Abercrombie
Manager, Engineering Services
Oxford County



St. Thomas Site
Administrative Office
1230 Talbot Street
St. Thomas, ON
N5P 1G9

Woodstock Site
410 Buller Street
Woodstock, ON
N4S 4N2

April 14, 2023

Dear Mr. Vink and Mr. Grieve

Our transportation network plays a vital role in the health of Oxford County residents. Southwestern Public Health (SWPH) supports a safe and sustainable transportation system that enables all residents to access vital amenities such as healthcare and educational facilities, employment, healthy food, and recreational opportunities.

A healthy transportation network is safe, affordable, and accessible for all ages and abilities and prioritizes active transportation options like walking, cycling and, where possible, taking public transit. This approach creates complete streets and can assist residents in accessing destinations safely and through active means, thereby creating a safer, healthier community. In 2019, 19.8% of the population in Oxford County were older adults, which is projected to increase to 23.3% by 2025¹. Due to our increasing population of older adults in Oxford County, it is important to ensure that accessibility is considered in all transportation-related planning.

The presentation highlights the importance of active transportation and has excellent initiatives outlined for this, as well as inter-community transit. Community planning that encourages walking and cycling is likely to improve perceived neighbourhood safety, particularly among women, parents of younger children and older adults, and may increase residents' physical activity rates. This approach will also help to lower air pollution levels and mitigate climate change. However, it is important to note that safety concerns keep 1 in 5 Canadians from walking or biking².

The maximizing road safety policy mentioned is vital to ensure ongoing monitoring is occurring and improvements are implemented in all new and re-developments. Deaths and serious injuries can be prevented on our roadways when we work collaboratively and use evidence-based interventions focused on creating safer roads with an emphasis on managing speed. The rates of emergency department visits and hospitalizations were consistently significantly higher in SWPH region compared to Ontario across all years from 2012-2021 for motor vehicle collisions³. These collisions are a considerable burden given the traumatic injury they cause and the lost years of life as they can affect our younger population. London Health Sciences' Centre's data shows the highest risk for trauma is males ages 20-44, and the highest mechanism of traumatic injury is motor collisions⁴.

SWPH supports a safe systems approach to prevent death and serious injury for all road users on our roadways. A safe system strategy, such as Vision Zero, is a multidisciplinary approach bringing together diverse and necessary stakeholders to address the complex problem of road

safety. It prioritizes equity and community engagement and considers many factors contributing to safe mobility, including road design, speed, human behaviours, technology, and policies⁵.

Thank you for the opportunity to comment on the Oxford County Transportation Master Plan. Please feel free to reach out if you have any questions about the information presented or are interested in more resources.

In Partnership,
Meagan Lichti, Public Health Nurse
mlichti@swpublichealth.ca
Cell: 519-719-0436

References

1. Population Projections (2017-2025), IntelliHEALTH ONTARIO, Ontario Ministry of Health and Long-Term Care, Date Extracted: December 17, 2018.
2. Canadian Institute of Health Information (2006). *Improving the Health of Canadians: An introduction to health in urban places*.
3. Public Health Ontario Snapshots Ontario Ministry of Health and Long-Term Care, IntelliHEALTH ONTARIO. Retrieved April 11, 2023 from: <https://www.publichealthontario.ca/en/Data-and-Analysis/Injuries-Data>
4. London Health Sciences Centre Trauma Registry. Injury Prevention Dashboard. Jan-Dec 2021.
5. Parachute. Preventing Injuries. Saving Lives. Vision Zero, December 7, 2022. Available at: <https://parachute.ca/en/program/vision-zero/>

APPENDIX A.15

PCC#2 Summary Report



Public Consultation Centre #2 Summary Report

Oxford County Transportation Master Plan and Oxford Road 4 Corridor
Study

Prepared for: Oxford County

September 2023

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- Appendix A: Notice of Public Consultation Centre #2
- Appendix B: Project Mailing List (excluding Public and Property Owners)
- Appendix C: Pop-Up Event Boards
- Appendix D: Public Consultation Centre #2 Boards
- Appendix E: Stakeholder Responses

1.0 Introduction

Oxford County has retained Parsons Inc. to undertake “Connecting Oxford 2024” the 2024 Transportation Master Plan Update, including review and study of the Oxford Road 4 (OR 4) corridor to identify the possible alternatives to move people and goods most efficiently from the Highway 401 and Highway 403 corridors to the northern part of the County.

The purpose of this report is to provide a summary of the Pop-Up Events and Public Consultation Centre #2 (PCC #2) for the project. The engagement events were held to present the study and the planning process that was undertaken. The engagement events introduced Connecting Oxford 2024 and collected feedback on draft recommendations of road network improvements, supporting policies and strategies, proposed implementation plan and preliminary costing estimate.

2.0 Notice of Public Engagement Events

Prior to PCC #2, the public and interested stakeholders were notified through the Notice of PCC #2 (**Appendix A**). The Notice of PCC #2 was circulated using the following methods: Project website Speak Up, Oxford! (<https://speakup.oxfordcounty.ca/2024tmp>), newspaper (Table 1), media/social media (Table 2), and by mail/email (Table 3). The mailing list is (excluding the public and property owners) is in (**Appendix B**). The Pop-Up Events were advertised by media/social media and Speak Up, Oxford!

TABLE 1: PUBLIC CONSULTATION CENTRE #2 NEWSPAPER POSTINGS

Newspaper	Posting Dates
What’s on Woodstock	<ul style="list-style-type: none"> February 27, 2023
Oxford Review	<ul style="list-style-type: none"> March 1, 2023 March 8, 2023 March 15, 2023
Norfolk-Tillsonburg News	<ul style="list-style-type: none"> March 2, 2023 March 9, 2023 March 16, 2023
Woodstock Sentinel Review	<ul style="list-style-type: none"> February 28, 2023 March 7, 2023 March 14, 2023
Ayr News	<ul style="list-style-type: none"> March 1, 2023 March 8, 2023 March 15, 2023
Wilmot-Tavistock Gazette	<ul style="list-style-type: none"> March 2, 2023 March 9, 2023 March 16, 2023
St. Marys Independent (SMI)	<ul style="list-style-type: none"> March 8, 2023

TABLE 2: PUBLIC CONSULTATION CENTRE #2 MEDIA/SOCIAL MEDIA POSTINGS

Media/Social Media	Posting Dates
104.7 Heart FM, Country 107.3 and CJCS Stratford (radio)	<ul style="list-style-type: none"> March 14, 2023
News release issued to local media	<ul style="list-style-type: none"> March 15, 2023
Facebook, Instagram & Twitter (social media organic posts)	<ul style="list-style-type: none"> Mar 15 – Apr 4
Facebook ads	<ul style="list-style-type: none"> March 22 – March 23 March 27 – March 28 March 29 – March 30 April 5 – April 7
Post Media	<ul style="list-style-type: none"> Mar 27 – April 10
Google	<ul style="list-style-type: none"> April 3-9

TABLE 3: PUBLIC CONSULTATION CENTRE #2 MAIL/EMAIL

Mail/Email	Dates
Agencies and Public (email)	<ul style="list-style-type: none"> March 6, 2023
Property Owners along OR 4 Corridor (mail)	<ul style="list-style-type: none"> March 1, 2023
Indigenous Communities (email and registered mail)	<ul style="list-style-type: none"> March 8, 2023

Three Pop-Up Events and a presentation to Oxford County Council were held leading up to PCC #2 (Table 4). Details of the events are described the following sections.

TABLE 4: PCC #2 PUBLIC ENGAGEMENT EVENTS

Pop Up Event	Location	Date	Time
Public Consultation Centre #2	Virtual	March 21, 2023	6:00pm-7:30pm
Ingersoll Council Chambers	Ingersoll	March 23, 2023	6:00pm-7:00pm
Woodstock Council Chambers	Woodstock	March 28, 2023	6:00pm-7:00pm
Tillsonburg Council Chambers	Tillsonburg	March 30, 2023	6:00pm-7:00pm
Oxford County Council Presentation	Woodstock	July 12, 2023	9:30am

2.1 Ingersoll Council Chambers

Ingersoll Council Chambers took place on March 23, 2023, from 6:00pm-7:00pm in Woodstock. Approximately five people attended this event. The members of the project team present were:

Ryan Vink, Project Manager, Oxford County

John Grieve, Project Manager, Parsons

2.2 Woodstock Council Chambers

Woodstock Council Chambers took place on March 28, 2023 from 6:00pm-7:00pm in Ingersoll. Ten people attended this event. The members of the project team present at the event were:

Ryan Vink, Project Manager, Oxford County

John Grieve, Project Manager, Parsons

2.3 Tillsonburg Council Chambers

Tillsonburg Council Chambers took place on March 30, 2023 from 6:00pm-7:00pm in Tillsonburg. Approximately 15 people attended this event. The members of the project team present were:

Ryan Vink, Project Manager, Oxford County

John Grieve, Project Manager, Parsons

2.4 Public Consultation Centre #2

Public Consultation Centre #2 took place virtually on Microsoft Teams on March 21, 2023 from 6:00pm-7:30pm, and the PCC #2 comment period was March 21, 2023– April 11, 2023. Approximately 27 people registered for this event. The members of the project team present at the were:

Ryan Vink, Project Manager, Oxford County

John Grieve, Project Manager, Parsons

Marianne Alden, Consultation & Engagement Lead, Parsons

3.0 Information Presented

3.1 Pop-Up Event Boards

The boards presented for the Pop-Up events were organized in a manner that effectively presented information on Connecting Oxford 2024. For each of the Pop-Up events, a unique inset map was provided for each location (Woodstock, Ingersoll and Tillsonburg). The boards presented are listed in Table 5, and can be viewed in full in **Appendix C**.

TABLE 5: LIST OF POP-UP EVENT BOARDS

No.	Board Title	No.	Board Title
1.	Welcome	12.	Travel Trends – Active Transportation, Inter-Community Transit, Goods Movement & Rail & Oxford Road 4 Conditions Analysis
2.	Purpose of Public Consultation Centre #2 & What is Connecting Oxford 2024?	13.	Existing Road Network Analysis & Future Road Network Analysis
3.	Connecting Oxford 2024 Vision Statement & TMP: MCEA Process	14.	Collisions Analysis – Urban Intersections & Collisions Analysis – Rural Intersections
4.	What We Heard at Public Consultation Centre #1 (Board 1)	15.	Proposed Infrastructure Implementation Plan (Board 1)
5.	What We Heard at Public Consultation Centre #1 (Board 2)	16.	Proposed Infrastructure Implementation Plan (Board 2)
6.	Program & Project Highlights (Board 1)	17.	Proposed Infrastructure Implementation Plan (Board 3)
7.	Program & Project Highlights (Board 2)	18.	Proposed Infrastructure Implementation Plan (Board 4)
8.	Program & Project Highlights (Board 3)	19.	Supporting Policies and Strategies (Board 1)
9.	Program & Project Highlights (Board 4)	20.	Supporting Policies and Strategies (Board 2)
10.	Program & Project Highlights (Board 5)	21.	Next Steps

11.	The County is Growing & Travel Trends – Origin and Destination Patterns	22	Speak Up!/Connect with Us!/We want to Hear from You!
-----	---	----	--

3.3 Public Consultation Centre #2 Boards

The boards for PCC #2 were first presented virtually during the virtual PCC #2 event, along with a presentation provided by Ryan Vink, John Grieve and Marianne Alden. The project team had a Question & Answer session after the presentation. People were able to ask questions via the Question & Answer module on Microsoft Teams or by raising their hands and unmuting themselves to speak. The presentation recording is on the project website: Speak Up, Oxford! along with AODA compliant slide deck. The materials presented for the PCC #2 included the boards listed in Table 6. The full set of boards is in **Appendix D**.

TABLE 6: LIST OF PUBLIC CONSULTATION CENTRE #2 BOARDS

No.	Board Title	No.	Board Title
1.	Welcome	17.	Travel Trends – Origin and Destination Patterns
2.	House Keeping Items	18.	Travel Trends – Active Transportation, Inter-Community Transit, Goods Movement & Rail
3.	Purpose of Public Consultation Centre #2	19.	Existing Road Network Analysis
4.	What is Connecting Oxford 2024?	20.	Future Road Network Analysis
5.	Connecting Oxford 2024 Vision Statement	21.	Oxford Road 4 Conditions Analysis
6.	Transportation Master Plan: Municipal Class Environmental Assessment Process	22.	Collisions Analysis – Urban Intersections
7.	What We Heard At Public Consultation Centre #1 (Board 1)	23.	Collisions Analysis – Rural Intersections
8.	What We Heard At Public Consultation Centre #1 (Board 2)	24.	Proposed Infrastructure Implementation Plan (Board 1)
9.	What We Heard At Public Consultation Centre #1 (Board 3)	25.	Proposed Infrastructure Implementation Plan (Board 2)
10.	What We Heard At Public Consultation Centre #1 (Board 4)	26.	Proposed Infrastructure Implementation Plan (Board 3)
11.	Program & Project Highlights (Board 1)	27.	Proposed Infrastructure Implementation Plan (Board 4)
12.	Program & Project Highlights (Board 2)	28.	Supporting Policies and Strategies (Board 1)
13.	Program & Project Highlights (Board 3)	29.	Supporting Policies and Strategies (Board 2)
14.	Program & Project Highlights (Board 4)	30.	Next Steps
15.	Program & Project Highlights (Board 5)	31.	Speak Up!/Connect with Us!/We want to Hear from You!
16.	The County Is Growing		

4.0 Comments from the Public

4.1 Pop-Up Events

Summary of comments received at the Pop-Up Events by venue are listed in Table 7.

TABLE 7: SUMMARY OF COMMENTS RECEIVED AT THE POP-UP EVENTS BY VENUE

Ingersoll Council Chambers	
<ul style="list-style-type: none"> Attendees were interested about how the County made the decision to implement a roundabout and how the design of these intersections were completed. Attendees were in favour of the methodology to identify the need for road improvements when a v/c ratio was above 0.8. 	
Woodstock Council Chambers	
<ul style="list-style-type: none"> Attendees were interested in the projects identified for Woodstock. Attendee wanted to see more active transportation infrastructure build, and the connections between the facilities improved. 	
Tillsonburg Council Chambers	
<ul style="list-style-type: none"> Numerous attendees raised concerns over the project population increase for Tillsonburg. Felt it was far too low. There were concerns over the overall safety of the pedestrian crossings which had recently been installed around Town. 	

4.2 Public Consultation Centre #2

There were a number of comments received during the Question-and-Answer Session following the presentation. They are summarized, along with Project Team responses, in Table 8. A stakeholder survey was hosted on the Speak Up, Oxford! website and the responses are in Table 9.

TABLE 8: SUMMARY OF COMMENTS AND RESPONSES FROM PCC#2

Comment	Project Team Response
Is the volume to capacity ratio determined over 24-hour time frame or could there be intermittent times of higher volume?	Volume over capacity measurement is a calculation done over an hour. When assessing a network, the capacity of a travel lane is looked at for that segment or for intersections assessment, the team looks at the capacity of each individual lane. There are peaks within the hour but the measurement taken is the volume of the entire hour over capacity.
How do you see roundabouts figuring into our future transportation plans?	The County sees roundabouts as an integral part of future transportation system. For the infrastructure upgrades and intersection control studies that need to be completed, none of the recommendations state any specific improvements. When the County is looking at any intersection improvements, as part of their sustainability and low carbon initiatives, they are considering roundabouts as alternatives to signalization wherever feasible. While roundabouts are a good intersection control, studies will continue to be conducted to determine if roundabouts are the best intersection control for each location assessed.
Is there any consideration being given to encouraging modal shift from personal cars to buses to reduce road space demands. Could this include free	Yes, there will be goals in the Transportation Master Plan for mode shares. Mode shares and how covid impacted mode shares is a big part of the Transportation Master Plan. It's hard to determine exactly how covid has impacted transportation mode shares. The project team made assumptions based on the changing trends and best quantitative data possible and at

<p>or subsidised bus passes for students and other community groups.</p>	<p>the end of the project this will help determine new mode share targets. Also, as part of the analysis the project team has also reached out to transit authorities and will reach out to railways to see what trends they have observed in 2023 as opposed to pre-pandemic circumstances.</p> <p>The Transportation Master Plan will be encouraging a more environmentally responsible level of mode share change. The bus pass subsidies are more so area municipality initiatives. The County supports an Inter-Community Transit Plan but do not have a transit system themselves so any type of transit initiatives fall under the jurisdiction of each area municipality. All comments received during PCC#2 will be passed onto area municipalities accordingly.</p>
<p>Large parking areas are very poor land use so will OC be looking at modal shift to enable better land use?</p>	<p>Land use and Transportation networks work hand in hand. Local area municipalities have their own land use designations, but an area-specific Master Plan helps inform the needs of the network. Underutilization areas like parking lots may help with growth that will ultimately have an impact on the network and if a mode share shift can be encouraged, the impact on the network will be less.</p>

TABLE 9: SUMMARY OF COMMENTS FROM STAKEHOLDER SURVEY

THEME	COMMENT (NUMBER OF COMMENTS)
<p>Bus Service and Transportation</p>	<ul style="list-style-type: none"> • New bus route along specific streets (Devonshire to Lansdowne to Dundas) (1) • An express bus with hourly frequency and bus service on weekends (2) • Bus services that cater to those in rural areas for medical appointments (1) • Use of smaller buses to accommodate lower demand (1)
<p>Cycling Infrastructure</p>	<ul style="list-style-type: none"> • Separated and safe bike paths for commuting (3) • Bike lanes on major roads (Charles, King) for children to safely bike to school (1) • Bike lanes on highways between communities for increased safety (1) • Lack of cycling infrastructure in certain areas, especially the South end of Woodstock (2) • Bike racks, lockable racks for fitness, and bike resources to boost tourism (2)
<p>Pedestrian Infrastructure</p>	<ul style="list-style-type: none"> • Need for pedestrian-friendly entrances to stores separate from car entrances (1)
<p>Transit Service Improvements</p>	<ul style="list-style-type: none"> • Improved transit service like Brant Transit's bookable van system (2) • More frequent and extended service times, especially on weekends and holidays (5) • Point-to-point transit system for improved accessibility (2)
<p>Environmental Considerations</p>	<ul style="list-style-type: none"> • Research about the environmental impacts of battery manufacturing (1) • Technology to reduced negative effects from traditional energy sources (1) • Need for wildlife corridors and clear span crossings at all watercourses (1)
<p>Infrastructure Planning</p>	<ul style="list-style-type: none"> • An overall plan for new growth and incorporating new intersections with roundabouts (1) • Need for a third bridge over Pittock to connect Woodstock North more effectively (1)
<p>Tillsonburg Regional Airport</p>	<ul style="list-style-type: none"> • More funding and expansion of the Tillsonburg Regional Airport to offer passenger flights with commuter airlines and charter services (3)

Accessibility and Convenience	<ul style="list-style-type: none"> • Need for quality accessible transit for seniors and people with disabilities (2)
Roads and Restrictions	<ul style="list-style-type: none"> • Need for more roads without half-load restrictions, especially during March and April (1)
Interconnected Trails and Paths	<ul style="list-style-type: none"> • Creation of paved bike/walking trails between municipalities for safer travel between areas (2)
Via Train Connectivity	<ul style="list-style-type: none"> • Via train connectivity to Brampton/GTA for improved transportation options (2)

5.0 Comments from the Public

Summary of comments received from the public during the PCC#2 comment period is in Table 10.

TABLE 10. SUMMARY OF COMMENTS FROM THE PUBLIC DURING PCC #2

Commentor	Comment
Public	<ul style="list-style-type: none"> • During the first PCC, there was no mention or recommendation on the necessity of the realignment of Oxford Road 4 at the Parkinson Road/Towerline Road intersection. However, during the second PCC, it was stated that realignment of the Oxford Road 4 and Parkinson Road/Towerline Road intersection is recommended. Unfortunately, the proposed location of the intersection realignment remains unclear as no technical information or drawings have been provided. • To date, there has been no presentation of technical data in support of the need for the realignment. The only mention of the necessity for the realignment was during the second PCC when it was verbally suggested that the spacing issues between the Highway 401 ramps and the existing Oxford Road 4 intersection along Parkinson Road/Towerline Road necessitated the realignment. • LEA Consulting Ltd., acting on behalf of Melrose Investments Inc., had previously prepared a Transportation Impact Study (TIS) for SPA submission in July 2022, in support of a site plan application located at 1491 Parkinson Road (now 1495 Parkinson Rd and 250 Oxford Rd 4). Subsequently, the site plan application was reviewed and approved by the Oxford County and City of Woodstock in October 2022 without consideration of a realignment of Oxford Road 4. It is evident that the County TMP Update was already underway when the County approved the site plan for 1491 Parkinson Road. Furthermore, it should be noted that the County had not identified any intersection spacing issues through the site plan application process in which the July 2022 TIS report was reviewed and approved. Melrose Investments, the Owner of the subject site, strongly opposes the recommendation to realign the said intersection to the west as the realignment would significantly impact the approved site plan and would entirely hold up our development plans for the site.
Public	<ul style="list-style-type: none"> • Concern for traffic at this intersection, including large queues along OR17.

6.0 Comments from Special Interest Group

Summary of a Comment received from a Special Interest Group during the PCC#2 comment period is in Table 10.

TABLE 11. SUMMARY OF COMMENTS FROM SPECIAL INTEREST GROUP

Commentor	Comment
Oxford County Federation of Agriculture	<ul style="list-style-type: none"> • Our organization would like to comment with a suggestion to limit or eliminate road narrowing as a method of speed reduction. Especially in rural-centred villages in the County, that are surrounded by agricultural lands. Road narrowing by any means will interfere with farm machinery, and furthermore affect the transportation methods in which farmers and farm businesses in the County will need to use to operate their lands. • Elevated speed reducers like speed bumps, or elevated crosswalks, would be preferred by our organization as these can be made as wide as the road itself. Road narrowing could pose a negative impact on the overall road safety to not only farmers and farm businesses, but the public as a whole.

7.0 Comments from External Agencies

Summary of Comments received from an External Agency during the PCC#2 comment period are in Table 12.

TABLE 12: SUMMARY OF COMMENTS FROM EXTERNAL AGENCY

Commentor	Comment
Southwestern Public Health	<ul style="list-style-type: none"> • A healthy transportation network is safe, affordable, and accessible for all ages and abilities and prioritizes active transportation options like walking, cycling and, where possible, taking public transit. This approach creates complete streets and can assist residents in accessing destinations safely and through active means, thereby creating a safer, healthier community. In 2019, 19.8% of the population in Oxford County were older adults, which is projected to increase to 23.3% by 2025¹. Due to our increasing population of older adults in Oxford County, it is important to ensure that accessibility is considered in all transportation-related planning. • Community planning that encourages walking and cycling is likely to improve perceived neighbourhood safety, particularly among women, parents of younger children and older adults, and may increase residents' physical activity rates. This approach will also help to lower air pollution levels and mitigate climate change. However, it is important to note that safety concerns keep 1 in 5 Canadians from walking or biking. • The maximizing road safety policy mentioned is vital to ensure ongoing monitoring is occurring and improvements are implemented in all new and re-developments. Deaths and serious injuries can be prevented on our roadways when we work collaboratively and use evidence-based interventions focused on creating safer roads with an emphasis on managing speed. The rates of emergency department visits and hospitalizations were consistently significantly higher in SWPH region compared to Ontario across all years from 2012-2021 for motor vehicle collisions³. These collisions are a considerable burden given the traumatic injury they cause and the lost years of life as they can affect our younger population. London Health Sciences' Centre's data shows

	<p>the highest risk for trauma is males ages 20-44, and the highest mechanism of traumatic injury is motor collisions.</p> <ul style="list-style-type: none"> • SWPH supports a safe systems approach to prevent death and serious injury for all road users on our roadways. A safe system strategy, such as Vision Zero, is a multidisciplinary approach bringing together diverse and necessary stakeholders to address the complex problem of road safety. It prioritizes equity and community engagement and considers many factors contributing to safe mobility, including road design, speed, human behaviours, technology, and policies.
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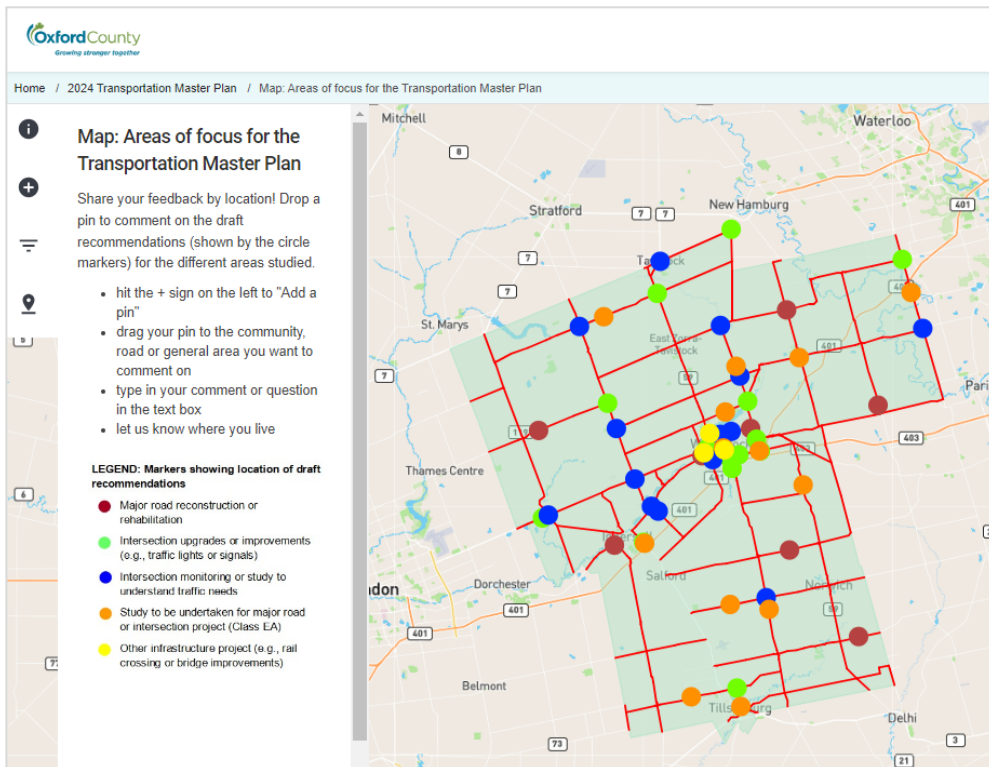
8.0 Interactive Map

Phase 2 consultation for the Transportation Master Plan again included use of an online mapping tool (Figure 1). While the online map for PCC #1 took an “engage” approach, soliciting free-form comments about what people “like, or wanted to see improved, about transportation within or through Oxford County,” the PCC #2 online map took an inform approach, providing a spatial overview of the proposed recommendations included in the draft TMP report. This included a total of 54 “pins” specifying sites for improvement:

- Major Road Reconstruction / Rehabilitation / Urbanization (9)
- Intersection Upgrades / Improvements (15)
- Intersection Control Feasibility Studies (14)
- Class EA Study - Road/Intersection Project (13)
- Other Infrastructure Projects (3)

A total of 38 people reviewed the information in the PCC #2 mapping tool. There were no comments submitted on the recommendations.

FIGURE 1. SCREENSHOT OF MAPPING TOOL ON SPEAK UP, OXFORD!



9.0 Lessons Learned

9.1 Pop-Up Events

A pop-up event was held in the three urban centres, this allowed residents of the County to attend an in-person meeting if they chose to or were unable to attend the virtual meeting. Advertising of the pop-up events could have been more specific to note that these were “drop-in” style events, as a number of attendees were expecting a presentation. In fact, due to the number of attendees and the limited space in the Tillsonburg Council Chambers, the project team gave a presentation of the material and answered questions from attendees as they came up.

9.2 PCC #2 Structure and Duration

PCC #2 was a virtual meeting consisting of a presentation and question and answer period. The Project Team was on-hand to discuss the study and help attendees understand the presentation materials. Supplementary notes are provided below on the structure and the duration:

- Recording the virtual PCC#2 meeting on Microsoft Teams and uploading it to the Speak Up, Oxford! website allowed the public to refer to the presentation and Q&A session on their own time.
- The Question-and-Answer module was effective. It prevented side chatter in the chat.
- For PCC#2, all the attendees were unmuted at the same time at the end of the presentation. It would have been better to unmute anyone whenever they needed to speak.

10.0 Conclusion

After the second PCC, the Project Team reviewed the questions and comments received during the PCC comment period. The PCC helped the Project Team become more aware of concerns, questions, and issues about the Project from the viewpoint of the stakeholders, and have incorporated these into the Project, as appropriate. Recurring themes that were heard during the PCC #2 comment period on County roads included:

- Safety
- Active Transportation
- Traffic
- Transportation

APPENDIX A.16

Council Memos and Reports

Public Works MEMORANDUM

TO: Oxford County Council

FROM: David Simpson, Director of Public Works

DATE: March 9, 2022

RE: **2024 Transportation Master Plan
Municipal Class Environmental Assessment Study – Phase 1 & 2
Notice of Study Commencement, Oxford County**

Oxford County is initiating a Transportation Master Plan Class Environmental Assessment (EA) Study to provide the County with a strategic long-term multi-modal transportation system planning document to 2046. The Study Area encompasses the entire geographic boundary of Oxford County.

This Master Plan Study is being carried out in accordance with the planning and design process for Phase 1 and 2 as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*. Any potential impact of the project alternatives on social, cultural, economic, and natural environments will be evaluated and assessed during the Master Plan Study.

Parsons Inc. has been retained to assist in undertaking the Master Plan Study to assess the impact of population and employment growth, travel demand and patterns, future transportation conditions (including sustainable transportation solutions), specific needs related to people and goods movement on the County's transportation network.

Public and review agency consultation is a key element of the Master Plan process and input will be sought throughout the process. The Notice of Commencement will appear in the Oxford Review in March, 2022.



David Simpson, P.Eng., PMP
Director of Public Works

Encl.. Notice of Commencement

To: Warden and Members of County Council

From: Director of Public Works

2024 Transportation Master Plan – Project Update

RECOMMENDATION

1. That Oxford County Council receive Report No. PW 2022-46 entitled “2024 Transportation Master Plan – Project Update” as information outlining the progress of the County’s 2024 Transportation Master Plan project and its associated public consultation approach.

REPORT HIGHLIGHTS

- The 2024 *Transportation Master Plan* (TMP) is a strategic planning document that will outline and define the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2046 through the ongoing development of a safe, efficient and sustainable multi-modal transportation network which moves people and goods.
- The purpose of this report is to provide Oxford County Council with an update on the progress of the County’s 2024 TMP, including the recently completed Public Consultation Centre (PCC) #1 and public engagement events.
- A project webpage with all information related to the TMP is currently active on [Speak Up, Oxford!](#). The project’s Notice of Commencement, Notice of PCC #1, PCC #1 video recording, PCC #1 slide presentation as well as all future project updates can be found on this webpage.
- Consultation opportunities to date include an External Technical Advisory Committee Meeting and Economic Development Forum for key project stakeholders held in March/April 2022; the virtual PCC #1 held on September 27, 2022; a feedback form (survey) and interactive map on the project webpage and in-person “pop-up” engagement events held at the Outdoor Farm Show in Woodstock on September 13; Ingersoll Council Chambers on September 20; and, Tillsonburg Ribfest on September 23.

Implementation Points

Upon County Council’s review of this report, staff will proceed with scheduling the TMP’s second round of consultation activities in the Winter/Spring of 2023.

Table 1 – Future Consultation Opportunities for TMP

Consultation Activity	Tentative Date
Internal Technical Advisory Committee Meeting #2	February 2023
External Technical Advisory Committee Meeting #2	February 2023
Economic Development Forum #2	Feb./Mar. 2023
Public Consultation Centre #2	March 2023

Oxford County staff will report to County Council in May 2023 with the final draft TMP Report and will seek authority to proceed with the final public review period.

Financial Impact

No financial impacts will result from adopting the recommendation contained in this report. Once completed, the TMP will help inform the County’s 2023 Transportation Development Charges Technical Study which will inform the upcoming 2024 Development Charges Background Study and future updates to the County’s 2022 Asset Management Plan.

Communications

Public consultation on the 2024 TMP was undertaken through a range of tools to seek feedback from Oxford’s various communities and demographics.







- **Speak Up, Oxford!** This serves as the engagement hub for consultation. It was published in March 2022, with 1,300 total visits to the site since its launch.
- **Feedback survey, interactive map and question form:** Together, the interactive tools solicited input from 83 contributors who participated in the feedback form (survey), interactive map, and/or questions tool. A total of 214 users visited the interactive map, with 28 different users leaving 52 total comments. A total of 161 visitors viewed the feedback survey, with 55 different people completing the survey.
- **Public Consultation Centre #1:** Taking place on September 27, this event drew approximately 20 participants over a nearly two-hour discussion (see section, “*Public Consultation Centre #1.*”)
- **“Pop-up” events:** These in-person events provided an opportunity for members of the public to speak directly with the project team. They included Canada’s Outdoor Farm Show on September 13, Ingersoll Town Council Chamber on September 20, and Tillsonburg Ribfest on September 23 (see Comments section, “*Public Consultation Centre #1.*”)

- **Print advertising:** For audiences that prefer to receive news through newspapers and community publications, information on how to provide input was outlined in 22 print ads and **public notices** between July 15 and September 22 in the *Oxford Review*, *Norfolk-Tillsonburg News*, *Woodstock Sentinel Review*, *Ayr News* and *Wilmot-Tavistock Gazette*. TMP information was also placed in *What's On Woodstock* and the *Village Voice* (rural editions in July, and then *Village Voice* Ingersoll in August in advance of the in-person consultation at the Town Chambers).
- **Radio ads:** A radio campaign ran in September 2022 on Woodstock (104.7 Heart FM) and Tillsonburg stations (Country 107.3 / Easy 101.3).
- **Digital (web) and social media ads:** A two-week web advertising campaign took place in September leading up to Public Consultation Centre #1. Notices on the County's social media pages has been ongoing, both organic and paid/promoted. The engagement campaign included a **news release** and posts to the Oxford County **website**.
- **Stakeholder consultation sessions:** Facilitated by the project team, sessions with area municipalities, community partners and other key stakeholders ensured those impacted by the *Transportation Master Plan* were informed about the process and were given opportunity to provide input (see Comments section, "*Engagement and Consultation to Date.*")

Speak Up, Oxford! will continue to serve as an engagement hub leading up to the release of the 2024 TMP and will include public notices and news releases, public meeting recordings and presentations (including those from PCC #1 in September), question form, council reports and project contact information.

Report No. PW 2022-46, along with any potential amendments, will be circulated to all of the County's Area Municipalities for information.

Strategic Plan (2020-2022)

					
WORKS WELL TOGETHER	WELL CONNECTED	SHAPES THE FUTURE	INFORMS & ENGAGES	PERFORMS & DELIVERS	POSITIVE IMPACT
1.i. 1.ii.	2.i. 2.ii.	3.iii.	4.i. 4.ii.	5.ii.	

DISCUSSION

Background

Oxford County retained Parsons Inc. to initiate a five-year review and update of the existing 2019 TMP. The 2024 TMP will be a multi-modal plan focusing on sustainable modes of transportation including walking, cycling, air, public transportation (intercommunity bus, commuter rail), carpooling and telecommuting. The TMP also supports provisions for freight/goods movement, agricultural mobility, corridor access management and low-carbon transportation.

The 2024 TMP will be a strategic planning document that will outline and define the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2046 through the ongoing development of a safe, efficient and sustainable multi-modal transportation network which moves people and goods. Notable influences to the development of the TMP are shown below in Figure 1.

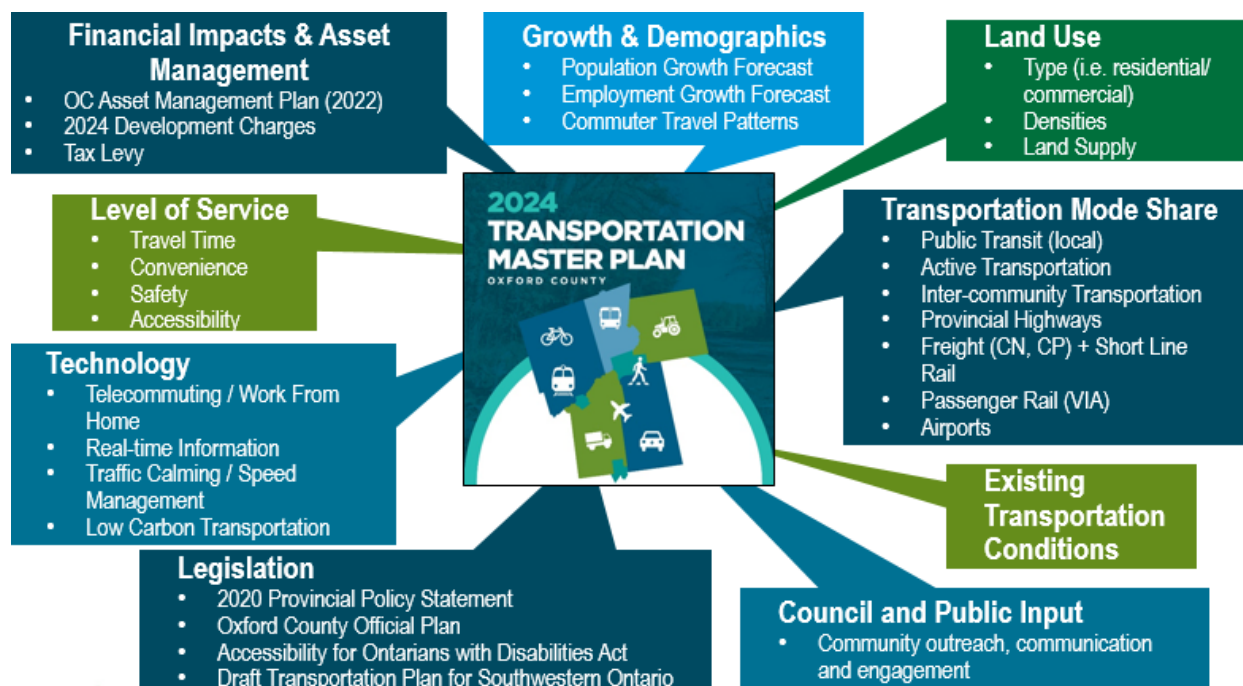


Figure 1 – Influences and Input Considerations to the 2024 TMP

The 2024 TMP will provide context for transportation decisions and will advocate for the County's transportation priorities as part of the broader, integrated transportation network across the County and neighboring municipalities. It will focus on creating a Master Plan that balances the needs of residents and businesses in rural and urban areas while considering changing travel patterns, economic vitality, increased connectivity, road safety, and promoting healthy communities.

The 2024 TMP is being undertaken in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plans (Appendix 4, Approach #1 of the MCEA, October 2000, as amended in 2007, 2011 and 2015) and will complete Phase 1 and 2 of this process. Master Plans are long-range plans that integrate infrastructure requirements for existing and future land use with environmental assessment principles. Master Planning is a critical component in the County’s planning for growth and will provide the framework, timelines, and vision for its municipal transportation network infrastructure and related program needs. The MCEA process for Master Plans will ensure that all reasonable alternatives are considered and that a preferred alternative will have minimal impact on the natural, cultural, social and economic environment of the community.

Integrated Growth Management

The County’s TMP will identify the path forward to comprehensively develop, evaluate and select preferred long-term transportation strategies and infrastructure improvements to support current and future levels of population and employment in accordance with the 2020 Provincial Policy Statement and the County’s approved Phase I Comprehensive Review (2020) which provided growth forecasts and land supply information to 2046. Further, the TMP will also include some sensitivity analysis to determine the potential impacts on the County’s transportation infrastructure needs should future growth somewhat exceed current forecasts. Tables 2 and 3 below illustrate the population and employment forecasts for the County and its Area Municipalities over the forecast period.

Table 2 – Forecasted Population Growth for the County and Area Municipalities

Municipality	Estimated Annual Population Growth *						Growth 2021-2046
	2021**	2026	2031	2036	2041	2046	
Woodstock	47,965	51,825	55,815	59,825	63,595	67,295	19,330
Tillsonburg	19,120	20,020	20,980	21,980	22,960	23,890	4,770
Ingersoll	14,065	14,955	15,915	16,895	17,855	18,785	4,720
Blandford-Blenheim	7,770	8,090	8,440	8,810	9,190	9,550	1,780
East Zorra-Tavistock	8,050	8,530	9,040	9,560	10,050	10,510	2,460
Norwich	11,450	11,920	12,420	12,960	13,490	13,990	2,540
South-West Oxford	7,785	8,025	8,295	8,555	8,765	8,975	1,190
Zorra	8,860	9,110	9,370	9,650	9,950	10,240	1,380
Oxford County	125,065	132,475	140,275	148,235	155,855	163,235	38,170

* Where a Township contains more than one fully serviced settlement area, assumptions regarding the allocation of the Township’s total forecasted growth to each settlement will also be used to inform the study findings for each system.

** 2021 Census population with preliminary correction for undercount of approximately 3%

Table 3 – Forecasted Employment Growth for the County and Area Municipalities

Municipality	Estimated Annual Employment Growth *						Growth 2021-2046
	2021	2026	2031	2036	2041	2046	
Woodstock	28,440	30,040	31,690	33,720	36,050	38,730	10,290
Tillsonburg	9,060	9,320	9,600	9,950	10,360	10,810	1,750
Ingersoll	9,710	10,080	10,470	10,950	11,510	12,150	2,440
Blandford-Blenheim	1,910	1,950	1,990	2,050	2,120	2,210	300
East Zorra-Tavistock	2,950	3,020	3,100	3,200	3,320	3,450	500
Norwich	4,200	4,280	4,360	4,470	4,600	4,740	540
South-West Oxford	2,920	2,960	2,990	3,040	3,090	3,150	230
Zorra	2,890	2,920	2,960	3,010	3,080	3,150	260
Oxford County	62,080	64,570	67,160	70,390	74,130	78,390	16,310

* Figures may not add precisely due to rounding.

To support current and future levels of population and employment to 2046, the 2024 TMP will serve as the basis for determining where and what transportation infrastructure is required, and when and how this infrastructure should be implemented and prioritized based on available resources and funding. It will identify any potential gaps in transportation policies and provide guidelines which are needed to support the design and construction of this infrastructure. The graphic below provides a high level overview of Oxford's integrated growth management process and shows how the 2024 TMP fits within the process.

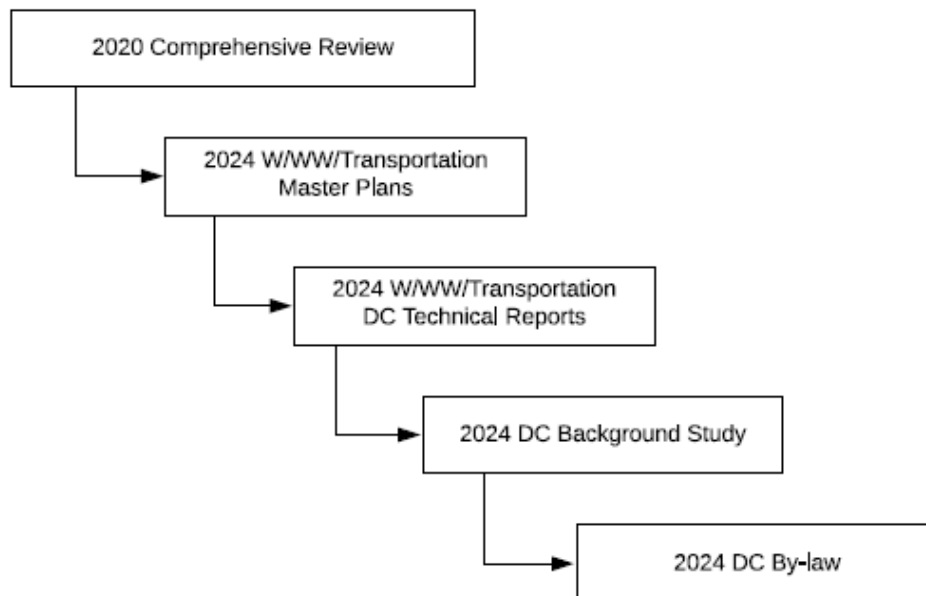


Figure 2 – Integrated Growth Management Process

2024 TMP Objectives

The 2024 TMP will have a definitive and realistic plan to implement the infrastructure, policies and programs needed to meet the transportation goals of the County. This includes, but is not limited to, the following:

- Ensuring the TMP project is consistent with and conforms to Provincial policies and legislation, County Official Plan, local Official Plans, Secondary Plans and other existing and ongoing planning initiatives;
- Updating transportation network strategies to meet growth projections to the year 2046;
- Providing a forum for input and awareness with the general public and Area Municipalities for transportation system initiatives;
- Identifying options for optimizing the effectiveness of the existing transportation network infrastructure, transportation demand management, and active transportation;
- Developing policies and guidelines for the movement of people and goods involving different modes of travel including road, rail, air, transit, commercial vehicles, personal vehicles, cycling and pedestrian uses;
- Promoting an integrated and effective strategic goods movement strategy that considers all forms of goods movement (including surface, rail, aggregate and agricultural);
- Identifying future transportation network infrastructure requirements which can be integrated within the 2022 *Oxford County Asset Management Plan*;
- Considering infrastructure operating and maintenance costs, including lifecycle costing, to evaluate overall long-term financial implications and sustainability;
- Recommending methods and approaches which encourage greater use of sustainable travel modes;
- Identifying growth-triggered transportation network infrastructure which will serve as inputs to the 2023 DC Transportation Technical Reports and 2024 DC Background Study; and
- Alignment with Oxford County Strategic directions.

2024 TMP Methodology

The 2024 TMP is being undertaken using the following methodology:

- Adherence to the MCEA Master Plan process, including extensive public consultation and engagement;
- 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 network;
- Evaluation of reasonable alternative solutions to achieve TMP vision and goals;
- Development of preferred TMP transportation strategy and 20 year implementation plan; and
- Development and/or updating of capital cost estimates for required infrastructure for use in developing the 2024 Development Charges By-law.

Comments

Engagement and Consultation to Date

The project team has been proactive in its approach to reach key stakeholders, particularly Area Municipalities and community partners. A summary of outreach and consultation to date for the 2024 TMP can be found below in Table 4.

Table 4 – TMP Consultation Activities to October 2022

Consultation Activity	Date
Notice of Commencement Memo to County Council	March 2, 2022
Notice of Commencement Memo to Area Municipal Councils	March 9, 2022
Internal Technical Advisory Committee (INTAC) Meeting #1	March 10, 2022
Notice of Commencement Posted	March 21, 2022
External Technical Advisory Committee (EXTAC) Meeting #1	March 24, 2022
Notice of Commencement sent to Stakeholders and Indigenous Communities	April 29, 2022
Economic Development (EcDev) Forum #1	May 4, 2022
Notice of PCC #1 Memo to County Council	August 10, 2022
Notice of PCC #1 Posted	August 10, 2022
Notice of PCC #1 Memo to Area Municipal Councils	August 12, 2022
Notice of PCC #1 sent to Stakeholders and Indigenous Communities	September 9, 2022

A project webpage for the 2024 TMP went live on March 21 on *Speak Up, Oxford!* (SUO). All further notifications and project updates have been posted on the SUO project page, which can be found here: <https://speakup.oxfordcounty.ca/2024tmp>.

Stakeholders invited to the EXTAC meeting included, but were not limited to, Oxford County municipalities, adjacent municipalities, conservation authorities, provincial agencies, railway authorities, local transit authorities, local emergency and medical services. For the EcDev Forum meeting, invited stakeholders included, but were not limited to, Local Business Improvement Areas (BIAs) – Tillsonburg and Woodstock, Community Engagement Services Oxford, local Chambers of Commerce, Rural Oxford Development Corporation, Toyota, and Cami (General Motors).

Public Consultation Centre #1

The 2024 TMP's first PCC was held virtually on Tuesday, September 27 from 5 p.m. to 7 p.m. A video recording of this meeting, including the presentation from the County's retained consultant (Parsons Inc.) and the question-and-answer period that followed is posted on the County's SUO project page.

Additionally, as part of the TMP's PCC #1 public engagement strategy, a feedback response form (survey) and interactive map were created and posted on the County's SUO project page at the end of August. Residents could drop a pin to comment on the map or fill out the survey form to provide feedback on all forms of existing transportation. After the virtual PCC, the feedback form and interactive map remained active on the SUO webpage until October 19, 2022.

To provide residents the opportunity to engage with the project team in-person and to create awareness about the virtual PCC, feedback response form and interactive map, County and Parsons Inc. staff carried out three "pop-up" engagement events (one each in Woodstock, Tillsonburg and Ingersoll) as listed below:

- September 13, 2022, 8:30 a.m. – 4:30 p.m. | Canada's Outdoor Farm Show;
- September 20, 2022, 6:00 p.m. – 7:00 p.m. | Town of Ingersoll Council Chambers; and,
- September 23, 2022, 11:00 a.m. – 7:00 p.m. | Tillsonburg Ribfest

All feedback received will be summarized in the final draft 2024 TMP report upon completion.

Conclusions

This report summarizes the progress of the 2024 Transportation Master Plan update, including the general approach of public consultation taken to date by staff.

A second public consultation centre for the 2024 TMP is anticipated in early 2023 and will follow a similar approach regarding notification to that outlined within Report No. PW 2022-46 for the first PCC.

SIGNATURES

Report Author:

Original signed by:

Ryan Vink, P.Eng.
Project Engineer

Departmental Approval:

Original signed by:

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by:

Benjamin R. Addley
Interim Chief Administrative Officer

Public Works MEMORANDUM

TO: Oxford County Council

FROM: David Simpson, Director of Public Works

DATE: February 8, 2023

RE: **Oxford County 2024 Transportation Master Plan
Municipal Class Environmental Assessment Study – Phase 1 & 2
Notice of Public Consultation Centre #2 (Virtual), Oxford County**

Oxford County has commenced the 2024 *Transportation Master Plan* Class Environmental Assessment (EA) Study to provide the County with a strategic long-term multi-modal transportation system planning document to 2046. The Study Area encompasses the entire geographic boundary of Oxford County. Public and review agency consultation is a key element of the Master Plan process.

Public Consultation Centre (PCC) #2 will be in virtual meeting format, and will include a presentation by the County's project Consultant (Parsons Inc.) followed by a Question and Answer period. The presentation agenda will include a brief overview of the Class EA Master Plan process, what we heard from residents at PCC #1, existing and future transportation trends in the County, road recommendations to be included in the final report, and next steps in the Master Plan Process. A short survey and interactive map to leave comments on the recommendations will be available through the *Speak-Up! Oxford* (SUO) project web page and remain active 3 weeks after the virtual PCC date. As detailed in the attached notice, the PCC #2 date and registration details are as follows:

Date: Tuesday, March 21, 2022
Time: 6:00 p.m. - 7:30 p.m.
Register: <https://speakup.oxfordcounty.ca/2024tmp>

In addition to the virtual PCC #2, in-Person opportunities for public engagement will also be available on Thursday March 23rd in Ingersoll at Town Council Chambers, Tuesday March 28th in Woodstock at County Council Chambers, and Thursday March 30th in Tillsonburg at Town Council Chambers.

Notice of Virtual PCC #2 and the in-person engagement opportunities will be advertised in local newspapers and social media in advance of these events.



David Simpson, P.Eng., PMP
Director of Public Works

Encl. Notice of Public Consultation Centre #2

Notice of Public Consultation Centre #2

Oxford County 2024 Transportation Master Plan Update

Oxford County has initiated the development of a Transportation Master Plan (TMP) to provide the County with long-term strategic planning for the transportation system through to 2046.

What is the Transportation Master Plan?

The Transportation Master Plan (TMP) will outline the County's vision and goals for its transportation system until 2046. The Plan will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions, as well as sustainable and multi-modal transportation solutions (e.g., promoting active transportation); and,
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the Transportation Master Plan Update. Key objectives of the update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan that maximizes the use of existing infrastructure and promotes regional connectivity.

The Transportation Master Plan Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (2000, as amended to 2007, 2011, & 2015), approved under the Ontario *Environmental Assessment Act*.

We want to hear from you

The Project Team is hosting the study's second virtual Public Consultation Centre (PCC) this spring. The purpose of PCC #2 is to:

- Present a summary of what we heard at PCC #1;
- Present observed travel trends and the completed network analysis;
- Present future network recommendations and a proposed implementation plan;

- Summarize supporting policies and strategies;
- Provide an opportunity for the public to view and comment on all the presented material.

Public Consultation Centre #2 will be held online:

Tuesday, March 21, 2023 | 6:00 - 7:30 p.m.

To register and for log-in details, please visit www.oxfordcounty.ca/2024tmp. This site can also be used to provide feedback through an online survey, map tool, or online comment form.

The comment period for PCC #2 is from March 22 to April 11, 2023. However, comments are welcome for the duration of the study. Please see contacts listed below to provide comments.

In addition to the virtual PCC #2, the Project Team is hosting three in-person events to further make known this Transportation Master Plan Update Study and to engage directly with members of the community.

- **Ingersoll** - Town Council Chambers
Thursday, March 23, 2023 from 6:00 to 7:00 p.m.
- **Woodstock** - Oxford County Council Chamber
Tuesday, March 28, 2023 from 6:00 to 7:00 p.m.
- **Tillsonburg** - Town Council Chambers
Thursday, March 30, 2023 from 6:00 to 7:00 p.m.

These events will be promoted through social media, *Speak Up, Oxford!* at www.oxfordcounty.ca/speakup, and other advertisements.

Contacts for information

Ryan Vink, P.Eng.
Oxford County Project Manager
rvink@oxfordcounty.ca | 1-800-755-0394, ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
john.grieve@parsons.com | 905-330-9569

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

Posting date to be confirmed

To: Warden and Members of County Council
From: Director of Public Works

See amended resolution

2024 Transportation Master Plan

RECOMMENDATIONS

1. That County Council endorse, in principle, the draft 2024 Transportation Master Plan as the recommended transportation strategies, policies, and project timelines to meet Oxford's growth needs to 2046, as well as continuing to provide sustainable and safe infrastructure;
2. And further, that County Council direct Staff to file a Notice of Completion and commence the 45-day public review period as required under the Municipal Class Environmental Assessment (MCEA) process.

REPORT HIGHLIGHTS

- The purpose of this report is to seek County Council's endorsement, in principle, of the draft 2024 Transportation Master Plan (TMP) which provides a strategic roadmap to provide transportation services based on existing needs, and that accommodate future growth.
- The draft 2024 TMP has identified transportation infrastructure requirements to accommodate projected population and employment growth to 2046 in accordance with 2020 Provincial Policy Statement and the County's approved Phase I Comprehensive Review (2020), while ensuring service continuity to existing settlement areas.
- The draft 2024 TMP is centered around five key strategies (Road Network, Active Transportation, Goods Movement, People Movement, and Transportation System Sustainability and New Technologies) and provides a multi-year implementation plan (2024 to 2046) 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 was undertaken throughout the MCEA process. The process involved meaningful consultation with Community Members, Area and Neighbouring Municipalities, Government Agencies, Indigenous Communities, Economic Development groups, public interest groups, businesses and other stakeholders. Following the potential issuance of the Master Plan Study Notice of Completion, the final consultative stage will include a 45 day review opportunity for all interested parties to comment on the draft TMP Study Report.

Implementation Points

Upon Council approval, Staff will proceed to issue and file a Notice of Completion for the draft 2024 TMP. Printed copies of the draft Final TMP report will be available upon request, as well as posted to the Oxford County website and online engagement hub at *Speak Up, Oxford!* .

Following a 45 day public review period and subject to comments received, the 2024 TMP Class Environmental Assessment (Class EA) Study Report can be finalized and filed.

It is recognized that the 2024 TMP proceeded under Approach 1 of the MCEA process and does not address MCEA requirements for Schedule B and Schedule C projects. Class EA Studies for these applicable projects, as identified in the TMP, will be carried out in greater detail in the future at which time the public, agencies, and Indigenous Communities will be provided an opportunity for ongoing review and consultation on the same.

Financial Impact

There are no financial impacts to the 2023 Business Plan and Budget based on the recommendations contained within this report.

Once finalized, the TMP will become an input to the County's 2024 Transportation Development Charges Technical Study which will inform the upcoming 2024 Development Charges Background Study. It is anticipated that the approved growth forecast to 2046 and the associated capital implementation plan may be further refined through the ongoing 2024 Development Charges process.

Future implementation of projects identified in the 2024 TMP will be considered by County Council through the annual budgeting process to which approved projects will be integrated within the County's 2022 Asset Management Plan which focuses on lifecycle needs of existing projects and incorporates the needs of growth projects identified in the Development Charges Background Study.

Increases to the level of services provided, or addition of new services, are not explicitly accounted for within the annual contribution to reserves. It is likely that additional funding and staff resourcing will be required to implement all projects identified in the TMP, including the use of long-term debenture funding, and possible prioritization of service projects over lifecycle projects to accommodate funding limitations. Staff will seek out additional funding opportunities wherever possible.

Communications

As noted in Report No. [PW 2022-46](#), an extensive public consultation and engagement program was carried out during the development of the 2024 TMP in order to provide meaningful opportunities for public, Area Municipality, Indigenous communities, Government Agencies and stakeholder input. This feedback and input was received and summarized in the draft 2024 TMP Report.







Public consultation on the 2024 TMP was undertaken through a range of tools to seek feedback from Oxford's various communities and demographics as follows:

- **Speak Up, Oxford!** This serves as the engagement hub for consultation. It was published in March 2022, with 3,100 total visits to the site since its launch.
- **Feedback surveys, interactive maps and question form:** Together, the interactive tools solicited input from 2,218 visitors who reviewed information or participated in feedback forms (surveys), interactive maps, and/or questions tool. A total of 273 users visited the interactive maps, with 28 different users leaving a total of 53 inputs. A total of 285 visitors viewed the feedback surveys, with 96 contributors completing the surveys. There were also 831 downloads of documents (public notices, Public Consultation Centre presentations, etc.) by 476 visitors to this section.
- **Public Consultation Centre (PCC) #1:** Taking place on September 27, 2022, this event drew approximately 20 participants over a two-hour discussion (see Comments section, "*Public Consultation Centre #1*"). The posted recording had 78 views since posting.
- **PCC #2:** Taking place on March 21, 2023, this event drew approximately 20 participants over a nearly two-hour discussion (see Comments section, "*Public Consultation Centre #2*"). The posted recording has had 84 views since posting.
- **"Pop-up" events:** These in-person events provided an opportunity for members of the public to speak directly with the project team. PCC #1 events included Canada's Outdoor Farm Show, Ingersoll Town Council Chambers, and Tillsonburg Ribfest in the Fall of 2022. PCC #2 events included opportunities for in-person engagement at the Town of Ingersoll Council Chambers on March 23, 2023, the Oxford County Council Chambers in Woodstock on March 28, 2023, and the Town of Tillsonburg Council Chambers on March 30, 2023 (see Comments section, "*Public Consultation Centre #2.*")
- **Print advertising:** For audiences that prefer to receive news through newspapers and community publications, information on how to provide input was outlined in 22 **print ads** and **public notices** between July 15, 2022 and March 16, 2023. Publications encompassed the *Oxford Review*, *Norfolk-Tillsonburg News*, *Woodstock Sentinel Review*, *Ayr News*, *Wilmot-Tavistock Gazette*, *St. Marys Independent*, *What's On Woodstock* and *Village Voice Oxford* editions.
- **Radio ads:** Radio campaigns for both consultation phases in Woodstock (104.7 Heart FM), Tillsonburg stations (Country 107.3 / Easy 101.3) and CJCS Stratford.
- **Digital (web) and social media ads:** There was extensive online advertising throughout both consultation phases encompassing Facebook and Instagram for social media and digital advertising on popular websites geo-targeted to Oxford County residents. "Organic" (non-paid) postings on the County's social media pages has been ongoing.
- **Media:** The engagement campaigns included a **news release** and posts to the Oxford County **website**.
- **Stakeholder consultation sessions:** Facilitated by the project team, sessions with Area Municipalities, community partners and other key stakeholders (economic development groups, transit authorities) ensured those impacted by the 2024 TMP were informed about the process and were given opportunity to provide input.

Speak Up, Oxford! will continue to serve as an engagement hub leading up to the release of the 2024 TMP and will include public notices and news releases, public meeting recordings and presentations, council reports and project contact information.

Report No. PW 2023-32, along with any potential amendments, will be circulated to all of the County's Area Municipalities for information.

Strategic Plan (2020-2022)

					
WORKS WELL TOGETHER	WELL CONNECTED	SHAPES THE FUTURE	INFORMS & ENGAGES	PERFORMS & DELIVERS	POSITIVE IMPACT
1.i. 1.ii.	2.i. 2.ii.	3.iii.	4.i. 4.ii.	5.ii.	

DISCUSSION

Background

As noted in Report No. PW 2022-46, the draft 2024 TMP was developed as a strategic planning document that prescribed Oxford County's comprehensive long-term transportation network strategies that will support existing needs and accommodate future growth in population and employment through to the year 2046 in accordance with the 2020 Provincial Policy Statement and the County's approved Phase I Comprehensive Review (2020).

The draft 2024 TMP was undertaken in accordance with the MCEA process for Master Plans (Appendix 4, Approach #1 of the MCEA, October 2000, as amended in 2007, 2011, 2015 and 2023). Accordingly, the draft 2024 TMP considered all reasonable transportation network alternatives and developed a preferred alternative that offered the lowest potential impacts on the natural, cultural, social and economic environment of the community.

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.

Policies and Plans

The TMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by Oxford County, including:

- Oxford County Transportation Master Plan (2019);
- Oxford County Official Plan (1995, as amended);
- Oxford County Phase One Comprehensive Review (2020);
- Oxford County Strategic Plan (2020);
- Cycling Master Plan (2021);
- Trails Master Plan (2014);
- Renewable Energy Action Plan (2022);
- Asset Management Plan (2022);
- New Directions – Advancing Southwestern Ontario’s Public Transportation Opportunities (2016);
- Empowering Ontario’s Short Line Railways (2017);
- Steel Corridors of Opportunity – Maximizing the Benefits of Southwestern Ontario’s Freight Railways (2018); and
- SouthwestLynx – Integrated High-Performance Public Transportation for Southwestern Ontario (2018).

Comments

Commuter Travel Patterns

The predominant data source for assessing County travel patterns was StreetLight data. StreetLight uses several data sources to develop a vehicle traffic model. Data sources used in the model include mobility data from location-based service trips, connected vehicles, navigation GPS trips, and telecommunications data, as well as contextual data such as demographic, weather, road network, and traffic data.

StreetLight allows users to select locations, known as “zones”, in which a wide range of metrics can be derived from any trip that originates in, has destinations in, or passes through that zone. Zones include geographic regions or “gates” which are placed on roads to assess all trips that travel through a specific location. For the purposes of this report, the metrics utilized were origin-destination patterns between geographic regions and vehicle volumes through gates.

Origin destination data has been obtained from StreetLight, allowing for an analysis of trips to, from, and within Oxford County. Consistent with the 2019 base year used for the road network model, 2019 data is presented below. Intra-Regional (within the County) Origin and Destination Travel Trends and Inter-Regional (into/out of the County) Origin and Destination Travel Trends are illustrated below in Table 2, and Figure 1, respectively.

Table 2 – Intra-Regional (County) Origin and Destination Travel Trends

		Origin							
		Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	East Zorra-Tavistock	South-West Oxford	Blandford-Blenheim
Destination	Woodstock	243,333	1,842	8,143	6,157	3,087	8,554	6,416	2,881
	Tillsonburg	1,965	69,054	1,593	3,205	237	68	3,701	21
	Ingersoll	9,139	1,455	71,991	443	4,214	376	6,685	120
	Norwich	7,321	3,456	507	20,050	244	274	1,245	210
	Zorra	3,591	397	4,681	234	15,421	671	808	102
	East Zorra-Tavistock	9,628	54	422	190	710	16,652	340	1,144
	South-West Oxford	8,149	4,194	7,419	1,291	743	370	6,931	122
	Blandford-Blenheim	3,593	23	161	224	117	1,235	95	7,445

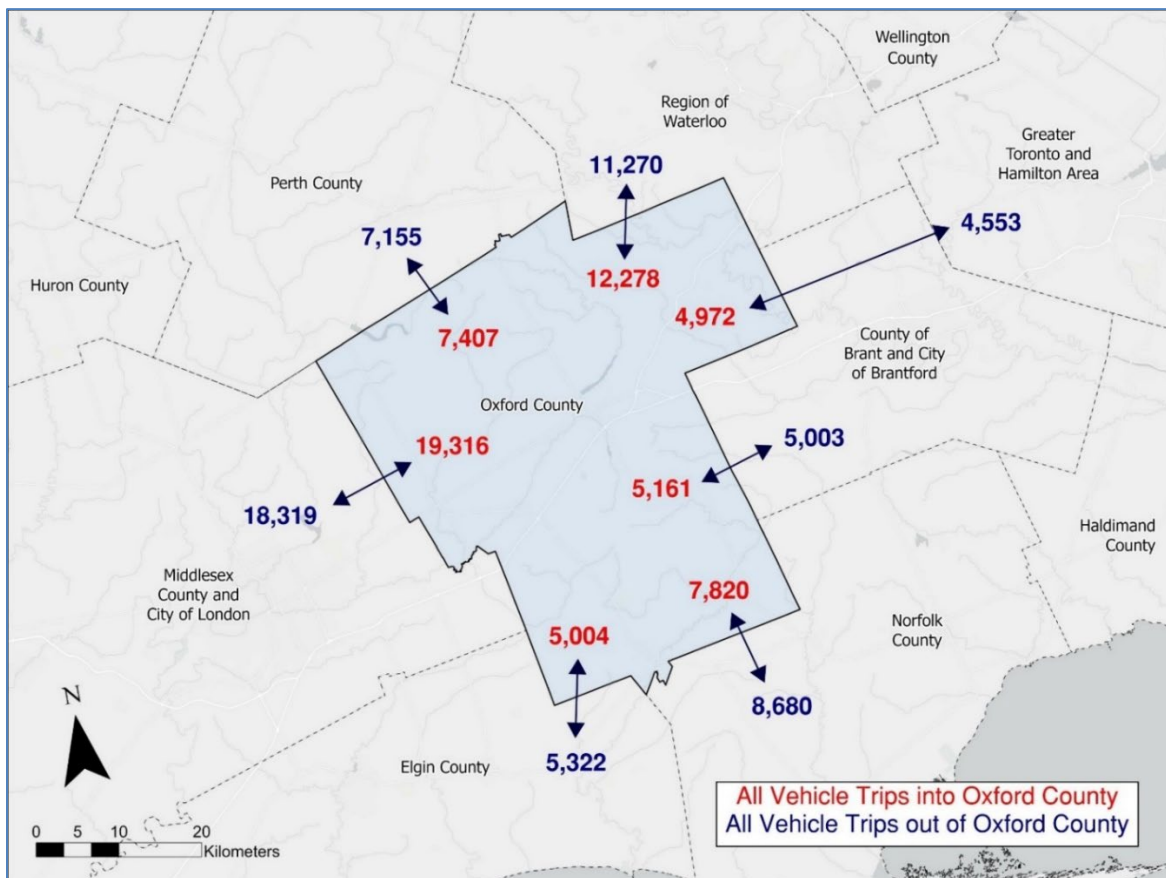


Figure 1 – Inter-Regional Origin and Destination Travel Trends

Of note, most trips that originate in Oxford County end within Oxford County, with the most frequent destinations being the large urban centres of Woodstock, Ingersoll and Tillsonburg. The most frequent destinations for trips originating in Oxford County that are destined outside the County are Middlesex County, the Region of Waterloo, and Norfolk County.

The same pattern is observed when reviewing the trip patterns where Oxford County is the destination. The most frequent origin of trips destined for Oxford County from within the County start in the urban centres. For trips destined for Oxford County which begin outside the County, the same surrounding municipalities of Middlesex County, the Region of Waterloo and Norfolk Counties have the highest trips originating in them.

These findings serve to further justify the importance of transportation system connectivity across all municipalities within Oxford County as well as inter-regionally.

Transportation Mode Share

The 2021 Census provided the most recent mode share figures, and indicates the 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.

However, given the impacts of the COVID-19 pandemic and ongoing stay at home restrictions, the share of work from home (WFH) has notably increased in recent years. For use in the TMP's future network assessment, and to establish a baseline for mode share moving forward, a revised rate was developed which considered the lifting of COVID-19 restrictions and the partial return to pre-pandemic travel patterns with more people returning to the office, while also reflecting the new normal of an increase in hybrid work. The 2024 TMP baseline transportation mode share is shown below in Figure 2.

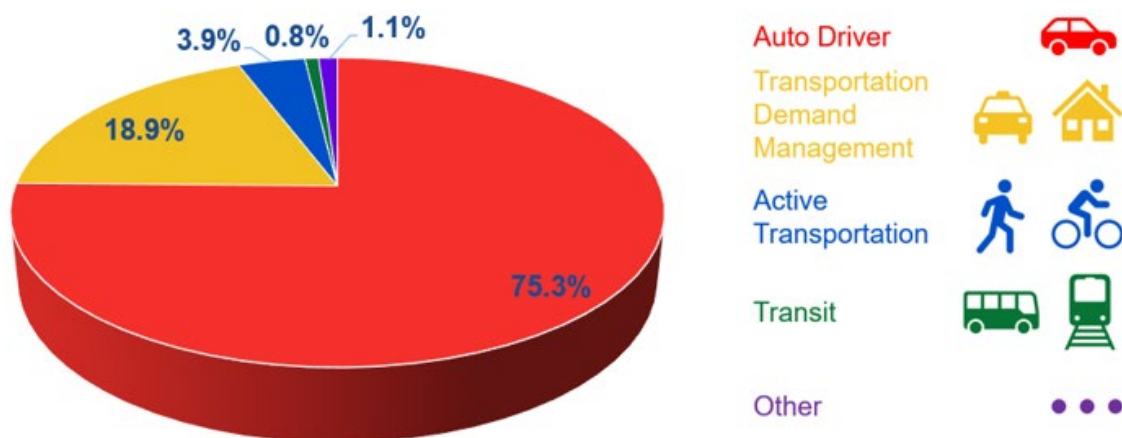


Figure 2 – 2024 Transportation Mode Share Baseline

Of note, transportation demand management and active transportation mode choices in Oxford County have been reasonably effective in reducing the demand for single vehicle auto trips. The degree of carpooling is similar to many neighbouring municipalities while 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.

As part of the 2024 TMP, the County has set a strategic target to achieve a 4.8% reduction for auto/single driver mode share by 2046. Corresponding increases in mode shares for active transportation and bus/rail public transit are envisioned to support this target goal. The County's 2046 mode share targets are included below in Figure 3.

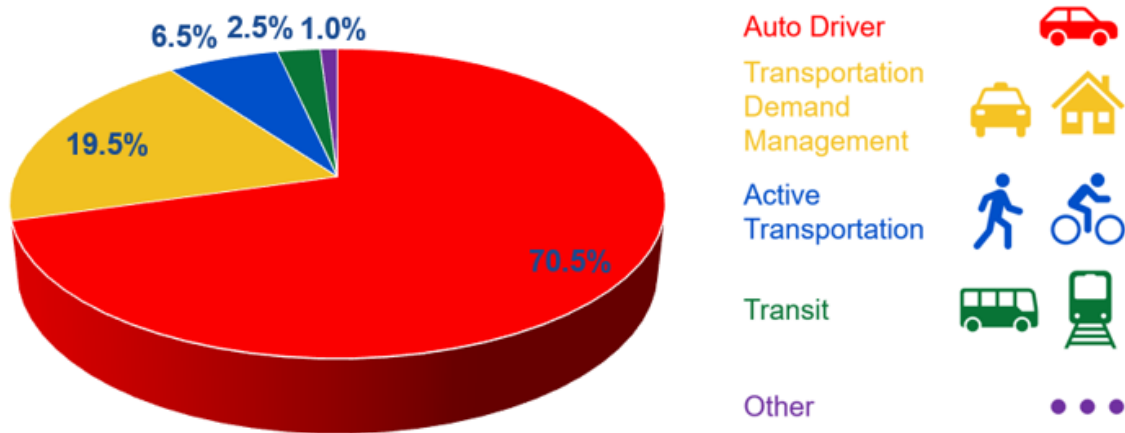


Figure 3 – 2046 Transportation Mode Share Targets

Preferred TMP Strategy to 2046

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 multi-year implementation plan (2024 to 2046) was developed. The preferred TMP strategy to 2046 is envisioned to promote multi-modal mobility and the long term sustainability of the overall transportation system.

A high-level executive summary of the draft 2024 TMP strategies, associated key actions and implementation plan is provided in Attachment 1. The complete final draft 2024 TMP Report can be viewed on the project webpage at <https://speakup.oxfordcounty.ca/2024tmp>.

The preferred TMP 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, etc.) and studies (network performance studies, intersection feasibility studies, Class EA studies etc.);
- Maximizing road safety through continued speed management and traffic calming, collision database monitoring, community safety zones;
- Ongoing initiatives to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, etc.) in order to reduce future travel demand and potential need for road widenings/expansions; and
- Continued monitoring of the County road network to ensure adequate Traffic Control and Levels of Service are provided.

ii) Active Transportation Strategy

- Expanding cycling infrastructure through implementation of the 2021 Cycling Master Plan (including ongoing provisions for wider asphalt platform for on-road cycling as part of regular road resurfacing programs);
- Expanding and focusing on creating enhanced pedestrian infrastructure; and
- Updating the 2014 Trails Master Plan.

iii) Goods Movement Strategy

- Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity;
- Ongoing advocacy support for regional coordination of freight rail and strategic investments; and
- Developing a Goods Movement Strategy including a goods priority network.

iv) People Movement Strategy

- Ongoing implementation of County-wide Speed Management, Traffic Calming and Road Safety Program;
- Ongoing advocacy support for integrated Intra-Regional and Inter-Regional Public Transportation System for intercommunity bus network and enhanced commuter rail service; and
- Enhancing mobility through planning of mobility hubs and service integration.

iv) Transportation System Sustainability and New Technologies Strategy

- Ongoing implementation of Low Carbon Transportation alternatives (electric vehicle charging stations, alternative fuel vehicles, autonomous vehicles, etc.); and
- Consideration of Green Infrastructure and Technology practices (roundabout intersection improvements, Cold-in-Place asphalt resurfacing, Warm Mix asphalt, reclaimed concrete and asphalt).

Conclusions

The future demand on the County's transportation network will increase as the County continues to grow. The 2024 TMP identifies a number of road network improvements, policies, initiatives, and strategies 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

Ryan Vink, P.Eng.
Project Engineer

Departmental Approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENT

Attachment 1: Draft 2024 Transportation Master Plan Executive Summary (2024 to 2046)

Executive Summary

Introduction

Connecting Oxford 2024, Oxford County's Transportation Master Plan (TMP), is a strategic long-term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.

The plan is an update to the 2019 TMP and was developed within the context and builds upon the foundation of several key planning documents including, but not limited to:

- Oxford County Official Plan (1995, as amended)
- Oxford County Phase One Comprehensive Review (2020)
- Oxford County Strategic Plan (2020)
- Provincial Policy Statement (2022)
- Cycling Master Plan (2021)
- Trails Master Plan (2014)
- Renewable Energy Action Plan (2022)
- Asset Management Plan (2022)
- Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario (2020)
- New Directions – Advancing Southwestern Ontario's Public Transportation Opportunities (2016)
- Empowering Ontario's Short Line Railways (2017)
- Steel Corridors of Opportunity – Maximizing the Benefits of Southwestern Ontario's Freight Railways (2018)
- SouthwestLynx – Integrated High-Performance Public Transportation for Southwestern Ontario (2018)

The multi-modal TMP focuses on supporting different modes of transportation (i.e., public transportation, passenger/freight rail, automobiles, cycling, walking, etc.) with infrastructure and policy provisions to support freight/goods movement, agriculture mobility, corridor access management and low-carbon transportation, in order to support a safe, effective, and sustainable transportation network.

Vision and Strategic Objectives

Connecting Oxford 2024 is guided by the following **Vision Statement**:

From 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient, and sustainable multimodal transportation network to move people and goods into and throughout the County, including access and connections to opportunities and essential services, while improving mobility for all types of road users and communities.

The following **Strategic Objectives** have guided the development of the 2024 TMP and are strongly reflected in its final policies, programs, and recommendations:

- Achieve effective integration of transportation planning, growth management and land use planning to develop a Transportation Strategy that accommodates growth and change to 2046, and that effectively supports land use objectives as defined in County Official Plan Update (currently underway) and other existing and ongoing planning initiatives;
- Develop a practical and financially achievable implementation plan that supports **all modes of travel** within the County's transportation system (e.g., walking, cycling, driving, commuter/freight rail, agricultural machinery, local/intercommunity transit) while promoting economic, social, and environmental sustainability;
- Recommend measures for promoting **safer transportation** and **healthy communities**;
- 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;
- Provide a forum for input and awareness with **the public** and **Area Municipalities** for transportation system initiatives; and
- Identify transportation demand management strategies to **reduce single occupant vehicle trips** (transit, active transportation, carpooling, work from home) to achieve the 2046 mode share target shown below in **Figure ES.4**.

Plan Development

Preparation of the 2024 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 future 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 2024 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

Oxford County has a diverse transportation system which supports residents, commuters and goods movement. The road network consists of several Provincial Highways, County Roads (arterial roads), and Local Roads (under the jurisdiction of the Area Municipalities), all of which provide the foundation for vehicular traffic, active transportation, goods movement, and transit operations (Woodstock Transit, T:Go). The County has an established off-road trails system providing further active transportation and recreational opportunities.

Main/Class 1 rail (CP, CN) and Short line rail (OSR, Gio Rail) through the County provides vital freight goods movement. VIA Rail also utilizes the main freight rail lines to offer inter/intra-regional passenger rail transit to local and neighbouring residents. Tillsonburg Regional Airport is a Canada Customs Airport of Entry, welcoming international flights handling general aviation aircraft up to 15 passengers and serves flight training providers, flying clubs, private and corporate aircraft, Emergency Medical Services (EMS), and Canadian Military aircraft.

The existing County travel patterns were derived through a review of *StreetLight* data and the 2021 Census. Due to the COVID-19 Pandemic, work from home (WFH) within the Transportation Demand Management had notably increased in the 2021 Census mode share data. For use in the future network assessment and to establish a baseline for mode share moving forward, a revised rate was developed which takes into consideration the lifting of COVID-19 restrictions and the partial return to pre-pandemic travel patterns as hybrid work has become the new normal. The updated 2024 mode share is displayed below in **Figure ES.1**.

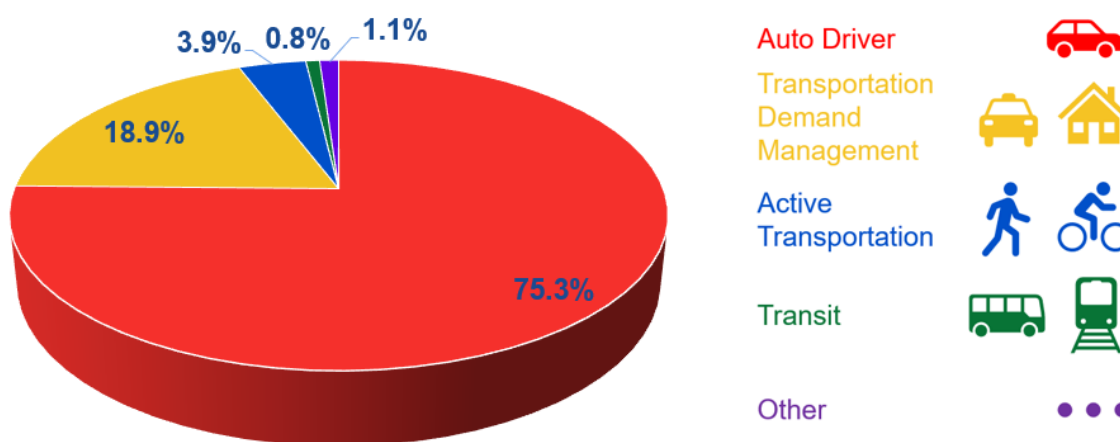


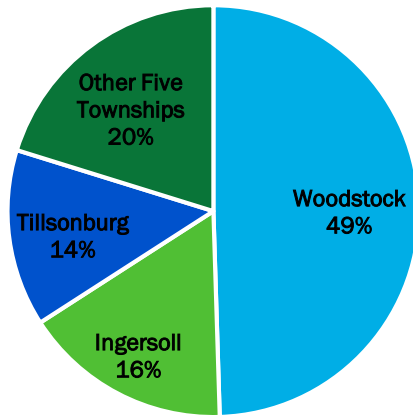
FIGURE ES.1: 2024 TRANSPORTATION MODE SHARE

Future demand on the County’s transportation network is expected to increase as the County grows. The County has seen large population growth between 2016-2021, almost doubling its growth rate from 2011-2016. This growth is expected to continue, as recent forecasts project the County to add approximately 33,000 more residents and 15,000 more jobs between 2024 and 2046. Analyses were conducted to review the impact of the projected population and employment growth 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 data, and trip generation/travel demand estimation. A 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 trip origins and destinations for Oxford County residents. The charts indicate the largest trip origins and destinations are in/to Woodstock and approximately 90% of resident trips are to within the County. The remaining 10% of resident trips are to other municipalities.

County Resident Trip Origins



County Resident Trip Destination

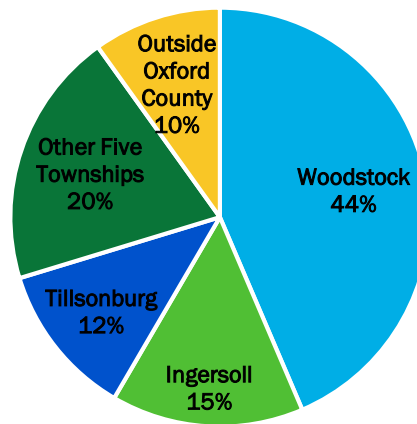
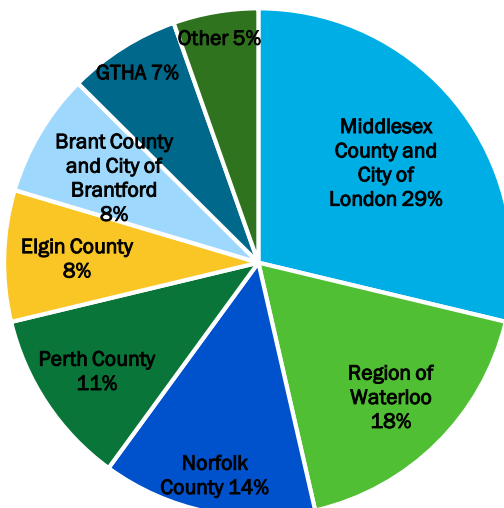


FIGURE ES.2: COUNTY RESIDENT TRIP ORIGINS AND DESTINATIONS

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

Inbound Trip Origins



Inbound Trip Destinations

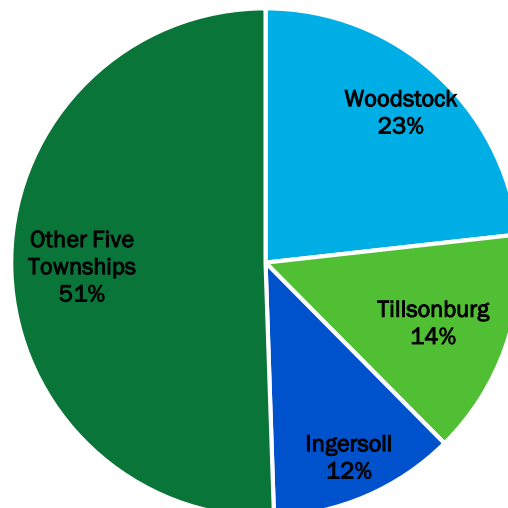


FIGURE ES.3: INBOUND TRIP ORIGINS AND DESTINATIONS

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 consultation opportunities for public and agency input and participation in the study:

- Notice of Study Commencement in March 2022;
- News releases, radio ads, and social media posts;
- Two virtual Public Consultation Centres, in September 2022 and March 2023
- Six in person consultation events at Canada’s Outdoor Farm Show in Woodstock (September 2022), Ribfest in Tillsonburg (September 2022), Ingersoll Town Council Chambers (September 2022, March 2023), Oxford Council Chambers in Woodstock (March 2023), and Tillsonburg Council Chambers (March 2023);
- Updates and references to the study through the Oxford County website and “Speak-Up Oxford”;
- Two surveys and interactive maps; and
- Six advisory committee meetings with the Internal Technical Review Committee (InTAC) (March 2022, February 2023), External Technical Review Committee (ExTAC) (March 2022, February 2023), and Economic Development Committee (EcDev) (April 2022, April 2023).

Agencies, stakeholders, and Indigenous Communities were notified at key points in the study process, and 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 B** provides the complete record of public consultation for the TMP.

Preferred Transportation Strategy to 2046

While previous mode share targets identified in the 2019 TMP have already been achieved, the 2024 TMP preferred transportation strategy continues to focus on increasing the share of sustainable modes of transport. Of note, the 2024 TMP has seeking to achieve further increases to the active transportation and transportation demand management mode shares while furthering reducing reliance on single occupancy vehicle (auto driver) mode share as shown in **Figure ES-4**.

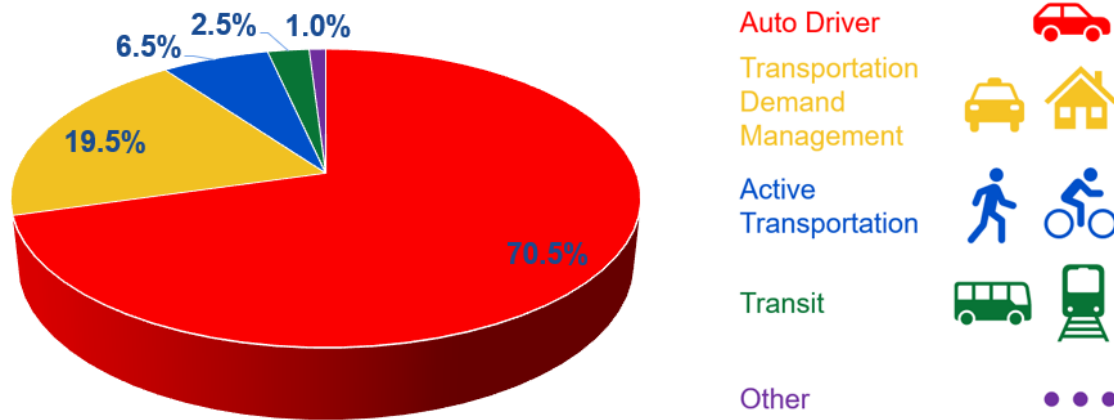


FIGURE ES.4: 2046 MODE SHARE TARGETS

Several alternative solutions to address the 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 2046 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, etc.) and Studies (network performance studies, intersection feasibility studies, Class EA studies etc.).
 - Maximizing road safety through continued speed management and traffic calming, collision database monitoring, community safety zones
 - Ongoing initiatives to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, etc.) in order to reduce future travel demand and potential need for road widenings/expansions.
 - Continued monitoring of the County Road network to ensure adequate Traffic Control and Levels of Service are provided.

- **Active Transportation Strategy**
 - Expanding cycling infrastructure through implementation of the 2021 Cycling Master Plan (including ongoing provisions for wider asphalt platform for on-road cycling as part of regular road resurfacing programs).
 - Expanding and focusing on creating enhanced pedestrian infrastructure.
 - Updating the 2014 Trails Master plan.

- **Goods Movement Strategy**
 - Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity.
 - Ongoing advocacy support for regional coordination of freight rail and strategic investments.
 - Developing a Goods Movement Strategy including a goods priority network.

- **People Movement Strategy**
 - Ongoing implementation of County-wide Speed Management, Traffic Calming and Road Safety Program.
 - Ongoing advocacy support for integrated Intra-Regional and Inter-Regional Public Transportation System for intercommunity bus network and enhanced commuter rail service.
 - Enhancing mobility through planning of mobility hubs and service integration.

- **Transportation System Sustainability and New Technologies Strategy**
 - Ongoing implementation of Low Carbon Transportation alternatives (electric vehicle charging stations, alternative fuel vehicles, autonomous vehicles, etc.).
 - Consideration of Green Infrastructure and Technology practices (roundabout intersection improvements, Warm Mix asphalt, reclaimed concrete and asphalt).

Implementation

The 2024 TMP is the overarching strategic document that provides a framework for how Oxford County will address its transportation needs to the year 2046. 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 and the respective projects identified in the transportation master plan implementation program will provide a baseline for Oxford County's future capital budgets.

To assist in guiding the County in implementing the road infrastructure improvements, policy and advocacy plans recommended in the TMP, an implementation plan with suggested timing for the various projects and initiatives has been developed. The implementation plan is broken down by major category and can be seen in **Table ES.1** to **Table ES.11**.

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.

TABLE ES.1: IMPLEMENTATION PLAN – ANNUAL CAPITAL PROGRAMS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	Guide Rail Installation	✓	✓	✓
Countywide	Pedestrian Crossings	✓	✓	✓
Countywide	Intersection Illumination	✓	✓	✓
Countywide	Cycling Infrastructure	✓	✓	✓
Countywide	Road Rehabilitation and Resurfacing	✓	✓	✓
Countywide	Bridge Misc. Repairs per Needs Study/OSIM	✓	✓	✓
Countywide	Crack Sealing	✓	✓	✓
Countywide	Urban Storm Sewer	✓	✓	✓
Countywide	Rural Storm Sewer	✓	✓	✓
Countywide	Retaining Walls	✓	✓	✓
Countywide	Traffic Signals	✓	✓	✓
Countywide	Traffic Calming	✓	✓	✓

TABLE ES.2: IMPLEMENTATION PLAN – MAJOR ROAD RECONSTRUCTION / REHABILITATION

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 3 (Road part of Princeton Drainage Project includes Urbanization)	✓		
Woodstock	Oxford Road 9 (Oxford Road 2 to #226 Ingersoll Road) - Phase 2 *	✓		
Zorra	Oxford Road 16 (from 31st Line to Kintore) - Phase 2	✓		
Zorra / Norwich	Oxford Road 19 (Highway 19 to Norfolk County Border)		✓	
Tillsonburg	Oxford Road 53 (Brock Street E to Highway 19)			✓
Woodstock	Oxford Road 59 (Dundas Street to Henry Street)			✓
Woodstock	Oxford Road 35 (Oxford Road 59 to Oxford Road 54) *	✓		
Woodstock	Oxford Road 35 (Oxford Road 54 to Lansdowne Avenue) *		✓	

Note: * - The project will include the implementation of the cycling facility of the Primary Network as identified in the Cycling Master Plan

TABLE ES.3: IMPLEMENTATION PLAN – ROAD URBANIZATION

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Woodstock	Oxford Road 35 (Woodall Way to Oxford Road 4)		✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits) ⁽¹⁾	✓		
Blandford-Blenheim	Oxford Road 22 / Oxford Road 8 (in the village of bright)		✓	
Norwich	Oxford Road 59 (within the village of Burgessville)	✓		

Note: (1) - The project should include coordination with an improvement identified in the County's 2024 W/WW MP.

TABLE ES.4: IMPLEMENTATION PLAN – BRIDGE / CULVERT REHABILITATIONS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	2024 Design (2026 Construction)	✓		
Countywide	2025 Design (2027 Construction)	✓		
Countywide	2026 Design (2028 Construction)	✓		
Countywide	2027 Design (2029 Construction)	✓		
Countywide	2028 Structures: 843927, 856645, 816765, 324873, 593175 & 963929	✓		
Countywide	2028 Design (2030 Construction)	✓		
Countywide	2029 Structures: 596279, 596020, 684656, 842608, 376551 & 686115		✓	
Countywide	2029 Design (2031 Construction)		✓	
Countywide	2030 Structures: 816111, 684200, 195840, 885646, 465125 & 975130 (Boundary)		✓	
Countywide	2030 Design (2032 Construction)		✓	
Countywide	2031 Structures: 922773, 927566, 263226, 375488, 886117 & 592540		✓	
Countywide	2031 Design (2033 Construction)		✓	
Countywide	2032 Structures: 884114, 595880, 375739, 565718, 375770, 375806, & 985320 (Boundary)		✓	
Countywide	2032 Design (2034 Construction)		✓	
Blandford-Blenheim	Culvert Rehab. 686444 - OR 2, 1.7km E of 22 (Boundary)	✓		
Blandford-Blenheim	Bridge Rehab. 686843 - OR2, 1.3km W of 3 (Boundary)	✓		
Blandford-Blenheim	Culvert Repl. 687425 - OR 2, 4.35km E of 25 (Boundary)	✓		
Blandford-Blenheim	Culvert Rehab. 715213 - OR 4, 0.75km N of 35	✓		
Blandford-Blenheim	Bridge Rehab. 805907 - OR 29, 0.3km E of 4	✓		
Blandford-Blenheim	Culvert Rehab. 886609 - OR 8, 2.7km E of 22	✓		
Norwich	Bridge Rehab. 774050 - OR 14, 3.2km N of 21	✓		
Norwich	Culvert Rehab. 684802 - OR 2, 0.4km W of 30	✓		
Norwich	Culvert Rehab. 814230 - OR 22, 0.3km N of Gunn's Hill Rd (Boundary)	✓		
Norwich	Bridge Rehab. 225536 - OR 19/Main St, 2.1km W of 59	✓		

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Bridge Rehab. 773216 - OR 59, 0.15km S of 18	✓		
Norwich	Bridge Rehab. 813810 - OR 22, 0.5km N of 21 (Boundary)	✓		
Norwich	Bridge Rehab. 814010 - OR 22, 0.5km S of Substation Rd (Boundary)	✓		
South-West Oxford	Bridge Rehab. 224538 - OR 19, 2.8km E of 19	✓		
South-West Oxford	Culvert Repl. 263548 - OR 27, 0.1km E of 10	✓		
Woodstock	Bridge Rehab. 59755 - OR 59, 0.4km N of 35	✓		
Zorra	Culvert Repl. 194950 - OR 119, 0.5km S of 2	✓		
Zorra	Bridge Rehab. 843613 - OR 16, 0.01km E of 31st Ln, with stream realignment	✓		
Zorra	Bridge Rehab. 682935 - OR 2, 0.15km E of 119	✓		
Zorra	Bridge Rehab. 784064 - OR 33, 0.4 km E of 6	✓		
Zorra	Culvert Repl. 843164 - OR 16, 1.9km E of 119	✓		
Zorra	Bridge Rehab. 374623 - OR 6, 0.1km N of 9	✓		
Zorra	Bridge Rehab. 643977 - OR 16, 0.5km W of 6	✓		
Zorra	Culvert Repl. 682563 - OR 2, 0.13km E of Cobble Hill Road (Boundary)	✓		

TABLE ES.5: IMPLEMENTATION PLAN – CYCLING INFRASTRUCTURE

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Woodstock / East Zorra-Tavistock	Oxford Road 4 from Oxford Road 35 to Oxford Road 29	✓		
Blandford-Blenheim	Oxford Road 29 from Oxford Road 4 to Oxford Road 36	✓		
Blandford-Blenheim	Oxford Road 36 from Oxford Road 29 to Piper St			✓
Norwich	Oxford Road 13 from Oxford Road 59 to Trans Canada Trail		✓	
South-West Oxford	Oxford Road 9 from Woodstock to Ingersoll	✓		
Woodstock / East Zorra-Tavistock	Oxford Road 17 from Hickson Trail to Oxford Road 4		✓	
East Zorra-Tavistock	Oxford Road 59 from Oxford Road 8 to Oxford Road 24		✓	
East Zorra-Tavistock	Oxford Road 24 from Oxford Road 59 to Punkeydoodles Ave	✓		
Woodstock	Oxford Road 59 from Hickson Trail to Oxford Road 35		✓	
Woodstock	Oxford Road 54 / Oxford Road 59 from Oxford Road 35 to Juliana Drive		✓	
Zorra	Oxford Road 6 from Oxford Road 28 to Oxford Road 8			✓
Zorra	Oxford Road 8 from Oxford Road 6 to Hickson Trail			✓
Zorra	Oxford Road 10 from Oxford Road 20 to Oxford Road 119			✓
Norwich	Oxford Road 59 from Oxford Road 54 to Oxford Road 13			✓
Zorra	Oxford Road 119 from Oxford Road 7 to Oxford Road 28			✓

TABLE ES.6: IMPLEMENTATION PLAN – UNDERTAKE INTERSECTION UPGRADES / IMPROVEMENTS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) – Boundary Waterloo Led	✓		
Woodstock	Oxford Road 15 & Springbank Avenue – North Right Turn Lane	✓		
Norwich	Oxford Road 59 & Palmer, Oxford 59 & Tidey – Turning Radius Improvements	✓		
Zorra	Oxford Road 6 & Oxford Road 16 – Overhead Flashing Lights	✓		
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28 – Overhead Flashing Lights	✓		
Zorra	Oxford Road 2 & Middleton Street – Signalization and Turning Lanes		✓	
Woodstock	Oxford Road 59 & Pattullo Avenue – Realignment (City of Woodstock Led)	✓		
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 – North Right Turn Lane		✓	
Tillsonburg	Oxford Road 20 (North Street) & Oxford Road 53 (Tilson Avenue) – Signalization ⁽¹⁾	✓		
Woodstock	Oxford Road 12 & Juliana Drive – Roundabout		✓	
Woodstock	Oxford Road 12 & Athlone Avenue – Roundabout		✓	
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5 (Punkydoodles) – Study to be completed at end of 2023	✓		
Woodstock	Oxford Road 4 & Oxford Road 2 – Duel Left Turn Lane		✓	
Norwich	Oxford Road 2 & Oxford Road 55 (Township 53) – Roundabout	✓		
Ingersoll	Oxford Road 10 & Thomas Street – Signalization			✓
Ingersoll	Oxford Road 10 & Oxford Road 9 – Signalization			✓
Ingersoll	Oxford Road 10 & Union Road – Signalization			✓

Note: (1) - The project should include coordination with an improvement identified in the County's 2024 WWWW MP.

TABLE ES.7: IMPLEMENTATION PLAN – UNDERTAKE INTERSECTION CONTROL FEASIBILITY STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Oxford Road 13 & Oxford Road 18		✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36		✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9		✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24		✓	
Woodstock	Oxford Road 35 & Springbank Avenue	✓		
Woodstock	Oxford Road 54 & Oxford Road 35			✓
Woodstock	Oxford Road 15 & Oxford Road 12		✓	
Zorra	Oxford Road 2 & Oxford Road 6			✓
Zorra	Oxford Road 6 & Oxford Road 33	✓		
Zorra	Oxford Road 28 and Oxford Road 6	✓		
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33	✓		
South-West Oxford	Oxford Road 6 and Karn Road	✓		
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60			✓
Zorra	Oxford Road 119 and Oxford Road 2		✓	
Ingersoll	Oxford Road 10 and Thompson Road			✓
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49	✓		
Woodstock	Oxford Road 9 & Oxford Road 2		✓	

TABLE ES.8: IMPLEMENTATION PLAN – UNDERTAKE OTHER INFRASTRUCTURE PROJECTS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 3 - (Drain part of Princeton Drainage Project by Township of BB)	✓		
Ingersoll	Railway Crossing Upgrades (add Gates) – Oxford Road 10			✓
Ingersoll	Railway Crossing Upgrades (add Gates) – Oxford Road 9			✓

TABLE ES.9: IMPLEMENTATION PLAN – TRANSPORTATION PLANS, CONDITION ASSESSMENTS AND OTHER STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	Transportation Master Plan	✓	✓	✓
Countywide	Transportation Development Charges Technical Study	✓	✓	✓
Countywide	Road Needs Study	✓	✓	✓
Countywide	Cycling Master Plan	✓	✓	✓
Countywide	Trails Master Plan	✓		✓
Countywide	Goods Movement Priority Network Study	✓		
Countywide	Grade Level Crossing Assessment		✓	

TABLE ES.10: IMPLEMENTATION PLAN – UNDERTAKE CLASS EA STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19)	✓		
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *		✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 22 to oxford Road 21/New Dereham Road)			✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓		
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59)		✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road)			✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓		
Tillsonburg	Oxford Road 53 (Brock Street E to Highway 19)		✓	
Tillsonburg	Oxford Road 53 (Oxford Road 20 to Brock Street E)		✓	
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓		
Woodstock	Oxford Road 59 (Dundas Street to Henry Street)			✓
Woodstock	Oxford Road 17 (Oxford Road 59 to Oxford Road 4), Oxford Road 17 & Oxford Road 4 Intersection	✓		
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 8 to Oxford Road 4), Oxford Road 60 & Oxford Road 4 Intersection	✓		
Tillsonburg	Oxford Road 51 (Highway 19 to Mall Road)			✓
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49			✓
Woodstock	Grade Separation - Oxford Road 59 and CNR		✓	
Woodstock	Grade Separation - Oxford Road 9 and CNR		✓	

Note: * - The project will include the implementation of the cycling facility of the Primary Network as identified in the Cycling Master Plan

TABLE ES.11: IMPLEMENTATION PLAN – POLICIES AND INITIATIVES

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Road Network	Maximizing Road Safety	Speed Management & Traffic Calming	Continue Speed Management, Traffic Calming and Road Safety Programs	Ongoing		
			Expand Program to include Intersection Safety Improvements	✓		
		Collision Database	Continue to update and maintain the Collision Database	Ongoing		
			Perform a Yearly Review to inform the Location Identified for Safety Measure Improvements	Ongoing		
		Roundabout Implementation	Consider roundabout implementation as an alternative to traditional signalization	Ongoing		
		Intersection Control Feasibility Study	Continue monitoring of County intersection functionality through ongoing Intersection Control Feasibility Studies	Ongoing		
		Emergency Detour Routing	Maintain Emergency Detour Routing	Ongoing		
	Automated Speed Enforcement	In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act	✓			
	Maximizing Road Efficiency	Seasonal Load Restrictions	Consider implementing access management strategies that have reviewed and consider seasonal load restrictions	✓		
			Update the County Road seasonal load restrictions By-Law		✓	
		Road Occupancy Permitting	Consider By-law implementation for enforcement of Road Occupancy Permits		✓	
	Railway Crossing Enhancements	Review and Updated Railway Crossings	Review and upgrade railway crossings in accordance with the Transport Canada regulations	Ongoing		
	Accommodating Future Growth	Transportation Demand Management	Continue to promote working from home through engagement with residents and businesses	Ongoing		
			Implement 2024 TMP Active Transportation and People Movement strategies	✓	✓	✓

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Active Transportation		Ridesharing	Expand education and promotion of carpooling and ridesharing as a mode choice in the County	✓		
			Where applicable, support ridesharing programs			
		Carpooling	Advocate to the Ontario Ministry of Transportation and private landowners for the creation of new carpool lots		Ongoing	
			Consider options to provide active transportation and transit facilities at carpool lots		Ongoing	
	Cycling Infrastructure	Expanding Cycling Infrastructure	Coordinate implementation of primary cycling network with planned road rehabilitation program and 2021 CMP prioritization strategy		Ongoing	
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	Continue review of existing conditions and network		Ongoing	
			Ensure development and redevelopment plans integrate safe pedestrian infrastructure		Ongoing	
			Implement multi-use paths within road allowances (in lieu of sidewalks where feasible)		Ongoing	
			Ensure new road facilities follow accessible and best practice design guidance		Ongoing	
			Promote direct connections to link communities and important destinations within Oxford County		Ongoing	
			Integrate with other modes		Ongoing	
			Complete safety analysis of existing infrastructure		Ongoing	
		Pedestrian Safety and promotion programs	Establish key partnerships for programs to educate and encourage the public		Ongoing	
			Introduce/ expand use of staggered and/or extended pedestrian phasing at signals		Ongoing	
Enhance opportunities to deliver information to the public in accessible and east-to-understand manner				Ongoing		
Streetscape Improvements	Support Streetscape Improvements	Advocate and support Area Municipalities in developing streetscape improvements		Ongoing		
Trail Infrastructure	Expanding Trail Infrastructure	Facilitate trail development with Area Municipal partners and stakeholders		Ongoing		

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
			Explore options to develop trails with new developments	Ongoing		
			Complete an update to 2014 Trails Master Plan	✓		
	Looking Ahead	Micro Mobility & New Technology Strategy	Monitor the need to develop a micro-mobility and new technology strategy	Ongoing		
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	Continue to engage Transport Canada, the Federal Government and its rail agencies (CN, CP) to undertake necessary freight rail enhancements.	✓		
		Strategic Investments into Rail Freight Infrastructure	Engage local and regional governments to advocate the Provincial and Federal government to provide funding to address freight rail infrastructure bottlenecks or tax credits for expanded rail sidings, transload, warehousing and distribution facilities.	Ongoing		
			Advocate for the support of short line railways	Ongoing		
	Supporting Truck Freight	Goods Movement Strategy	Develop a goods movement priority 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	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		
			Consider the potential for development of a Freight Multi-modal Facility near the Highway 401/403 corridor, in the Goods Movement Priority Network		✓	
			Review opportunities for truck bypass routes within the Goods Movement Priority Network	✓		
	Supporting Agriculture	Agricultural Vehicle Design Considerations	Implement agricultural vehicle supportive design elements when completing road reconstructions and rehabilitations	Ongoing		
	People Movement and	Expanding Intercommunity Transportation	Intercommunity Bus Transit	Ongoing support of intercommunity bus transportation and intermodal connections to commuter rail/mobility hubs	Ongoing	

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Public Transportation		Regional Inter-Community Bus Transit	Advocate for Regional Inter-Community Bus transportation connectivity and integration across Oxford	✓		
		Southwest Community Transit (SCT) Association	Continue to collaborate and promote the coordination and integration of Regional Inter-community bus transportation connectivity amongst SCT Association member municipalities		Ongoing	
	Enhance Commuter Rail	Enhanced Passenger Rail Service	Advocate for enhanced passenger rail service		Ongoing	
			Integrate with local and intercommunity bus transit and ensure adequate first/last mile transportation options		Ongoing	
			Work with Transport Canada, the Federal Government, and its rail agencies (CN, CP) to advocate and support studies which explore Southwestern Ontario passenger rail enhancements		Ongoing	
	Tillsonburg Airport	T:GO Bus Stop	Discuss the potential for a trial T:GO stop at Tillsonburg Airport with the Town of Tillsonburg transit authority	✓		
	Enhancing Mobility	Mobility Hubs	In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as “Mobility Hubs” to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity	✓		
			Facilitate integration of existing and future inter-community bus transportation or other modes of local transit at “Mobility Hubs” destinations through coordination with transit authority providers		Ongoing	
	Looking Ahead	Universal Basic Mobility	Promote Universal Basic Mobility through improved active transportation infrastructure, transit oriented development and micro mobility.		Ongoing	
	Transportation System Sustainability and New Technology Strategy	Electric Vehicles	Electric Charging Infrastructure	The County will support and facilitate initiatives of Area Municipalities in EV charging implementation and supportive policies		Ongoing
The County will support policies to develop EV charging infrastructure across the County					Ongoing	
Autonomous Vehicles		Autonomous Vehicle Network	Implement AV network to facilitate testing of Level 3 to Level 5 AV as part of the Windsor to Ottawa network		Ongoing	

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
		Municipal Alliance for Connected and Autonomous Vehicles in Ontario	Continue to work with the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO) on the development of a larger AVE road network serving Southwestern Ontario	Ongoing		
	Alternative Fuel Sources	Explore Opportunities to Utilize Alternative Fuel Sources	The County should explore opportunities to utilize and/or expand the use of alternative fuels	Ongoing		
	Alternative Road Construction Materials	Explore Opportunities to Utilize Alternative Construction Materials	The County should explore opportunities to utilize and/or incentivize the use of alternative road construction materials in rehabilitation or new projects	Ongoing		
	Looking Ahead	Connected Vehicles	Support Cooperative Truck Platooning Pilot Program	Ongoing		

Municipal Council of the County of Oxford
Council Meeting - Oxford County

Date: Wednesday, July 12, 2023

Moved By: Brian Petrie

Seconded By: David Mayberry

Resolved that County Council receive report PW 2023-32 as information;
And further, that the draft report be circulated to area municipalities requesting their feedback within 75 days (September 25, 2023);
And further, that the draft report be posted to Speak Up Oxford for feedback from the public for 75 days (September 25, 2023);
And further, that all comments received be provided in a report for council's consideration when considering the draft report.

DISPOSITION: Motion Carried

Chloe Senior

REPORT TO COUNTY COUNCIL

2024 Transportation Master Plan – Extended Consultation

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATIONS

1. That County Council endorse, in principle, the draft 2024 Transportation Master Plan (TMP) as the recommended transportation strategies, policies, and project timelines to meet Oxford's growth needs to 2046, as well as continuing to provide sustainable and safe infrastructure as previously detailed in Report No. PW 2023-32 entitled "2024 Transportation Master Plan";
2. And further, that County 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

- The purpose of this report is to seek County Council's endorsement, in principle, of the draft 2024 TMP which provides a strategic long-term roadmap pertaining to policies, programs and infrastructure improvements needed to manage existing and future County transportation network demands to the year 2046.
- Following the July 12, 2023 Council Resolution to Report No. [PW 2023-32](#), County staff was directed to commence a 75 day informal review period for Area Municipalities to further comment on the draft TMP.
- All feedback received was reviewed and considered in the final draft TMP, which resulted in refinements to the multi-year capital implementation plan as appropriate.

IMPLEMENTATION POINTS

Upon Council approval, staff will proceed to issue and file a Notice of Completion for the final draft 2024 TMP. Printed copies of the final draft TMP report will be available upon request, as well as posted to the Oxford County website and online engagement hub at *Speak Up, Oxford!*.

Following a 30-day public review period and subject to comments received, the 2024 TMP Class Environmental Assessment (Class EA) Study Report can be finalized and filed.

Financial Impact

There are no financial impacts to the 2023 Business Plan and Budget based on the recommendations contained within this report.

Communications

In accordance with the resolution to Council Report No. PW 2023-32, dated July 12, 2023, the TMP Executive Summary and a link to the full TMP report on *Speak-Up, Oxford!* were forwarded to all Area Municipal Clerks on July 20, 2023 for distribution to members of their Councils for their information, as well as any appropriate staff, requesting their feedback within 75 days.

Since July 12, 2023 there has been over 624 *new* project webpage visits and 259 additional downloads of the TMP document. Additional formal feedback was received from one of the eight Area Municipalities.




As requested, Staff provided a Council delegation to the Town of Tillsonburg (August 14, 2023) and fielded several questions from Council. During the delegation, staff confirmed the 2024 TMP includes the development of a County Road priority network for goods movement within the 2024-2028 implementation timeframe and future active transportation infrastructure will be implemented as per Oxford's 2021 Cycling Master Plan (pending funding). Further, staff confirmed that any considerations for Tillsonburg inter-community transit and Regional Airport grant funding can be explored through future budget requests to Oxford County Council.

Report No. PW 2023-40 will be circulated to Area Municipalities for information.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the **2023-2026 Strategic Plan** on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report supports the following Strategic Plan Pillars and Goals:

		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
<p>Goal 1.2 – Sustainable infrastructure and development</p> <p>Goal 1.4 – Connected people and places</p>	<p>Goal 2.1 – Climate change mitigation and adaptation</p>	<p>Goal 3.2 – Collaborate with our partners and communities</p>

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Report No. PW 2023-32, which included a draft TMP executive summary and *Speak-Up, Oxford!* link to the full draft report, was deliberated at Oxford County Council on July 12, 2023. Council subsequently directed County staff to circulate the Report to all Area Municipalities and to commence a 75-day informal review period for Area Municipalities to further comment on the draft TMP.

Comments

Overall, the additional feedback received from the Area Municipalities since the July 12, 2023 Council meeting through the 75-day review period indicated general support for the draft TMP. The transportation feedback centred around system connectivity, multi-modal choices, active transportation, accessibility and mobility, asset management, goods movement (by-pass routing), road safety and integration of new technologies.

A summary of formal comments received from Area Municipality Councils' are as follows:

- Town of Ingersoll (Town) submitted a Council Resolution (Attachment 1) that the 2024 TMP be revised to incorporate a Road Rationalization Study as part of the capital implementation plan within the 2024-2028 period, along with long-term planning considerations for an alternative Emergency Detour Route (EDR) which is aligned with the Southwest Ingersoll Secondary Plan and specific to the Town road network. The Study was subsequently added to the 2024 TMP capital implementation plan and it was recognized that the EDR routing falls under the collective jurisdiction of, and therefore would need to be developed in concert with, the Ministry of Transportation, Oxford County, Area Municipalities and Police Services.

- No other formal comments were received from the City of Woodstock, Town of Tillsonburg, Township of Blandford-Blenheim, Township of Norwich, Township of East Zorra-Tavistock, Township of South-West Oxford or Township of Zorra.

All above feedback was reviewed and considered in the update to the original draft 2024 TMP, which resulted in some refinements of the multi-year capital implementation plan.

The complete final draft TMP Report can be viewed on the TMP project webpage at <https://speakup.oxfordcounty.ca/2024tmp> and is ready for public release.

CONCLUSIONS

Staff appreciated the additional comments received in this 75-day review period and intends to proceed with filing a Study Notice of Completion and commence with the 30-day public review period as required under the MCEA process.

County Council approval of the final draft TMP is required to move forward with projects included in the 2024 budget (also shown in the 2024 TMP implementation plan).

SIGNATURES

Report author:

Original signed by

Ryan Vink, P.Eng.
Project Engineer

Departmental approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENT

Attachment 1: Council Resolution: Town of Ingersoll



TOWN OF INGERSOLL
Town Centre

SENT VIA EMAIL

September 18, 2023

Chloe Senior, Clerk
Oxford County

Dear Ms. Senior,

Re: Oxford County 2024-2046 Transportation Master Plan

Please be advised that at their regular meeting on September 11, 2023, Council of the Corporation of the Town of Ingersoll passed the following resolution:

Moved by Councillor Haliru; seconded by Councillor Hutson

THAT the Council of the Corporation of the Town of Ingersoll receive staff report OP-015- 23 as information;

AND THAT Town of Ingersoll Council request that Oxford County Council include for a Road Rationalization Study to be recommended in the Oxford County 2024-2046 Transportation Master Plan;

AND THAT such Road Rationalization study be suggested for undertaking in the 2024-2028 period, and include long term planning for alternative Emergency Detour Routing, specific to the road network within the Town of Ingersoll consistent with final adoption of the Southwest Ingersoll Secondary Plan.

CARRIED

Please do not hesitate to contact me if you have any questions or concerns.

Regards,

Danielle Richard
Town Clerk

cc:

Ryan Vink, Project Engineer, Oxford County
rvink@oxfordcounty.ca



TOWN OF INGERSOLL
Town Centre

Frank Gross, Manager of Transportation & Waste Management, Oxford County
fgross@oxfordcounty.ca

APPENDIX A.17

75-Day Review Period Comments and Responses

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Agency Comment Summary (75-Day Period)

Date	Contact Name	Comment Summary	Response	Actionable Items
Sept. 13, 2023	<p>Mark Badali Senior Project Evaluator Environmental Assessment Program Support Environmental Assessment Branch Ontario Ministry of the Environment, Conservation and Parks Mark.Badali1@ontario.ca (416) 457-2155</p>	<p>Hi Ryan,</p> <p>Thank you for your email below.</p> <p>As Oxford County's Transportation Master Plan is following Master Plan Approach #1 of the Municipal Class EA process, the ministry understands that the Schedule B and C projects identified within this draft Master Plan report will require further study under future Class EA processes before they can be implemented. I do not have any comments to share from the ministry at this time.</p> <p>I am presently acting as the Regional Environmental Planner (REP) who is assigned to your project. For this project and other Class EA projects as well, please update the project contact list so that Class EA notices are not sent to any other MECP contacts besides the appropriate Regional EA email address (eanotification.swregion@ontario.ca) and the assigned REP. The reason MECP implemented the Regional EA email address notification procedure is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.</p> <p>When issued, the final Notice of Master Plan for the above-noted Master Plan report can be sent to eanotification.swregion@ontario.ca and to myself.</p> <p>Thank you,</p>		

From: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>

Sent: September 13, 2023 4:59 PM

To: Ryan Vink <rvink@oxfordcounty.ca>

Cc: Frank Gross <fgross@oxfordcounty.ca>; Yannis.Stogios@parsons.com; Marianne.Alden@parsons.com; Stroyberg, Angela (MECP) <Angela.Stroyberg@ontario.ca>; Environmental Permissions (MECP) <enviropermissions@ontario.ca>; Miller, Jim (MECP) <Jim.W.Miller@ontario.ca>; Dunn, Stephen (MECP) <Stephen.Dunn@ontario.ca>; MEA Notices to Director EAAB (MECP) <MEANOTICESEAAB@ontario.ca>; Adrien, Pierre (MECP) <Pierre.Adrien@ontario.ca>

Subject: RE: Oxford County 2024 Transportation Master Plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Hi Ryan,

Thank you for your email below.

As Oxford County's Transportation Master Plan is following Master Plan Approach #1 of the Municipal Class EA process, the ministry understands that the Schedule B and C projects identified within this draft Master Plan report will require further study under future Class EA processes before they can be implemented. I do not have any comments to share from the ministry at this time.

I am presently acting as the Regional Environmental Planner (REP) who is assigned to your project. For this project and other Class EA projects as well, please update the project contact list so that Class EA notices are not sent to any other MECP contacts besides the appropriate Regional EA email address (eanotification.swregion@ontario.ca) and the assigned REP. The reason MECP implemented the Regional EA email address notification procedure is to create certainty for proponents/consultants on where to send notices and to avoid situations where proponents send notices to multiple contacts in the MECP which complicates internal processes unnecessarily.

When issued, the final Notice of Master Plan for the above-noted Master Plan report can be sent to eanotification.swregion@ontario.ca and to myself.

Thank you,

Mark Badali ([he/him \[the519.org\]](mailto:he/him@the519.org)) | Senior Project Evaluator
Environmental Assessment Program Support | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Mark.Badali1@ontario.ca | (416) 457-2155

From: Ryan Vink <rvink@oxfordcounty.ca>

Sent: September 8, 2023 2:37 PM

To: aadnc.infopubs.aandc@canada.ca; allainj@thamesriver.on.ca; Hodgins, Allan (MTO) <Allan.Hodgins@ontario.ca>; Stroyberg, Angela (MECP) <Angela.Stroyberg@ontario.ca>; annettt@thamesriver.on.ca; Amy Pavletic <apavletic@swpublichealth.ca>; bkissner@grandriver.ca; Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; ehayman@grandriver.ca; Environmental Permissions (MECP) <enviopermissions@ontario.ca>; generalmanager@catfishcreek.ca; Miller, Jim (MECP) <Jim.W.Miller@ontario.ca>; jmaxwell@lprca.on.ca; Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>; Addesi, Josie (MOH) <Josie.Addesi@ontario.ca>; julia.kilpatrick@canada.ca; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Chabot, Lise (IAO) <Lise.Chabot@ontario.ca>; Badali, Mark (MECP) <Mark.Badali1@ontario.ca>; lmauthe@lprca.on.ca; MEA Notices to Director EAAB (MECP) <MEANOTICESEAAB@ontario.ca>; mike.harris@pc.ola.org; planning@catfishcreek.ca; rob.wrigley@ontario.ca; Zirger, Rosi (MNRF) <Rosi.Zirger@ontario.ca>; Smith, Mark (MECP) <Mark.Smith@ontario.ca>; Dunn, Stephen (MECP) <Stephen.Dunn@ontario.ca>
Cc: Frank Gross <fgross@oxfordcounty.ca>; Yannis.Stogios@parsons.com; Marianne.Alden@parsons.com
Subject: Oxford County 2024 Transportation Master Plan

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

Oxford County has retained Parsons Corporation (Parsons) to undertake the development of a Transportation Master Plan (TMP). The TMP will provide the County with a strategic long-term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.

The draft TMP has been prepared as per Master Plan Approach #1 per the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment document (October 2000, amended 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment Act. **The current draft TMP and appendices are available for review and comment at:** <https://speakup.oxfordcounty.ca/2024tmp> [speakup.oxfordcounty.ca].

To facilitate discussions among relevant agencies and approval bodies you have been identified as a representative of one of these key agencies and we would like to request that you (or another representative from your agency) forward any comments on the draft TMP to a member of the Project team by **October 6, 2023**.

If you are receiving this email and are not the correct contact, we kindly ask that forward this email to the appropriate contact.

Thank you in advance,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

www.oxfordcounty.ca [oxfordcounty.ca] | T 519.539.9800 EXT 3023 | C 519.535.8471

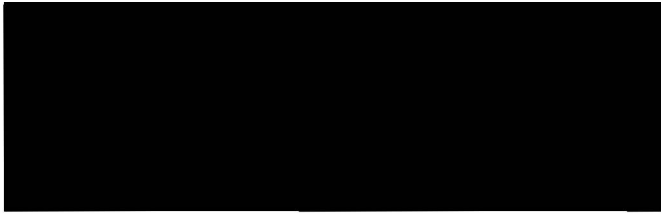


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Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Public Comment Summary (75-Day Period)

Date	Contact Name	Comment Summary	Response	Actionable Items
Sept. 20, 2023	[REDACTED]	<p>Dear Ryan,</p> <p>This has reference to the Oxford County Draft 2024 Transportation Master Plan (TMP), updated September 7, 2023, and our previous letter dated April 11, 2023, attached hereto along with related email correspondence (Appendix-1).</p> <p>We acknowledge hereby that the recommendation for realignment of Oxford Road 4 has been removed from the updated Draft TMP, presented to Oxford County Council on July 12, 2023, and later updated and posted on September 7, 2023.</p> <p>Furthermore, our transportation consultant, has completed the Oxford Road 4 and Parkinson Road/Towerline Road Realignment Study, the full study report is attached hereto (Appendix-2). This study reviewed the intersection capacity analysis, the Draft TMP from September 2023, as well as the Oxford County Official Plan, municipal plans and studies, and relevant design guidelines, to determine whether a realignment of Oxford Road 4 could be deemed necessary.</p> <p>After rigorous analysis and investigation, concluded that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road/Towerline Road intersection is the only improvement required from a traffic operations perspective. Further, no technical findings or analysis indicating the need for this realignment has been identified from a long-term planning perspective.</p> <p>This conclusion is in line with the recommendation of the July 2022 Transportation Impact Study (TIS), which was reviewed and approved by the Oxford County and the City of Woodstock as part of our Site Plan Application.</p> <p>In light of the above, we reiterate that the realignment of Oxford Road 4 at the intersection with Oxford Road 15 (aka Parkinson Road/Towerline Road) is not required, and consequently, should not be considered as a feasible option in any future study for intersection improvement.</p> <p>Please consider this letter and the documents attached thereto as our formal comment/feedback on the updated Draft TMP, posted September 7, 2023.</p>		



September 20, 2023

Ryan Vink, P.Eng.
Project Manager
Oxford County

Re: Oxford County Draft 2024 Transportation Master Plan - Updated September 7, 2023

Dear Ryan,

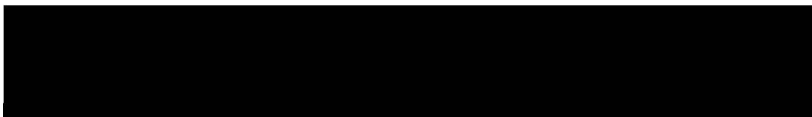
This has reference to the Oxford County Draft 2024 Transportation Master Plan (TMP), updated September 7, 2023, and our previous letter dated April 11, 2023, attached hereto along with related email correspondence (Appendix-1).

We acknowledge hereby that the recommendation for realignment of Oxford Road 4 has been removed from the updated Draft TMP, presented to Oxford County Council on July 12, 2023, and later updated and posted on September 7, 2023.

Furthermore, our transportation consultant, [REDACTED] has completed the Oxford Road 4 and Parkinson Road/Towerline Road Realignment Study, the full study report is attached hereto (Appendix-2). This study reviewed the intersection capacity analysis, the Draft TMP from September 2023, as well as the Oxford County Official Plan, municipal plans and studies, and relevant design guidelines, to determine whether a realignment of Oxford Road 4 could be deemed necessary.

After rigorous analysis and investigation, [REDACTED] concluded that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road/Towerline Road intersection is the only improvement required from a traffic operations perspective. Further, no technical findings or analysis indicating the need for this realignment has been identified from a long-term planning perspective.

This conclusion is in line with the recommendation of the July 2022 Transportation Impact Study (TIS), which was reviewed and approved by the Oxford County and the City of Woodstock as part of our Site Plan Application.



In light of the above, we reiterate that the realignment of Oxford Road 4 at the intersection with Oxford Road 15 (aka Parkinson Road/Towerline Road) is not required, and consequently, should not be considered as a feasible option in any future study for intersection improvement.

Please consider this letter and the documents attached thereto as our formal comment/feedback on the updated Draft TMP, posted September 7, 2023.

Sincerely,



Project Management, Properties Division

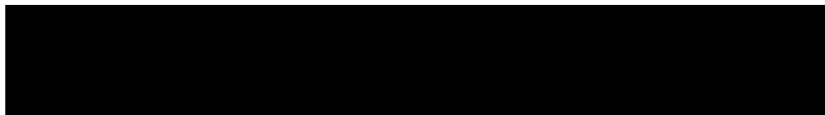
Encl. Appendix-1: [Redacted] Letter dated April 11, 2023
Oxford County email dated April 17, 2023
[Redacted] Email dated April 17, 2023

Appendix-2: Oxford Road 4 and Parkinson Road/Towerline Road Realignment Study

cc: Frank Gross
Manager, Transportation & Waste Management
Oxford County

Melissa Abercrombie
Manager, Engineering Services
Oxford County

John Grieve, MCIP, RPP
Manager, Transportation Planning
Parsons Inc.



April 11, 2023

Ryan Vink, P.Eng.
Project Manager
Oxford County

John Grieve, MCIP, RPP
Manager, Transportation Planning
Parsons Inc.

Re: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback

Dear Mr. Vink and Mr. Grieve,

This has reference to the Oxford County 2024 Transportation Master Plan Update (TMP), and the Virtual Public Consultation Centre (PCC) #1 and #2, which were conducted on September 27, 2022, and March 21, 2023, respectively. These PCCs were prepared by Parsons, on behalf of Oxford County.

Our representatives have attended both PCCs and during the first PCC, there was no mention or recommendation on the necessity of the realignment of Oxford Road 4 at the Parkinson Road/Towerline Road intersection. However, during the second PCC, it was stated that realignment of the Oxford Road 4 and Parkinson Road/Towerline Road intersection is recommended. Unfortunately, the proposed location of the intersection realignment remains unclear as no technical information or drawings have been provided.

To date, there has been no presentation of technical data in support of the need for the realignment. The only mention of the necessity for the realignment was during the second PCC when it was verbally suggested that the spacing issues between the Highway 401 ramps and the existing Oxford Road 4 intersection along Parkinson Road/Towerline Road necessitated the realignment.

It is pertinent to note that [REDACTED], acting on behalf of [REDACTED], had previously prepared a Transportation Impact Study (TIS) for SPA submission in July 2022, in support of a site plan application located at [REDACTED] (now [REDACTED] and [REDACTED]). Subsequently, the site plan application was reviewed and approved by the Oxford County and City of Woodstock in October 2022 without consideration of a realignment of Oxford Road 4. It is evident that the County TMP Update was already underway when the County

[REDACTED]

approved the site plan for [REDACTED]. Furthermore, it should be noted that the County had not identified any intersection spacing issues through the site plan application process in which the July 2022 TIS report was reviewed and approved.

In light of the above and given the approved site plan, [REDACTED], the Owner of the subject site, strongly opposes the recommendation to realign the said intersection to the west as the realignment would significantly impact the approved site plan and would entirely hold up our development plans for the site.

We urge you to reconsider the recommendation to realign the intersection considering the above.

Sincerely,

[REDACTED]

[REDACTED]
Project Management, Properties Division

cc: Frank Gross
Manager, Transportation & Waste Management
Oxford County

Melissa Abercrombie
Manager, Engineering Services
Oxford County

[REDACTED]

From: [Ryan Vink](#)
To: [REDACTED]
Cc: [Frank Gross](#); [Melissa Abercrombie](#); John.Grieve@parsons.com; david.secord@ontario.ca
Subject: RE: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Date: Monday, April 17, 2023 9:44:08 AM
Attachments: [image001.png](#)
[OR4 Conditions Analysis.pdf](#)
[2023-04-11 PCC2 Feedback.pdf](#)

Good morning [REDACTED]

We have reviewed your letter dated April 11, 2023 and note the following:

- The intention of the first round of public engagement (including PCC1 presentation in September 2022) was to collect feedback on the existing transportation systems of the County and identify areas for improvement. No recommendations were presented (or yet available to present) at this time.
 - In October 2022, Recommendations were still not available, as the project team was reviewing feedback received from public engagement events in September 2022 and just beginning the network analysis.
- A recommendation to initiate an intersection control feasibility study at OR4 / OR15 was included in the 2019 TMP and analysis of this intersection was included in the OR4 corridor study by Parsons. Results of this study (which is being completed concurrently by Parsons) will be incorporated into the 2024 TMP.
- As noted in the attached PDF (presented as part of PCC2), the OR4/OR15 intersection was identified to have a yellow/red level of service (LOS) under current conditions. Parsons' network analysis included review of existing traffic using this intersection, the capacity of the road network, and residential/employment growth projections to estimate increases in traffic on the roadway in the future. From this analysis, and considering the intersection is currently on the verge of having a LOS of E/F, it was determined signalization of the intersection was required.
 - The recommendation for signalization can only be accommodated with a re-alignment of the corridor, as MTO has previously noted, as the existing intersection spacing from the 401 interchange is inadequate;
 - The OR4/OR15 intersection's close proximity to the 401 interchange was also identified in the Woodstock SE Secondary Plan.
 - Based on the need to facilitate MTO's Access Management Policy spacing requirements; a potential requirement to re-align the Oxford Road 4 corridor was indicated by County Staff during the early stages of site plan application; and,
 - In PCC2 recommendations presented, OR4 / OR15 intersection has also been identified as requiring a Class EA in the near future.
- Content discussed at the ExTAC2 meeting was the same as that presented at PCC2 (which currently has slides and video recording post on Speak-Up! Oxford project page). Minutes from the ExTAc2 meeting are not yet compiled, but will be included in the draft final report that will be made available for public review in the coming months.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
Oxford County | 21 Reeve St., PO Box 1614, Woodstock, On, n4S 7y3
www.OxfOrdCOunty.Ca | t 519.539.9800 Ext 3023 | C 519.535.8471

From: [REDACTED]
Sent: April 11, 2023 3:56 PM
To: Ryan Vink <rvink@oxfordcounty.ca>; John.Grieve@parsons.com
Cc: Frank Gross <fgross@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>
Subject: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Importance: High

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Good afternoon Ryan and John,

I hope this finds you well.

With reference to the 2024 TMP, kindly see attached our feedback on the PCC #2.

Best regards,

[REDACTED]

Project Management, Properties Division

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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[REDACTED]

From: [REDACTED]
To: [Ryan Vink](#)
Cc: [Frank Gross](#); [Melissa Abercrombie](#); John.Grieve@parsons.com; david.secord@ontario.ca
Subject: RE: Oxford County 2024 Transportation Master Plan Update- Virtual Public Consultation Centre #2 Feedback
Date: Monday, April 17, 2023 10:33:00 AM
Attachments: [image001.png](#)
[2021-12-17 Letter to Oxford County.pdf](#)

Good morning Ryan,

Thank you for your reply.

- Could you please let us know what is the MTO spacing requirements from the 401 Interchange to the Intersection?
- We understand that a comment regarding a potential re-alignment of Oxford Road 4 was indicated by County Staff during the early stages of site plan application, to which we responded to, along with other comments, via WSP's Letter to Oxford County, dated Dec. 17, 2021 (attached for easy reference).
- Later during the SPA second, third, and fourth submissions, the potential re-alignment comment was never raised.
- Furthermore, the Issues List, submitted by the City of Woodstock as part of the Procedural Order for OLT Hearing, had no mention of any road re-alignment issues.

Given the above, it is reasonable for us to believe that any road and/or intersection improvements would not have any impact on the approved site plan.

We urge you to consider other alternatives in your study that do not impact our approved plan.

Best regards,

[REDACTED]
[REDACTED]
Project Management, Properties Division

[REDACTED]
[REDACTED]

[REDACTED] | [REDACTED] | [REDACTED] | [REDACTED]



[REDACTED] www.weloveyouconnie.com

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From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Monday, April 17, 2023 9:42 AM
To: [REDACTED]



LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

September 15, 2023

Reference Number: 22185.02

[REDACTED]
Project Management
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

RE: Oxford Road 4 and Parkinson Road / Towerline Road Realignment Study

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Oxford Road 4 and Parkinson Road / Towerline Road Realignment Study. This study has been prepared for [REDACTED] and concludes that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road / Towerline Road intersection is the only improvement required, based on the traffic analysis conducted by LEA.

By way of background, LEA prepared a TIS, dated July 2022, which was submitted for both the 1491 Parkinson Road Northland and Southland Industrial sites. These Transportation Impact Studies concluded that a realignment of Oxford Road 4 is not required to accommodate development of these sites from a traffic operations perspective; however, an exclusive EBL turn lane and signalization of the Oxford Road 4 and Parkinson Road / Towerline Road intersection is recommended. The Site Plan Approval Letter, accepting the July 2022 TIS, was issued by Oxford County Director of Community Planning on October 21, 2022. The Site Plan Control Agreement, signed by the City of Woodstock, was issued on October 27, 2022.

Following the approval of the Transportation Impact Studies by the City of Woodstock and Oxford County, MTO had placed the land use permit applications for the Southland site on hold on April 4, 2023, until the conclusions and resulting detailed designs are made available following the finalization of Oxford County's TMP and Class EA for a realignment of Oxford Road 4. The Draft TMP was received by Council on July 12, 2023, and is currently posted for informal comment period prior to final approval. In the Draft TMP, the County's recommendation does not include the realignment of Oxford Road 4. Furthermore, in reviewing the supporting technical analysis, there are no constraints identified along Oxford Road 4 necessitating any realignment. As such, it is our opinion that MTO's concern has been adequately addressed.

The following Study will review the capacity analysis conducted for the July 2022 TIS, the Draft TMP from September 2023, as well as the Oxford County Official Plan, municipal plans and studies, and relevant design guidelines, to determine whether a realignment of Oxford Road 4 could be deemed necessary.



1 INTERSECTION CAPACITY ANALYSIS & QUEUE ASSESSMENT

The following sections will summarize the Synchro intersection capacity analysis results for the Oxford Road 4 and Parkinson Road / Towerline Road intersection, and Towerline Road 4 and Highway 401 Westbound On/Off-Ramps, to determine whether improvements are required to the intersections from a capacity / queue perspective. This analysis was originally submitted for the July 2022 Transportation Impact Studies prepared for the proposed industrial development of the 1491 Parkinson Road Northland and Southland sites. These Transportation Impact Studies were subsequently approved by Oxford County and the City of Woodstock on October 21 and 27, 2022, respectively.

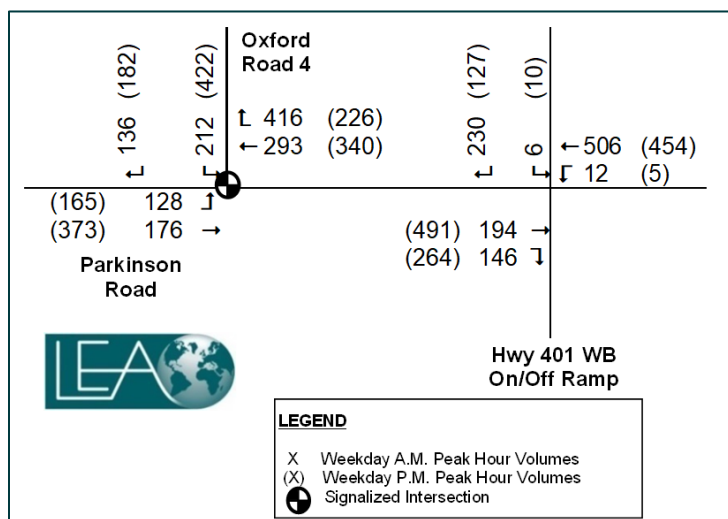
The intersection capacity analysis was undertaken using Synchro 11.0, which is based on the Highway Capacity Manual (2000) methodology. Critical movements/intersections are identified as those with level-of-service (LOS) E or worse or a volume-to-capacity (V/C) ratio greater than 0.85 for through and right turn movements and V/C greater than 0.90 for left turn movements.

The following sections outline a comparison of the capacity analysis results under existing conditions and future background and future total conditions for the 2026, 2031, and 2036 horizon years. Detailed capacity analysis results are provided in the following appendices:

- ▶ **Appendix A:** Existing Intersection Capacity Analysis;
- ▶ **Appendix B:** 2026, 2031, and 2036 Future Background Intersection Capacity Analysis; and
- ▶ **Appendix C:** 2026, 2031, and 2036 Future Total Intersection Capacity Analysis.

The results for the Oxford Road 4 and Parkinson Road / Towerline Road, and Towerline Road and Highway 401 Westbound On/Off Ramp intersections under each traffic scenario during the weekday AM and PM peak hours are summarized in the sections below. **Figure 1-1** below depicts the future total traffic volumes during the 2036 horizon year.

Figure 1-1: 2036 Future Total Peak Hour Traffic Volumes





1.1 PARKINSON/TOWERLINE ROAD & OXFORD ROAD 4

1.1.1 Intersection Capacity Analysis Results

The capacity analysis for weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under existing conditions are summarized in **Table 1-1**. To note, signalization is recommended at the Parkinson/Towerline Road & Oxford Road intersection and has therefore been included in the analysis below for future background and future total conditions.

Table 1-1: Existing Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Existing Conditions				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue
EBLT	90	0.09	4	A	2
WBTR	417	0.25	0	-	0
SBL	224	0.31	15	C	11
PM	Existing Conditions				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue
EBLT	160	0.14	4	A	4
WBTR	425	0.25	0	-	0
SBL	201	0.43	22	C	17

The capacity analysis for the weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under the future 2026 horizon year are summarized in **Table 1-2**.

Table 1-2: 2026 Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Future Background Conditions 2026				Future Total Conditions 2026			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.49	20	B	-	0.64	24	C
EBL	108	0.36	14	B	128	0.61	25	C
EBT	144	0.21	11	B	144	0.21	11	B
WBTR	502	0.55	16	B	656	0.71	20	C
SBL	143	0.36	37	D	189	0.48	39	D
SBR	108	0.08	32	C	115	0.08	32	C
PM	Future Background Conditions 2026				Future Total Conditions 2026			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.54	23	C	-	0.69	28	C
EBL	158	0.50	23	C	165	0.58	27	C
EBT	305	0.38	18	B	305	0.38	18	B
WBTR	458	0.59	22	C	504	0.65	24	C
SBL	251	0.47	32	C	400	0.75	42	D
SBR	137	0.11	26	C	159	0.16	26	C

The capacity analysis for weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under the future 2031 horizon year are summarized in **Table 1-3**.



Table 1-3: 2031 Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Future Background Conditions 2031				Future Total Conditions 2031			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.52	20	C	-	0.67	25	C
EBL	108	0.38	15	B	128	0.65	29	C
EBT	159	0.23	11	B	159	0.23	11	B
WBTR	527	0.58	16	B	681	0.74	22	C
SBL	154	0.39	37	D	200	0.51	40	D
SBR	118	0.09	32	C	125	0.09	32	C
PM	Future Background Conditions 2031				Future Total Conditions 2031			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.57	24	C	-	0.72	29	C
EBL	158	0.53	24	C	165	0.62	29	C
EBT	337	0.41	18	B	337	0.41	18	B
WBTR	487	0.63	23	C	533	0.69	25	C
SBL	261	0.49	32	C	410	0.77	43	D
SBR	148	0.12	26	C	170	0.18	27	C

The capacity analysis for weekday AM and PM peak hours at Parkinson/Towerline Road & Oxford Road 4 under the future 2036 horizon year are summarized in **Table 1-4**.

Table 1-4: 2036 Intersection Capacity Analysis, Parkinson/Towerline Road & Oxford Road 4

AM	Future Background Conditions 2036				Future Total Conditions 2036			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.55	21	C	-	0.70	26	C
EBL	108	0.40	16	B	128	0.71	35	C
EBT	176	0.25	11	B	176	0.25	11	B
WBTR	555	0.61	17	B	709	0.78	23	C
SBL	166	0.42	38	D	212	0.54	41	D
SBR	129	0.09	32	C	136	0.10	32	C
PM	Future Background Conditions 2036				Future Total Conditions 2036			
Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
Overall	-	0.61	25	C	-	0.76	30	C
EBL	158	0.58	27	C	165	0.69	34	C
EBT	373	0.46	19	B	373	0.46	19	B
WBTR	520	0.68	25	C	566	0.74	27	C
SBL	273	0.51	33	C	422	0.79	45	D
SBR	160	0.13	26	C	182	0.20	27	C

Existing Conditions: The intersection is anticipated to operate well within capacity, with acceptable delays and LOS 'C' or better for all movements during the AM and PM peak hours. No critical movements have been identified under existing conditions.

Future Background Conditions: With signalization and inclusion of an auxiliary EBL turn lane, the intersection is expected to operate with acceptable delays and overall LOS 'C' or better during the AM and PM peak hours, under all horizon years. No new constraints have been identified.



Future Total Conditions: The intersection is anticipated to experience increases in V/C ratio compared to future background conditions under all horizon years; however, all movements under both AM and PM peak hours are only expected to experience marginal delay increases, remaining well within capacity and operating with overall LOS 'C'. No new constraints have been identified.

It is recommended that the signal timing plans analyzed in this study be adopted to accommodate the future projected traffic volumes, while mitigating potential capacity constraints.

1.1.2 Queue Assessment Results

The 50th and 95th percentile queue lengths expected at Parkinson/Towerline Road & Oxford Road are summarized in **Table 1-5**.

Table 1-5: Queue Lengths, Parkinson/Towerline Road & Oxford Road 4

AM Peak	Available Storage	Future Background 2026		Future Total 2026		Future Background 2031		Future Total 2031		Future Background 2036		Future Total 2036	
		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)	
Mvmt		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	30	14	28	20	49	14	28	21	59	14	30	22	64
EBT	-	16	27	16	27	18	30	18	30	21	34	21	34
WBTR	-	64	96	97	148	71	105	107	163	79	116	119	182
SBL	-	32	52	43	68	34	56	46	72	37	59	50	77
SBR	56	0	14	0	15	0	15	0	15	0	16	0	16

PM Peak	Available Storage	Future Background 2026		Future Total 2026		Future Background 2031		Future Total 2031		Future Background 2036		Future Total 2036	
		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)		Queue (m)	
Mvmt		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	30	26	49	29	56	27	52	30	61	28	55	32	72
EBT	-	47	68	47	68	53	77	53	77	60	87	60	87
WBTR	-	75	111	86	127	84	123	96	141	95	138	107	158
SBL	-	52	78	95	137	55	82	98	141	58	86	102	150
SBR	56	0	14	4	20	0	15	5	21	0	15	6	23

EBL Movement

Under future background conditions, the 30 m storage length for the EBL movement will provide sufficient storage to accommodate the 50th percentile queues in both peak hours under all horizon years.

Under future total conditions for each horizon year, increases in the 50th percentile queues are anticipated for the EBL movement when compared with the corresponding future background conditions. There is sufficient storage length to accommodate the queues in all peak hours and all horizon years, with the exception of the 2036 horizon year in the PM peak hour where the 50th percentile queue is anticipated to marginally exceed the 30 m storage length. However, as the analysis indicates that queues will clear the intersection within one cycle length, a storage length of 30 m is sufficient.

To better understand the queue lengths of this intersection, SimTraffic analysis was also conducted. The results and recommendations of the storage length for the EBL movement is provided in **Section 1.3**.



SBR Movement

The SBR movement has a storage length of 56 m and provides enough storage to accommodate all queues in each horizon year under both the future background and future total conditions. No modifications to the SBR storage length are required.

1.2 TOWERLINE ROAD & HIGHWAY 401 WESTBOUND ON/OFF-RAMP

1.2.1 Intersection Capacity Analysis Results

The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the existing conditions are summarized in **Table 1-6**.

Table 1-6: Existing Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM		Existing Conditions				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	
EBT	128	0.08	0		0	
EBR	117	0.07	0		0	
WBL	14	0.01	8	A	0	
WBT	307	0.18	0		0	
SBLTR	99	0.15	12	B	4	
PM		Existing Conditions				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	
EBT	278	0.16	0		0	
EBR	127	0.07	0		0	
WBL	5	0.00	8	A	0	
WBT	333	0.20	0		0	
SBLTR	100	0.17	12	B	5	

The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the future 2026 horizon year are summarized in **Table 1-7**.

Table 1-7: 2026 Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM		Future Background Conditions 2026					Future Total Conditions 2026				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue	
EBT	166	0.10	0	-	0	193	0.11	0	-	0	
EBR	143	0.08	0	-	0	170	0.10	0	-	0	
WBL	14	0.01	8	A	0	14	0.01	8	A	0	
WBT	424	0.25	0	-	0	513	0.30	0	-	0	
SBLTR	186	0.33	15	B	12	274	0.55	21	C	26	
PM		Future Background Conditions 2026					Future Total Conditions 2026				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue	
EBT	388	0.23	0	-	0	470	0.28	0	-	0	
EBR	209	0.12	0	-	0	290	0.17	0	-	0	
WBL	5	0.01	9	A	0	5	0.01	9	A	0	
WBT	392	0.23	0	-	0	418	0.25	0	-	0	
SBLTR	125	0.23	14	B	7	151	0.29	15	B	10	



The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the future 2031 horizon year are summarized in **Table 1-8**.

Table 1-8: 2031 Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM		Future Background Conditions 2031				Future Total Conditions 2031				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	181	0.11	0	-	0	208	0.12	0	-	0
EBR	143	0.08	0	-	0	170	0.10	0	-	0
WBL	14	0.01	8	A	0	14	0.01	8	A	0
WBT	460	0.27	0	-	0	549	0.32	0	-	0
SBLTR	186	0.35	15	C	12	274	0.58	23	C	29
PM		Future Background Conditions 2031				Future Total Conditions 2031				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	421	0.25	0	-	0	503	0.30	0	-	0
EBR	209	0.12	0	-	0	290	0.17	0	-	0
WBL	5	0.01	9	A	0	5	0.01	9	A	0
WBT	431	0.25	0	-	0	456	0.27	0	-	0
SBLTR	125	0.24	14	B	8	151	0.31	16	C	10

The capacity analysis for weekday AM and PM peak hours at Towerline Road & Highway 401 Westbound On/Off-Ramp under the future 2031 horizon year are summarized in **Table 1-9**.

Table 1-9: 2036 Intersection Capacity Analysis, Towerline Road & Highway 401 WB Ramp

AM		Future Background Conditions 2036				Future Total Conditions 2036				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	199	0.12	0	-	0	226	0.13	0	-	0
EBR	143	0.08	0	-	0	170	0.10	0	-	0
WBL	14	0.01	8	A	0	14	0.01	8	A	0
WBT	500	0.29	0	-	0	588	0.35	0	-	0
SBLTR	186	0.37	16	C	14	274	0.61	25	C	32
PM		Future Background Conditions 2036				Future Total Conditions 2036				
Mvmt	Vol	V/C	Delay (s)	LOS	95th Queue	Vol	V/C	Delay (s)	LOS	95th Queue
EBT	457	0.27	0	-	0	540	0.32	0	-	0
EBR	209	0.12	0	-	0	290	0.17	0	-	0
WBL	5	0.01	9	A	0	5	0.01	10	A	0
WBT	474	0.28	0	-	0	499	0.29	0	-	0
SBLTR	125	0.26	15	C	8	151	0.33	17	C	11

Existing Conditions: The intersection is anticipated to operate well within capacity, with acceptable delays and LOS 'B' or better for all movements during the AM and PM peak hours. No critical movements have been identified under existing conditions.

Future Background Conditions: The intersection operates similar to existing conditions during the AM and PM peak hours under all horizon years with minor increases in V/C ratios, delays, and queues. No new constraints have been identified.



Future Total Conditions: Marginal change is anticipated for most movements compared to future background conditions during the AM and PM peak hours under all horizon years. The exception is the SBLTR movement in the AM peak hour which experiences a noticeable increase in V/C; however, the movement is well within capacity and operates with an acceptable LOS 'C'. No new constraints have been identified.

Overall, the inclusion of site traffic is anticipated to have a marginal impact on the operations of the highway ramp under all horizon years.

1.3 SIMTRAFFIC ANALYSIS

As mentioned earlier, a dedicated EBL turn lane is recommended for the intersection of Oxford Road 4 and Parkinson/Towerline Road under future background 2026 conditions. To identify a recommended storage length, SimTraffic analysis was conducted to provide queue results for the worst-case scenario (i.e., 2036 future total conditions) for both AM and PM peak hours for the EBL movement.

As previously noted, a 30 m storage length has been identified based on the Geometric Design Standards for Ontario Highway Manual. **Table 1-10** details the 50th and 95th percentile queues for the future total 2036 conditions for the Oxford Road 4 and Parkinson/Towerline Road intersection. Detailed SimTraffic results are provided in **Appendix D**.

Table 1-10: SimTraffic Analysis

AM PEAK	Queue Summary (all units in m)			
	Movement	Available Storage	Future Total (2036)	
			Average	95 th
Parkinson/Towerline Road & Oxford Road 4	EBL	30	35	44
	WBTR	260	76	135
PM PEAK	Queue Summary (all units in m)			
	Movement	Available Storage	Future Total (2036)	
			Average	95 th
Parkinson/Towerline Road & Oxford Road 4	EBL	30	36	42
	WBTR	260	93	140

As summarized above, the future total 2036 conditions are anticipated to experience an average and 95th percentile queue of 35 m and 44 m in the AM peak hour, and 36 m and 42 m in the PM peak hour, respectively, for the EBL movement. Similarly, the WBTR movement is anticipated to experience an average and 95th percentile queue of 76 m and 135 m in the AM peak hour, and 93 m and 140 m in the PM peak hour, respectively. Based on these results, an EBL storage length of 55 m is recommended to accommodate 2036 future traffic volumes. The WBTR movement queues have sufficient storage to accommodate the queues, while not spilling back towards the Highway 401 Ramps.



1.4 RECOMMENDATIONS & CONCLUSIONS

As summarized above, both intersections are expected to operate at acceptable levels of service during existing and future scenarios, with the implementation of an exclusive EBL turn lane and signalization at the Oxford Road 4 and Parkinson/Towerline Road intersection. Based on the SimTraffic analysis, it is recommended the EBL turn lane have a storage length of 55 m to accommodate all future traffic.

As such, it is our opinion that a realignment of Oxford Road 4 and Parkinson / Towerline Road is not required, and that the only improvements required from a traffic operations perspective are the signalization and implementation of an exclusive EBL turn lane.

It should be noted that the Transportation Impact Studies and site plan have been approved by the County and the City, on October 21 and 27, 2022 respectively, without a realignment of Oxford Road 4.



2 DRAFT TMP REVIEW (SEPTEMBER 2023)

It is understood that Oxford County is in the process of finalizing a Transportation Master Plan (TMP), titled *Oxford County TMP: Connecting Oxford 2024*, that will provide the strategic, long-term planning document that will identify the policies, programs, and infrastructure improvements needed to manage existing and future transportation demand to the year 2046.

LEA has participated in the consultation and review process for the draft TMP to understand the potential impacts to the 1491 Parkinson Road Northland and Southland Industrial sites, which have received Site Plan Approval as of October 2022. A summary of the public consultation activities, review of the latest draft Oxford County TMP, and potential impacts to the approved site plan for the 1491 Parkinson Road sites is provided in the following sections.

2.1 PUBLIC CONSULTATION CENTRE (PCC) ATTENDANCE

LEA has attended the Oxford County Transportation Master Plan (TMP) Update Virtual Public Consultation Centre (PCC) #1 and #2, which were held on September 27, 2022, and March 21, 2023, respectively. These PCCs were prepared by Parsons, on behalf of Oxford County.

During the first PCC, there was no mention or recommendation on the necessity of the realignment of Oxford Road 4 at the Parkinson Road / Towerline Road intersection. However, during the second PCC, it recommended the realignment of the Oxford Road 4 and Parkinson Road / Towerline Road intersection, due to intersection spacing between Oxford Road 4 and Highway 401. However, it is not apparent where the proposed realignment intersection will be located as no drawings nor any technical information was provided during or following the PCC.

2.2 LATEST DRAFT OXFORD COUNTY TMP

Following the second PCC, the latest draft of the *Oxford County TMP: Connecting Oxford 2024* was received, dated September 2023. LEA has completed a review of this document and notes that there is no mention of the Oxford Road 4 realignment nor of the need for a Class EA Study to be undertaken for the realignment of Oxford Road 4.

Thus, it is our understanding that the need for a Class EA Study for a realignment of Oxford County Road 4 has not been confirmed and is not required as it is not reflected in the latest draft TMP that will become the long-term planning document guiding the policies, programs, and infrastructure improvements needed for the County to the year 2046.

2.3 SITE PLAN APPROVAL AND POTENTIAL IMPACTS

As mentioned above, LEA, on behalf of [REDACTED], has previously prepared Transportation Impact Studies for SPA submission in July 2022 in support of a site plan application located at 1491 Parkinson Road Northland and Southland Industrial sites. Subsequently, the site plan application process was approved by the City of Woodstock and Oxford County in October 2022 without the consideration for a realignment of Oxford Road 4. It is evident that the County TMP Update was already underway when the County approved the site plan for 1491 Parkinson Road south block. Given the approved site plan, the relocation of the Oxford



Road 4 and Parkinson Road/ Towerline Road intersection to the west would impact the approved site plan for 1491 Parkinson Road Northland and Southland Industrial sites.

2.4 SUMMARY / CONCLUSION

Overall, the discussion and/or recommendation of the Oxford Road 4 and Parkinson Road/ Towerline Road intersection would significantly impact the approved site plan. We are of the opinion that the recommendation of any intersection realignment to the west would negatively impact the approved site plans. Furthermore, it should be noted that the County had not identify any intersection spacing issues through the Site Plan application and approvals process in which the LEA July 2022 TIS was reviewed and approved.

This position is reflected in the latest September 2023 draft Oxford County TMP, which does not mention the need for a Class EA nor provide any details regarding the realignment of Oxford County Road 4. Aside from a verbal mention of the recommendation for this EA during the March 2023 PCC meeting, no further details have been provided and this recommendation is not reflected in the latest draft TMP document.

As such, based on our traffic analysis and Draft TMP review, it is our opinion that the realignment of Oxford Road 4 is not required / recommended.



3 OXFORD ROAD 4 PROPOSED IMPROVEMENTS

As noted above, LEA previously prepared a letter, dated August 3, 2023, summarizing the improvements recommended at the Oxford Road 4 and Parkinson Road / Towerline Road intersection. These recommendations are based on the approved Transportation Impact Study (TIS) Update, prepared by LEA Consulting and dated July 2022, for the 1491 Parkinson Road Northland and Southland sites proposed industrial development. The recommended improvements include the following:

- ▶ Signalization of the intersection; and,
- ▶ Inclusion of an exclusive eastbound left (EBL) turn lane with a storage length of 55 m.

These recommendations were based on the intersection capacity analysis, undertaken using Synchro 11.0, and queueing assessment, undertaken using SimTraffic, for the 2026, 2031, and 2036 horizon years. Based on the recommendations noted above, and upon review of the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*, a preliminary intersection design along with a cost estimate has been prepared for these recommended intersection improvements.

The preliminary intersection design drawings and cost estimate can be found in **Appendix E**. The recommended changes to the network are further detailed in the following sections.

3.1 OXFORD ROAD 4 AT PARKINSON / TOWERLINE INTERSECTION

3.1.1 North Leg of Oxford Road 4 at Parkinson / Towerline Intersection

For the north leg of the intersection, the existing curbs have been maintained at the northwest and northeast corners of the intersection, as well as along the east and west sides of Oxford Road 4. The posted speed limit of 80 km/h will also be maintained.

The following is recommended to either be implemented or maintained from existing conditions for the north leg of the intersection:

- ▶ Shifting the existing stop bars slightly to the north to accommodate a pedestrian crosswalk at the future signalized intersection;
- ▶ Reducing the existing 55 m storage length and parallel for the SBR turn lane to 47.5 m; and,
- ▶ Maintaining the existing ~100 m SBR turn lane taper.

3.1.2 West Leg of Oxford Road 4 at Parkinson / Towerline Intersection

For the west leg of the intersection, the posted speed limits of 70 km/h westbound and 80 km/h eastbound starting just west of the intersection along Parkinson Road will be maintained.

The main improvement to the intersection is the recommended inclusion of an EBL turn lane as follows:

- ▶ A storage length of 55 m based on the SimTraffic analysis conducted in the July 2022 TIS and summarized in **Section 1**;
- ▶ A left turn parallel deceleration lane of 100 m directly behind the storage lane based on the TAC guidelines for rural roads; and,



- ▶ A left turn taper lane of 140 m directly behind the parallel deceleration lane based on the TAC guidelines for rural roads.

Given the current width of Parkinson Road, and inclusion of the EBL turn lane, a portion of the existing curbs and gutters on the south side of Parkinson Road will need to be paved to accommodate an EBT travel lane for vehicles (approximately 155 m in length).

Stop bars for through and left turn lanes have been placed behind the proposed crosswalk location and the existing curbs have been maintained at the northwest corner of the intersection, as well as on the north side of Parkinson Road.

3.1.3 East Leg of Oxford Road 4 at Parkinson / Towerline Intersection

In order to provide a straight travel lane for the eastbound through lane on the west leg of the intersection, a painted “shadow” lane has been proposed on the east leg of the intersection.

Similar to the west leg of the intersection, the existing curb and gutter on the south side of Towerline Road, on the east leg of the intersection, will need to be paved to accommodate the eastbound through travel lane (approximately 90 m in length). Existing curbs have been maintained at the northeast corner of the intersection, as well as on the north side of Parkinson Road.

3.2 EXISTING HIGHWAY 401 ON / OFF-RAMPS

The proposed signalized intersection improvements at Oxford Road 4 and Parkinson Road / Towerline Road is not anticipated to have any impacts to the existing Highway 401 On / Off-Ramps along Towerline Road. All existing storage lanes are to be maintained on approach to and from the existing Highway 401 On / Off-Ramps and the MTO design speed of 90 km/h has been maintained.

3.3 ESTIMATED COST OF IMPROVEMENTS

A high-level cost estimate for the improvements noted above has also been prepared, and is provided in **Appendix E**. The fee has been broken down into two (2) parts; the removals, and the new additions.

3.3.1 Removals

The fee for the removals is estimated to be approximately \$232,000, which includes the excavation for disposal, saw cutting the exiting pavement, removing and replacing the asphalt, adjusting manholes and utility boxes, and removing the existing sod and topsoil, paint lines, paint symbols and relocation of signs.

3.3.2 New Additions

The fee for the new additions is estimated to be approximately \$612,000, which includes the implementation of new curbs and gutters, asphalt pavement, tactile surface indicators, catch basins, pavement markings for paint lines and symbols, traffic signs, traffic management, and the addition of a traffic signal.

3.3.3 Total Cost Estimate

The total fee for the removals and new additions is estimated to be around \$844,000. With the inclusion of a 30% contingency allowance and 13% HST, the total fee estimate for the improvements is estimated to be \$1,240,000. Please note that this is a high-level cost estimate. A more detailed cost estimate can be provided upon completion of a Detailed Design of the intersection.



4 OFFICIAL PLAN REVIEW

As noted in **Section 3** above, LEA has prepared a preliminary design and cost estimate for the recommended improvements for the Oxford Road 4 and Parkinson Road / Towerline Road intersection as identified in the LEA July 2022 TIS. This preliminary design has taken into account relevant design standards from the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*.

LEA has also undertaken a review of the Oxford County Official Plan to confirm whether the recommended improvements conform to relevant design requirements and standards and do not conflict with existing policy, such as the Oxford County Official Plan. A summary of this review is provided in the following sections.

4.1 OXFORD COUNTY OFFICIAL PLAN (AUGUST 2023)

Under the *Oxford County Official Plan*, Chapter 5 – Functional Support Elements and Chapter 7 – City of Woodstock Land Use Policies have been reviewed, specifically Section 5.1 County Transportation Policy and Section 7.6 Transportation, to identify guidelines at the County level that apply to the recommended road improvements.

The relevant transportation policies applicable to the County and City of Woodstock as they relate to the spacing of intersections and potential road realignments are summarized in **Table 4-1**. As noted, the recommended improvements to the Oxford Road 4 and Parkinson Road / Towerline Road intersection do not conflict with the relevant policies and schedules. Further, there are no policies nor schedules identifying a realignment of Oxford Road 4.



Table 4-1: County of Oxford Official Plan (2023 Consolidation)

County of Oxford Official Plan Policy			Do the recommended improvements conform?
Section	Title	Description	
5.1.1 Strategic Approach	Network Improvements	Improve the functionality of the County transportation network by identifying and making provision for necessary improvements over time.	Yes – functionality of the transportation network is improved in response to background/proposed development
5.1.2.1 Development Adjacent to County Roads	Major Intersection Separation	There should be sufficient separation between major intersections to allow for the efficient operation of traffic control devices.	Yes – queueing assessment and TAC Guidelines confirm no operational issues with the separation distance between Oxford Road 4 and Hwy 401 On/Off Ramps
	Potential Road Re-Alignments	Potential road re-alignments identified through a County Transportation Study and incorporated into this Plan on Schedule C-4 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a potential road realignment, as recommended by the County Public Works Department, may be made without the necessity of an amendment to the Official Plan, subject to County Council approval.	Yes – while a “major improvement” is noted along Oxford Road 4 to the north of Parkinson Road, details are omitted from Schedule C-4 as well as Chapter 5 and the alignment shown is generally in alignment with what exists today. See
	Protection of Potential Road Improvements	New development shall provide for the protection of potential road realignments and network improvements indicated on Schedule C-4. Required road allowances may be acquired by the County through dedication, purchase or expropriation, as appropriate.	



<p>Schedule C-4</p>	<p>County of Oxford Transportation Network Plan</p>		<p>response to <i>Section 7.6.2 Roads – Planned Road Alignments; Proposals to Add, Delete or Re-Align Roads; Intersections below.</i></p>
<p>7.6.2 Roads</p>	<p>Planned Road Alignments</p>	<p>There are certain arterial and collector road alignments identified on Schedule W-5 that have not been developed. The alignments shown on Schedule W-5 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a planned road alignment may be made without the necessity of an amendment to the Official Plan if it can be demonstrated to the satisfaction of City Council and/or County Council that the modification will not diminish the function or capacity of the road.</p>	<p>Yes – the alignment of Oxford Road 4 and Parkinson Road / Towerline Road are consistent with what exists today, and specific intersection improvements are not identified at the Oxford Road 4 and Parkinson Road / Towerline Road intersection under Schedule W-5.</p>
	<p>Proposals to Add, Delete or Re-Align Roads</p>	<p>For arterial, collector or minor collector roads, proposals to add or delete sections of road which substantially diminish or increase the function or capacity or to substantially re-align or extend a major road will require an amendment to Schedule W-5. In the review of such proposals, consideration shall be given to traffic service implications and the potential effects that a proposed road development may have on existing land uses and natural features and the measures that may be taken to mitigate these effects.</p>	



	Intersections	It is intended that, as traffic conditions warrant, improvements in the form of jog eliminations, installation of traffic signals, and channelization construction will be undertaken at the intersections indicated on Schedule W-5.	
Schedule W-5	Transportation Network Plan	<p style="text-align: center;">TRANSPORTATION NETWORK PLAN</p> <p>TRANSPORTATION NETWORK PLAN</p> <ul style="list-style-type: none"> MINOR COLLECTOR ROAD COLLECTOR ROAD ARTERIAL ROAD FREEWAY PLANNED ARTERIAL ROAD PLANNED MINOR COLLECTOR ROAD PLANNED COLLECTOR ROAD INTERSECTION IMPROVEMENT BRIDGE IMPROVEMENT RAILWAY CROSSING IMPROVEMENT COUNTY ROAD PROVINCIAL HIGHWAY <p>BASE MAP LEGEND</p> <ul style="list-style-type: none"> MUNICIPAL BOUNDARY RAILWAY 	<p>Additionally, Schedule W-5 does not identify a jog or realignment for Oxford Road 4 or Parkinson Road / Towerline Road. It is our understanding that such a realignment would represent a substantial change to what is currently reflected on Schedule W-5.</p>



5 CONCLUSION

LEA has undertaken this Oxford Road 4 and Parkinson Road / Towerline Road Realignment Study to determine whether a realignment of Oxford Road 4 is required from a traffic operations, long-term planning, and transportation planning and design perspective. This has included:

- ▶ An analysis of the intersection operations at the Parkinson Road / Towerline Road intersection and Towerline Road / Highway 401 On/Off Ramp intersection under existing and future conditions for the 2026, 2031, and 2036 horizon years;
- ▶ A review of the Oxford County TMP consultation process and latest draft TMP;
- ▶ A review of the preliminary design recommendations for the Oxford Road 4 and Parkinson Road / Towerline Road intersection as recommended in the LEA July 2022 TIS for 1491 Parkinson Road; and,
- ▶ A review of the Oxford County Official Plan.

Overall, it is our opinion that the realignment of Oxford County Road 4 is not required and that a Class EA Study for this realignment would similarly not be required, based on our findings and review of the following.

Intersection Capacity Analysis and Queue Assessment

As noted in the July 2022 TIS, both the Oxford Road 4 and Parkinson Road / Towerline Road intersection and Towerline Road / Highway 401 On/Off Ramp intersection are expected to operate at acceptable levels of service during existing and future scenarios with the implementation of an exclusive EBL turn lane with 55 m of storage length and signalization at the Oxford Road 4 and Parkinson/Towerline Road intersection. These recommendations do not require realignment of Oxford Road 4 nor modifications to the existing Highway 401 On/Off Ramps to be implemented, thus realignment of Oxford Road 4 is not required from a traffic operations perspective.

Draft TMP Review (September 2023)

LEA has participated in the virtual PCCs held for the Oxford County TMP and, aside from a verbal acknowledgment of the need for a Class EA and realignment of Oxford Road 4 due to spacing issues between the Highway 401 ramps and the existing Oxford Road 4 intersection along Parkinson Road / Towerline Road, no technical information, documentation, or analysis has been provided detailing spacing issues or the need for a realignment.

Further, a review of the latest draft TMP indicates that this study and realignment is not mentioned in the latest document with regards to Oxford Road 4, and it is therefore our understanding that it will not be part of the final TMP, which will direct the long-term planning for transportation in Oxford County to the year 2046.

Oxford Road 4 Proposed Improvements

LEA has undertaken a preliminary, high-level design and cost estimate exercise for the improvements to the Oxford Road 4 and Parkinson Road / Towerline Road intersection recommended through the LEA July 2022 TIS for 1491 Parkinson Road Northland and Southland Industrial sites.

As the July 2022 TIS and Site Plan applications for the industrial development of 1491 Parkinson Road Northland and Southland Industrial sites have been approved by the City of Woodstock and Oxford County in



October 2022, it is our understanding that neither the City nor the County have issues with the recommendations of the July 2022 TIS, nor the approved site plan for development. Neither the County nor City expressed issues with the spacing along Parkinson Road / Towerline Road.

Additionally, as noted in **Section 3** and **Appendix E – Preliminary Design Drawings and Cost Estimates**, the recommended improvements can be implemented without impacting the existing Highway 401 On/Off Ramps and the existing storage and design speeds along Parkinson Road / Towerline Road that facilitate access to/from the on/off ramps.

Official Plan Review

LEA has reviewed the *Oxford County Official Plan* Chapter 5 – Functional Support Elements and Chapter 7 – City of Woodstock Land Use Policies, specifically Section 5.1 County Transportation Policy, and Section 7.6 Transportation, to identify relevant transportation policies applicable to the County and City of Woodstock with respect to the spacing of intersections and potential road realignments.

Based on this review, the recommended improvements to the Oxford Road 4 and Parkinson Road / Towerline Road intersection from the July 2022 TIS do not conflict with the relevant Official Plan policies and schedules. Further, there are no policies nor schedules identifying a realignment of Oxford Road 4, and it is our understanding that a realignment of such would represent a substantial change.

Overall, LEA concludes that a realignment of Oxford Road 4 is not required, and that the implementation of an exclusive eastbound left (EBL) turn lane and signalization at the Oxford Road 4 and Parkinson Road / Towerline Road intersection is the only improvement required from a traffic operations perspective. Further, no technical findings or analysis indicating the need for this realignment has been identified from a long-term planning perspective.

Should you have any questions or concerns regarding this letter, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

[Redacted signature block]

[Redacted signature block]

- Encl. **Appendix A:** Existing Intersection Capacity Analysis
- Appendix B:** 2026, 2031, and 2036 Future Background Intersection Capacity Analysis
- Appendix C:** 2026, 2031, and 2036 Future Total Intersection Capacity Analysis
- Appendix D:** SimTraffic Queueing Assessment Results
- Appendix E:** Preliminary Design Drawings and Cost Estimates

Appendices have been removed

APPENDIX A.18

Notice of Study Completion

Notice of Study Completion

Oxford County Transportation Master Plan

Oxford County has completed the 2024 Transportation Master Plan (TMP) Class Environmental Assessment (EA) Study. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.

Environmental Assessment process

The Class EA Study was undertaken in accordance with the master planning and design process of the Municipal Class Environmental Assessment (MCEA, 2023), approved under the Ontario *Environmental Assessment Act*. The 2024 TMP followed Approach 1 of the MCEA process, which fulfills the requirements for Exempt (Schedule A and A+) projects and provides a basis for future investigations for Schedule B and C projects (where additional project specific investigations may be required to satisfy additional MCEA requirements before implementation). A TMP report document has been prepared that details the planning and decision-making process followed during the Class EA Study.

Public comment period

By this notice, the TMP report is being placed online on the public record for a **30-day review period starting November 1 and ending November 30, 2023**. The TMP is available at www.oxfordcounty.ca/2024tmp.

Written comments will be accepted until **November 30, 2023**. All comments and concerns should be addressed to Oxford County staff listed on this notice.

Ryan Vink, P.Eng.
Project Engineer
Oxford County
rvink@oxfordcounty.ca | 1-800-755-0394, ext. 3023

Frank Gross, C.Tech.
Manager, Transportation and Waste Management
Oxford County
fgross@oxfordcounty.ca | 519-539-9800, ext. 3120

A request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study, or that conditions be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

Requests must include your contact information and be received by November 30, 2023. Requests should specify what kind of order is being requested (request for conditions or a request for an individual/comprehensive environmental assessment); how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights; and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

Minister, Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3
Minister.mecp@ontario.ca

AND

Director, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto, ON M4V 1P5
EABDirector@ontario.ca

Requests should also be copied to Oxford County through the project contacts.

For more information on requests for orders under Section 16 of the *Environmental Assessment Act* visit: <https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

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

Posted November 1, 2023

APPENDIX A.19

30-Day Review Period Comments and Responses

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study

Agency Comment Summary (30 Day Review Period)

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
November 1, 2023	Karen Winfield Planning & Regulations Resource Specialist Upper Thames River Conservation Authority winfieldk@thamesriver.on.ca	<p>Hi Cooper,</p> <p>We appreciate you letting us know. From a cursory review of the report we are supportive of the plans.</p> <p>Please keep Ben Dafoe (cc'd on this e-mail) and myself on the circulation list for the future Class EAs mentioned in the report as well as pre-consultation for any of the road/bridge/culvert/trail detail design that may traverse through natural hazard lands regulated by the UTRCA or impact any of the lands owned by the UTRCA.</p> <p>It appears there will be numerous County road/bridge/culvert replacement or improvement projects within our watershed over the next 4 years and we will want to ensure they (especially those in well utilized transportation corridors) are designed with any eye for mitigating - and ideally reducing - flooding and erosion concerns.</p> <p>It also appears there may be some projects that could have the potential to impact lands owned by the UTRCA - specifically the improvements to Highway #59, County Road 17 and County Road 4 in the vicinity of the Pittcock Conservation Area and Flood Control Reservoir. We may also have an interest in the proposed trail connection from CR 17 and CR 4 to the Hickson Trail.</p> <p>We are always open to meeting with the County and their consultants early on in the Class EA and/or detail design process to outline our regulatory requirements and to work through any challenges or complications along the way.</p> <p>Thank-you,</p>		
November 2, 2023	Drew Neath Customer Service Representative County of Brant Drew.Neath@brant.ca	<p>Good morning Mr. Howieson.</p> <p>I have passed your email on to our clerk's department for review.</p> <p>Thank you have a great day.</p>		
November 2, 2023	Don CAO Elgin County CAO@elgin.ca	<p>Thank you Cooper!</p> <p>Don</p>		
November 14, 2023	Mark Badali Senior Project Evaluator Ontario Ministry of the Environment, Conservation and Parks Mark.Badali1@ontario.ca	<p>Good morning,</p> <p>Thank you for sharing the attached Notice with the ministry.</p> <p>Please note that, as per section 4.5 of Appendix 4 of the Municipal Class EA parent document, the final notice for a Master Plan following Approach #1 should be called a "Notice of Master Plan", and should not be called a "Notice of Completion". One reason for this is to be clear that no Schedule B or C projects have been completed through the issuance of the notice.</p>	<p>On November 14, 2023 Ryan Vink Responds:</p> <p>Good morning Mark,</p> <p>Thanks for the time to review and your comments below. We are working with our Communications team to get both the W/WW MP and TMP Notices re-issued with the corrected title of 'Notice of Master Plan'. We expect to be able to re-post this next week, and will be keeping the same 30 day review period (Nov. 1 to Nov. 30).</p>	

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
		<p>In order to comply with the requirements of the Municipal Class EA process, the ministry advises that this Notice should be revised and reissued with this corrected title. At the proponent's discretion, this reissuance need not impact the duration or end date of the 30-day public review period.</p> <p>When reissuing this Notice, the proponent could consider adding text to the section about requests to the ministry for a higher level of study, to indicate that the minister could only make an order with respect to Schedule B or C projects identified in the Master Plans and cannot make an order with respect to Exempt projects. While it is not a requirement of the Municipal Class EA process to include this information, the proponent may consider including it as a proactive risk-management measure to provide clarification up-front to any recipients of the notice who are considering submitting a request to the ministry for a higher level of study.</p> <p>If you have any questions or concerns regarding the above, please do not hesitate to contact me.</p> <p>Best regards,</p>	<p>We will also add the following text:</p> <p>A request may be made to the Ministry of the Environment, Conservation and Parks for an order with respect to Schedule B or C projects identified in the Master Plan requiring a higher level of study, or that conditions be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. The Minister cannot make an order with respect to Exempt projects identified in the Master Plan.</p> <p>Please let me know if you have any issues with the above. Thanks,</p>	
November 14, 2023	<p>Mark Badali Senior Project Evaluator Ontario Ministry of the Environment, Conservation and Parks Mark.Badali1@ontario.ca</p>	<p>Hi Ryan,</p> <p>Thank you for the update on the County's approach to reissuing the notices.</p> <p>I have one recommendation on the proposed revised text – rather than, “A request may be made to the Ministry of the Environment, Conservation and Parks for an order with respect to Schedule B or C projects identified in the Master Plan...”, it would be more accurate for the revised text to indicate that the minister can only make an order with respect to Schedule B or C projects identified in the Master Plan. This is in line with second piece of the revised text, which I have no concern with: “The Minister cannot make an order with respect to Exempt projects identified in the Master Plan”.</p> <p>Thank you,</p>	<p>On November 14, 2023 Ryan Vink Responds:</p> <p>Thanks for the timely response Mark, much appreciated.</p> <p>We'll make the change to read as follows:</p> <p>The Minister of the Environment, Conservation and Parks can only issue an order with respect to Schedule B or C projects identified in the Master Plan requiring a higher level of study, or that conditions be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. The Minister cannot make an order with respect to Exempt projects identified in the Master Plan.</p> <p>Thanks,</p>	
November 30, 2023	<p>Joseph Harvey Heritage Planner Ministry of Citizenship and Multiculturalism Joseph.harvey@ontario.ca</p>	<p>Hi Cooper,</p> <p>Thanks for providing us with the Notice of Completion for the above referenced undertaking.</p> <p>We are preparing our comments on the Master Plan but will need some additional time for review. We intend to provide our comments in the coming week.</p> <p>Thanks,</p>		
December 7, 2023	<p>Joseph Harvey Heritage Planner Ministry of Citizenship and Multiculturalism Joseph.harvey@ontario.ca</p>	<p>Ryan Vink,</p> <p>Thank you for providing us with some additional time for our review.</p> <p>Please find attached our comments on the above referenced Master Plan.</p> <p>Please do not hesitate to contact me with any questions or concerns.</p> <p>Regards,</p>		

From: [Karen Winfield](#)
To: [Howieson, Cooper \[NN-CA\]](#)
Cc: [Ben Dafoe](#); [Ryan Vink](#); [Stogios, Yannis \[NN-CA\]](#)
Subject: [EXTERNAL] Re: Oxford County Transportation Master Plan - Notice of Completion
Date: Wednesday, November 1, 2023 8:00:02 PM
Attachments: [ATT00001](#)
[ATT00002.png](#)

Hi Cooper,

We appreciate you letting us know. From a cursory review of the report we are supportive of the plans.

Please keep Ben Dafoe (cc'd on this e-mail) and myself on the circulation list for the future Class EAs mentioned in the report as well as pre-consultation for any of the road/bridge/culvert/trail detail design that may traverse through natural hazard lands regulated by the UTRCA or impact any of the lands owned by the UTRCA.

It appears there will be numerous County road/bridge/culvert replacement or improvement projects within our watershed over the next 4 years and we will want to ensure they (especially those in well utilized transportation corridors) are designed with any eye for mitigating - and ideally reducing - flooding and erosion concerns.

It also appears there may be some projects that could have the potential to impact lands owned by the UTRCA - specifically the improvements to Highway #59, County Road 17 and County Road 4 in the vicinity of the Pittock Conservation Area and Flood Control Reservoir. We may also have an interest in the proposed trail connection from CR 17 and CR 4 to the Hickson Trail.

We are always open to meeting with the County and their consultants early on in the Class EA and/or detail design process to outline our regulatory requirements and to work through any challenges or complications along the way.

Thank-you,

Karen Winfield

Planning & Regulations Resource Specialist
1424 Clarke Road London, Ontario, N5V 5B9
519.451.2800 Ext. 237 | Fax: 519.451.1188
winfieldk@thamesriver.on.ca



>>> "Cooper.Howieson@parsons.com" <Cooper.Howieson@parsons.com> 2023-11-01 3:39 PM >>>

Dear Karen,

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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From: [Drew Neath](#)
To: [Howieson, Cooper \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan - Notice of Completion
Date: Thursday, November 2, 2023 10:26:04 AM
Attachments: [image004.png](#)

Good morning Mr. Howieson.

I have passed your email on to our clerk's department for review.

Thank you have a great day.

Drew Neath

Customer Service Representative
Corporate Services Division
Corporation of the County of Brant
26 Park Ave Burford.,
Burford, Ontario; NOE 1A0
T 519.44BRANT (519.442.7268)
www.brant.ca [\[google.com\]](#)

Please know I am not in the office every day.



From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>
Sent: Wednesday, November 1, 2023 3:47 PM
To: info <info@brant.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Yannis.Stogios@parsons.com
Subject: Oxford County Transportation Master Plan - Notice of Completion

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Dear Michael,

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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From: [CAO](#)
To: [Howieson, Cooper \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan - Notice of Completion
Date: Thursday, November 2, 2023 5:12:34 PM
Attachments: [image001.png](#)

Thank you Cooper!
Don

From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>
Sent: November 1, 2023 3:37 PM
To: CAO <CAO@elgin.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Yannis.Stogios@parsons.com
Subject: Oxford County Transportation Master Plan - Notice of Completion

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Dear Julie,

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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From: [Ryan Vink](#)
To: [Badali, Mark \(He/Him\) \(MECP\)](#); [Mackenzie Schultz](#)
Cc: [Stogios, Yannis \[NN-CA\]](#); [Howieson, Cooper \[NN-CA\]](#); [Reuben Davis](#); [Frank Gross](#); [Melissa Abercrombie](#); [EA Notices to SWRegion \(MECP\)](#)
Subject: [EXTERNAL] RE: Oxford County, MCEA, Oxford County Transportation Master Plan
Date: Tuesday, November 14, 2023 1:08:30 PM

Thanks for the timely response Mark, much appreciated.

We'll make the change to read as follows:

The Minister of the Environment, Conservation and Parks can only issue an order with respect to Schedule B or C projects identified in the Master Plan requiring a higher level of study, or that conditions be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. The Minister cannot make an order with respect to Exempt projects identified in the Master Plan.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA | OXFORDCOUNTY.CA | T 519.539.9800 EXT 3023 |

From: Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>
Sent: November 14, 2023 12:09 PM
To: Ryan Vink <rvink@oxfordcounty.ca>; Mackenzie Schultz <mschultz@oxfordcounty.ca>
Cc: Yannis.Stogios@parsons.com; Cooper.Howieson@parsons.com; Reuben Davis <rdavis@oxfordcounty.ca>; Frank Gross <fgross@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>
Subject: RE: Oxford County, MCEA, Oxford County Transportation Master Plan

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Hi Ryan,

Thank you for the update on the County's approach to reissuing the notices.

I have one recommendation on the proposed revised text – rather than, “A request may be made to the Ministry of the Environment, Conservation and Parks for an order with respect to Schedule B or C projects identified in the Master Plan...”, it would be more accurate for the revised text to indicate that the minister can only make an order with respect to Schedule B or C projects identified in the Master Plan. This is in line with second piece of the revised text, which I have no concern with: “The Minister cannot make an order with respect to Exempt projects identified in the Master Plan”.

Thank you,

Mark Badali ([he/him \[the519.org\]](mailto:he/him [the519.org])) | Senior Project Evaluator
Environmental Assessment Program Support | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Mark.Badali1@ontario.ca | (416) 457-2155

From: Ryan Vink <rvink@oxfordcounty.ca>

Sent: November 14, 2023 11:46 AM

To: Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>; Mackenzie Schultz <mschultz@oxfordcounty.ca>

Cc: Yannis.Stogios@parsons.com; Cooper.Howieson@parsons.com; Reuben Davis <rdavis@oxfordcounty.ca>; Frank Gross <fgross@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>

Subject: RE: Oxford County, MCEA, Oxford County Transportation Master Plan

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Good morning Mark,

Thanks for the time to review and your comments below. We are working with our Communications team to get both the W/WW MP and TMP Notices re-issued with the corrected title of 'Notice of Master Plan'. We expect to be able to re-post this next week, and will be keeping the same 30 day review period (Nov. 1 to Nov. 30).

We will also add the following text:

A request may be made to the Ministry of the Environment, Conservation and Parks for an order **with respect to Schedule B or C projects identified in the Master Plan** requiring a higher level of study, or that conditions be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. **The Minister cannot make an order with respect to Exempt projects** identified in the Master Plan.

Please let me know if you have any issues with the above. Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 |

From: Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>

Sent: November 14, 2023 8:42 AM

To: Cooper.Howieson@parsons.com; Frank Gross <fgross@oxfordcounty.ca>; Ryan Vink <rvink@oxfordcounty.ca>

Cc: Yannis.Stogios@parsons.com; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; Reuben Davis <rdavis@oxfordcounty.ca>

Subject: RE: Oxford County, MCEA, Oxford County Transportation Master Plan

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Good morning,

Thank you for sharing the attached Notice with the ministry.

Please note that, as per section 4.5 of Appendix 4 of the Municipal Class EA parent document, the final notice for a Master Plan following Approach #1 should be called a "Notice of Master Plan", and should not be called a "Notice of Completion". One reason for this is to be clear that no Schedule B or C projects have been completed through the issuance of the notice.

In order to comply with the requirements of the Municipal Class EA process, the ministry advises that this Notice should be revised and reissued with this corrected title. At the proponent's discretion, this reissuance need not impact the duration or end date of the 30-day public review period.

When reissuing this Notice, the proponent could consider adding text to the section about requests to the ministry for a higher level of study, to indicate that the minister could only make an order with respect to Schedule B or C projects identified in the Master Plans and cannot make an order with respect to Exempt projects. While it is not a requirement of the Municipal Class EA process to include this information, the proponent may consider including it as a proactive risk-management measure to provide clarification up-front to any recipients of the notice who are considering submitting a request to the ministry for a higher level of study.

If you have any questions or concerns regarding the above, please do not hesitate to contact me.

Best regards,

Mark Badali ([he/him \[the519.org\]](mailto:he/him@the519.org)) | Senior Project Evaluator
Environmental Assessment Program Support | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Mark.Badali1@ontario.ca | (416) 457-2155

From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>

Sent: November 1, 2023 10:08 AM

To: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>

Cc: Yannis.Stogios@parsons.com; Ryan Vink <rvink@oxfordcounty.ca>; Melissa Abercrombie <mabercrombie@oxfordcounty.ca>; Frank Gross <fgross@oxfordcounty.ca>; Reuben Davis <rdavis@oxfordcounty.ca>; Badali, Mark (He/Him) (MECP) <Mark.Badali1@ontario.ca>

Subject: Oxford County, MCEA, Oxford County Transportation Master Plan

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the

sender.

Sensitive

Good Morning,

Please find attached the Notice of Completion for the above noted study.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com

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From: [Harvey, Joseph \(MCM\)](#)
To: [Howieson, Cooper \[NN-CA\]](#)
Cc: [karla.barboza](#); [Ryan Vink](#); [Stogios, Yannis \[NN-CA\]](#)
Subject: [EXTERNAL] File 0016822: Oxford County Transportation Master Plan - Notice of Completion
Date: Thursday, November 30, 2023 5:56:35 PM
Attachments: [image001.png](#)
[NOTICE TMP Notice of Completion 20231101.pdf](#)

Hi Cooper,

Thanks for providing us with the Notice of Completion for the above referenced undertaking.

We are preparing our comments on the Master Plan but will need some additional time for review. We intend to provide our comments in the coming week.

Thanks,

Joseph Harvey | Heritage Planner

Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit

Ministry of Citizenship and Multiculturalism

613.242.3743

Joseph.Harvey@ontario.ca

Effective October 17, 2022, units responsible for cultural heritage matters have been transferred from the Ministry of Tourism, Culture and Sport (MTCSS) to the Ministry of Citizenship and Multiculturalism (MCM). Responsibility for the Ontario Heritage Act and associated Provincial functions is now held by MCM. Individual staff roles and contact information remain unchanged.

From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>

Sent: November-01-23 3:37 PM

To: Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>

Cc: Ryan Vink <rvink@oxfordcounty.ca>; Yannis.Stogios@parsons.com

Subject: Oxford County Transportation Master Plan - Notice of Completion

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Karla,

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning

161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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Howieson, Cooper [NN-CA]

From: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
Sent: Thursday, December 7, 2023 2:24 PM
To: Ryan Vink
Cc: Yannis.Stogios@parsons.com; Barboza, Karla (She/Her) (MCM); Frank Gross
Subject: FW: File 0016822: Oxford County Transportation Master Plan - Notice of Completion
Attachments: 2023-12-07_OxfordCountyFinalTMP-MCM-Comments.pdf

Ryan Vink,

Thank you for providing us with some additional time for our review.

Please find attached our comments on the above referenced Master Plan.

Please do not hesitate to contact me with any questions or concerns.

Regards,

Joseph Harvey | Heritage Planner
Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit
Ministry of Citizenship and Multiculturalism
613.242.3743
Joseph.Harvey@ontario.ca

From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>
Sent: November-01-23 3:37 PM
To: Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Yannis.Stogios@parsons.com
Subject: Oxford County Transportation Master Plan - Notice of Completion

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Karla,

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Tel.: 613.242.3743

**Ministère des Affaires civiques
et du Multiculturalisme**

Unité de la planification relative au
patrimoine
Direction du patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
Tél.: 613.242.3743



December 5, 2023

VIA EMAIL ONLY

Ryan Vink, P.Eng.
Project Engineer
Public Works
Oxford County
21 Reeve St., PO Box 1614,
Woodstock, ON, N4S 7Y3
rvink@oxfordcounty.ca

MCM File : **0016822**
Proponent : **Oxford County**
Subject : **Municipal Class Environmental Assessment - Notice of Study
Completion - Master Plan Approach 1**
Project : **Oxford County 2024 Transportation Master Plan**
Location : **Oxford County**

Dear Ryan Vink:

Thanks for providing the Ministry of Citizenship and Multiculturalism's (MCM) with the Notice of Completion and making with the Oxford County 2024 Transportation Master Plan (TMP) (dated October 31, 2023, by Parsons) available for our review. MCM provided comments on the draft TMP (dated October 13, 2023) to which a response was received (dated October 26, 2023).

MCM's interest in this master plan relates to it's mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and,
- cultural heritage landscapes.

Master Plan Summary

The Class EA Study was undertaken in accordance with the master planning and design process of the Municipal Class Environmental Assessment (MCEA, 2023), approved under the Ontario Environmental Assessment Act. The 2024 TMP followed Approach 1 of the MCEA process, which fulfills the requirements for Exempt (Schedule A and A+) projects and provides a basis for future investigations for Schedule B and C projects (where additional project specific investigations may be required to satisfy additional MCEA requirements before implementation).

Comments

We have reviewed the above referenced TMP and your response to our comments on the draft TMP and have the following comments and observations:

- MCM understands that the TMP is being done at a broad level of assessment thereby requiring more detailed investigations at the project-specific level. Therefore, a description of the existing conditions related to cultural heritage resources needs to be included in the master plan document.
 - Section 3.5 (Cultural Heritage) – This section of the TMP is silent regarding the Master Plan’s impact on archaeological resources. The Master Plan should guide future projects on the need for archaeological assessments by acknowledging that the County contains archaeological resources and areas of archaeological potential. The County should refer to the County’s Archaeological Action Plan or MCM’s screening checklists: [Criteria for Evaluating Archaeological Potential](#) and [Criteria for Evaluating Marine Archaeological Potential](#) to determine whether subsequent project undertakings will require archaeological assessment.

In addition, a statement should be included that for all subsequent MCEAs recommended by this plan archaeological assessments are to be undertaken by an archaeologist licensed under the *Ontario Heritage Act* and that archaeological assessment reports must be submitted for MCM review prior to issuing a Notice of Completion or ground disturbing activities.

- A Desktop Baseline Conditions Cultural Heritage Report (prepared by Archaeological Services Inc. and included in Appendix H) was prepared as part of the 2024 Transportation Master Plan. Section 3.5 of the 2024 TMP includes a summary of the identification of known and potential built heritage resources and cultural heritage landscapes as well as next steps recommendations.

Thank you for making the TMP available for our review. Please contact me with any questions or concerns.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Copied to: Frank Gross, Oxford County
Yannis Stogios, Oxford County
Cooper Howieson, Parsons

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Public Comment Summary (30 Day Review Period)

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
November 1, 2023	[REDACTED]	<p>Cooper, thanks for this notification. Although not connected to this TMP project you might like to look at this Transport Action Ontario briefing paper that has been sent to the Western Ontario Wardens Caucus, SCOR EDC, Sarnia, London, St. Marys, Zorra Twp. and Stratford mayors and Stratford and District Chamber of Commerce.</p> <p>Although the North Main (rail) Line does not pass through Oxford County, any service improvements will benefit the north of County.</p> <p>Best wishes, [REDACTED]</p>	<p>On November 1, 2023 Cooper Howieson Responds:</p> <p>[REDACTED] thanks for passing this along.</p> <p>Cooper</p>	
November 14, 2023	[REDACTED]	<p>Is there a reason these are being sent to me?</p> <p>I don't think you have the right person.</p>	<p>On December 7, 2023 Cooper Howieson Responds:</p> <p>[REDACTED]</p> <p>As part of the Ontario Environmental Assessment Act, all stakeholders with a potential interest in this study must be notified. You or your company were identified as a potential stakeholder.</p> <p>We will remove you from further any communications if you wish.</p> <p>Regards,</p>	Remove from contacts list
November 30, 2023	[REDACTED]	<p>This letter is to raise the concern about this intersection between rd 4 and 17 . WE have property along [REDACTED] and are very concerned about the safety with this junction recognizing the congestion with the proximity of the railway tracks being so close to the intersection. I have heard that putting a stop light there will solve the problem. I would like to disagree with this remedy after talking to many truckers that use 17 that this intersection is one of the most challenging turns in the county. Putting a stop light isn't going to solve this problem and in my opinion it is putting a band aid on a short site solution. My thought would be to realign 17 to the top of the hill to the intersection of the 16th line this would help both intersection and make this a much safer spot by taking the bend out of the 16th and road 17 away from the railway tracks. This would make a single construction solution and handle much more traffic safer in years to come. If anyone would like to contact me I would share many more near misses at the current intersection of 4 and 17 as it is today. Thanks for your consideration. [REDACTED]</p>	<p>On December 1, 2023 Ryan Vink Responds:</p> <p>[REDACTED]</p> <p>Thanks for reaching out with your concerns and the opportunity to discuss with you over the phone yesterday. As promised, we will include your comments below in our Final TMP report.</p> <p>I can also say, that upon further review and in part because of your comments (and others received), the County has scheduled a Class Environmental Assessment (EA) for the intersection of OR4 and OR17 in the Final TMP report and Implementation Plan for 2025, subject to future County Council Budget approval.</p> <p>The Class EA would include consideration for the amalgamation of intersections and realignment of OR17 (among other options) to get the intersection away from the tracks as signalization so close to the rail tracks is difficult.</p> <p>Thanks,</p>	

From: [REDACTED]
To: [Howieson, Cooper \[NN-CA\]](#)
Cc: [Stogios, Yannis \[NN-CA\]](#); ["Ryan Vink"](#); [Frank Gross](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan - Notice of Completion
Date: Wednesday, November 1, 2023 4:50:08 PM
Attachments: [image001.png](#)
[TAO SWO passenger rail briefing paper Oct 2023.pdf](#)

Cooper, thanks for this notification. Although not connected to this TMP project you might like to look at this Transport Action Ontario briefing paper that has been sent to the Western Ontario Wardens Caucus, SCOR EDC, Sarnia, London, St. Marys, Zorra Twp. and Stratford mayors and Stratford and District Chamber of Commerce.

Although the North Main (rail) Line does not pass through Oxford County, any service improvements will benefit the north of County.

Best wishes,

[REDACTED]

From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>
Sent: Wednesday, November 1, 2023 3:35 PM
To: [REDACTED]
Cc: Yannis.Stogios@parsons.com; Ryan Vink <rvink@oxfordcounty.ca>
Subject: Oxford County Transportation Master Plan - Notice of Completion

[REDACTED]

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'

From: [Howieson, Cooper \[NN-CA\]](#)
To: [REDACTED]
Cc: [Ryan Vink](#); [Stogios, Yannis \[NN-CA\]](#)
Subject: RE: Oxford County Transportation Master Plan - Notice of Completion
Date: Thursday, December 7, 2023 2:38:00 PM
Attachments: [image001.png](#)
[image002.png](#)

[REDACTED]

As part of the Ontario Environmental Assessment Act, all stakeholders with a potential interest in this study must be notified. You or your company were identified as a potential stakeholder.

We will remove you from further any communications if you wish.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



From: [REDACTED]
Sent: Tuesday, November 14, 2023 10:15 PM
To: Howieson, Cooper [NN-CA] <Cooper.Howieson@parsons.com>
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Stogios, Yannis [NN-CA] <Yannis.Stogios@parsons.com>
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan - Notice of Completion

Is there a reason these are being sent to me?
I don't think you have the right person.

[REDACTED]

[REDACTED]



From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>
Sent: November 1, 2023 3:43 PM
To: [REDACTED]
Cc: Ryan Vink <rvink@oxfordcounty.ca>; Yannis.Stogios@parsons.com
Subject: Oxford County Transportation Master Plan - Notice of Completion

[REDACTED]

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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From: [Ryan Vink](#)
To: [REDACTED]
Cc: [Frank Gross](#)
Subject: [EXTERNAL] RE: intersection rd 4 and county road 17
Date: Friday, December 1, 2023 9:29:36 AM

Good morning Frank,

Thanks for reaching out with your concerns and the opportunity to discuss with you over the phone yesterday. As promised, we will include your comments below in our Final TMP report.

I can also say, that upon further review and in part because of your comments (and others received), the County has scheduled a Class Environmental Assessment (EA) for the intersection of OR4 and OR17 in the Final TMP report and Implementation Plan for 2025, subject to future County Council Budget approval.

The Class EA would include consideration for the amalgamation of intersections and realignment of OR17 (among other options) to get the intersection away from the tracks as signalization so close to the rail tracks is difficult.

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 |

From: [REDACTED]
Sent: November 30, 2023 2:45 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: intersection rd 4 and county road 17

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

This letter is to raise the concern about this intersection between rd 4 and 17 . WE have property along [REDACTED] and are very concerned about the safety with this junction recognizing the congestion with the proximity of the railway tracks being so close to the intersection. I have heard that putting a stop light there will solve the problem. I would like to disagree with this remedy after talking to many truckers that use 17 that this intersection is one of the most challenging turns in the county. Putting a stop light isn't going to solve this problem and in my opinion it is putting a band aid on a short site solution. My thought would be to realign 17 to the top of the hill to the intersection of the 16th line this would help both intersection and make this a much safer spot by taking the bend out of the 16th and road 17 away from the railway tracks. This would make a single construction solution and handle much more traffic safer in years to come. If anyone would like to contact me I would share many more near misses at the current intersection of 4 and 17 as it is today. Thanks for your consideration.

[REDACTED]

APPENDIX B

Indigenous Community Consultation Record

Updated	Title	First Name	Last Name	Community	Role	Address 1	Address 2	P. Code	Telephone	Email
3/1/2022	Chief	Chris	Plain	Aamijwanang First Nation	Chief	978 Tashmo Avenue	Sarnia, ON	N7T 7H5	519-336-8410 ext 236	Aamijwanang chief@gmail.com chief.plain@aamijwanang.ca
3/1/2022		Cathleen	O'Brien	Aamijwanang First Nation	Environmental Coordinator	978 Tashmo Avenue	Sarnia, ON	N7T 7H5	587-644-0778	ccobrien@aamijwanang.ca
9/14/2022		Courtney	Jackson	Aamijwanang First Nation	Environment Worker	978 Tashmo Avenue	Sarnia, ON	N7T 7H5		cjackson@aamijwanang.ca
9/1/2022	Grand Chief	Joel	Abraham	Association of Iroquois & Allied Indians	Grand Chief	387 Princess Avenue	London, ON	N6B 2A7	519-434-2761	jabraham@aaia.on.ca
3/1/2022		Geoff	Stonfeah	Association of Iroquois & Allied Indians	Director of Operations	387 Princess Avenue	London, ON	N6B 2A7	519-434-2761 ext 225	gstonfeah@aaia.on.ca
3/1/2022	Chief	Mary	Duckworth	Caldwell First Nation	Chief	PO Box 388	Leamington, ON	N8H 3W3	519-359-6922	ChiefMaryDuckworth@caldwellfirstnation.ca
3/1/2022		Jason	Henry	Chippewas of Kettle and Stony Point First Nation	Chief	6247 Indian Lane	Kettle & Stony Point FN, ON	N0N 1J0		Jason.Henry@kettlepoint.org
3/1/2022	Chief	Jacqueline	French	Chippewas of the Thames First Nation	Chief	320 Chippewa Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-5555	jacqueline@cnfn.com
3/1/2022		Fallon	Burch	Chippewas of the Thames First Nation	Consultation Officer	320 Chippewa Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-2662 ext 213	F Fallon@cnfn.com
2/2/2022		Jennifer	Mills	Chippewas of the Thames First Nation						jennifermills@cnfn.com
2/6/2022		Rochelle	Smith	Chippewas of the Thames First Nation						rochelle@cnfn.com
3/1/2022	Chief	Denise	Stonfeah	Delaware Nation	Chief	14760 School House Line, RR # 3	Thamesville, ON	N0P 2K0	519-692-3936	denise.stonfeah@delawarenation.on.ca
7/11/2022		Cheyenne	Hopkins	Delaware Nation	Lands and Resource Consultation Manager	14760 School House Line, RR # 3	Thamesville, ON	N0P 2K0	519-692-4290	landsassistant@delnet.ca
4/12/2022				Haudenosaunee Confederacy Chiefs Council		Haudenosaunee Development Institute, P.O. Box 714	Ohswaken, Ontario	N0A 1M0	519-445-4222	info@hdi.land
4/12/2022				London District Chiefs Council (Southern First Nations Secretariat)		22361 Austin Line	Bothwell, ON	N0P 1C0	519-692-5868	exec_assistant@sfna.on.ca
3/1/2022	Chief	Stacey	LaForme	Mississaugas of Credit First Nation	Chief	2789 Mississauga Road, RR # 6	Hagersville, ON	N0A 1H0	905-979-9254	Stacey.LaForme@mnfn.ca
5/12/2022		Mark	LaForme	Mississaugas of Credit First Nation	Director	4064 Hwy 6	Hagersville, ON	N0A 1H1		Mark.LaForme@mnfn.ca
5/12/2022		Abby	LaForme	Mississaugas of Credit First Nation	Acting Consultation Coordinator	4065 Hwy 6	Hagersville, ON	N0A 1H0		Abby.LaForme@mnfn.ca
4/29/2022		Adam	LaForme	Mississaugas of Credit First Nation	Archaeological Coordinator	4065 Hwy 6	Hagersville, ON	N0A 1H0		Adam.LaForme@mnfn.ca
7/11/2022	Chief	Roger	Thomas	Munsee-Delaware Nation	Chief	280 Jubilee Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-5396 ext 226	rod@munsee.ca
3/1/2022	Chief	Adrian	Chrisjohn	Oneida Nation of the Thames	Chief	2212 Elm Avenue	Southwold, ON	N0L 2G0	519-318-4598	adrian.chrisjohn@oneida.on.ca
3/1/2022		Kalve	Thomson	Oneida Nation of the Thames	CAO	2212 Elm Avenue	Southwold, ON	N0L 2G0		kap@oneida.on.ca
3/1/2022	Chief	Mark B.	Hill	Six Nations of the Grand River Territory	Chief	1695 Chiefswood Road, PO Box 5900	Ohswaken, ON	N0A 1M0	519-445-2201	markhill@snations.ca
13/7/2022		Tammy	Martin	Six Nations of the Grand River Territory	Chief of Staff	1695 Chiefswood Road, PO Box 5900	Ohswaken, ON	N0A 1M0	519-445-2205 ext 3227	tammymartin@snations.ca
3/1/2022	Grand Council Chief	Ragnald	Niganobe	Union of Ontario Indians	Grand Council Chief	1 Magill Millan PO Box 711	North Bay, ON	P1B 8J8	705-497-9127	info@unioindians.ca
3/1/2022	Chief	Charles	Sampson	Walpole Island First Nation	Chief		RR # 3 Wallaceburg, ON	NBA 4K9	519-627-1481 ext 320	charles.sampson@wifn.org
3/1/2022		Dean	Jacobs	Walpole Island First Nation	Consultation Manager		RR # 3 Wallaceburg, ON	NBA 4K9	519-627-1475 ext. 104	dean.jacobs@wifn.org
13/7/2022		Janet	Macbeth	Walpole Island First Nation	Project Review Coordinator		RR # 3 Wallaceburg, ON	NBA 4K9		janet_macbeth@wifn.org
13/7/2022		Larissa	Wrightman	Walpole Island First Nation	Political Office and Community Planning Assistant		RR # 3 Wallaceburg, ON	NBA 4K9	519-627-1475 ext 279	larissa.wrightman@wifn.org

Legend Nations Connect submission

April 29, 2022

Name
Indigenous Nation
Address 1
Address 2

**RE: Oxford County Transportation Master Plan Update and OR 4 Corridor Study
Notice of Study Commencement**

Dear <insert Indigenous contact name>:

Oxford County is completing a 2024 update of the current 2019 Transportation Master Plan (TMP). This project is taking place within Oxford County and includes all eight area municipalities: Township of Blandford-Blenheim, Township of East Zorra-Tavistock, Town of Ingersoll, Township of Norwich, Township of South-west Oxford, Town of Tillsonburg, City of Woodstock and Township of Zorra. The County oversees a large network of transportation infrastructure comprised of 1,288 lane km of roads and includes seven provincial highway interchanges, 22 at-grade rail crossings, 94 bridges, 60 culverts (>3m span), 39 signalized intersections and two roundabouts. In addition, the County acquired 43.2 lane km of roads, 5 bridges, and 6 culverts (>3 m span) on January 1, 2022, through the 2021 road rationalization undertaking.

Accordingly, Oxford County has retained Parsons Inc. (Parsons) to complete the Transportation Master Plan (TMP) Update to assess the existing transportation network conditions and performance, identify the needs of the transportation system, and develop polices to address them. The Oxford Road 4 (OR 4) Corridor Study will also be completed concurrently and included in the TMP Update. The study will examine opportunities to improve safety, implement active transportation infrastructure, increases access to the Highway 401 and Highway 403 corridors, and identify opportunities for intersection improvements.

The TMP Update will review the transportation network across the entire County at a high-level. More detailed impacts and technical studies will be conducted through site-specific Municipal Class Environmental Assessments that are based on the recommendations of the TMP Update and will be completed at a later date and separate from this Study. Therefore, at this time no technical studies, including archaeology and natural heritage studies, are being conducted.

This Study is being carried out in accordance with the planning and design process following the Master Planning Process as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2015), which is approved under the Ontario *Environmental Assessment Act*.

Consultation for this Class EA Study will comply with the mandatory guidelines developed by the Municipal Engineers Association (MEA) for First Nations and Aboriginal Peoples consultation as detailed in its Municipal Class Environment Assessment (EA) document (October 2000, amended 2007, 2011 & 2015) which is approved under the Ontario *Environmental Assessment Act*. Oxford County also recognizes and follows the Ministry of Environment, Conservation and Parks (MECP) guidance protocol (Code of Practice for Consultation in Ontario's Environmental Assessment Process) for Aboriginal consultation under the Ontario *Environmental Assessment Act*.

Accordingly, the County willingly accepts its responsibility to conduct interest-based consultation with Indigenous Communities as part of the Environmental Assessment process. Oxford County is committed to the open flow of information and to ensuring that there are meaningful opportunities for **<enter Indigenous Community name>** to provide input during this Study. As our neighbours in our community, we wish to build a strong and open relationship with your Nation.

In order to initiate engagement with this Study, we are notifying you of the project (see enclosed Notice of Commencement) in hopes that you can assist our project team in determining if your community may hold an interest in this project. For your convenience, we have enclosed a "Project Response Form" for you to review, complete and submit to the County's project manager as a first consultation step. Specifically, we are seeking your input on:

- Any preliminary comments or concerns that your community has on the proposed project;
- The level of interest in the project from the community for further engagement; and
- The best methods to communicate with your community.

Your comments are welcome and will be taken into consideration throughout this TMP Update. Our project team would be pleased to meet with you at any time during the Study to answer your questions or respond to any concerns you may have.

Should potential adverse impacts of the project undertakings on asserted or established Aboriginal or treaty rights be anticipated or determined to exist, the Crown has a legal rights-based duty to consult Indigenous Communities. Where the Crown's rights-based duty to consult process may be triggered, the MECP Environmental Approvals Branch will assess the extent of any Crown duty to consult in such circumstances. In such cases, additional procedural aspects of the consultation process may be delegated from the MECP Environmental Approvals Branch to Oxford County (the Study proponent).

Thank you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned by phone at 519-539-9800 ext. 3023 or email at rvink@oxfordcounty.ca.

Sincerely,



Ryan Vink, P. Eng.
Oxford County Project Manager

Enclosure: Notice of Study Commencement
Project Response Form

cc: John McGill, Parsons Project Manager
John Grieve, Parsons Deputy Project Manager
Marianne Alden, Parsons Consultation Lead

Project Response Form

Notice of Study Commencement Oxford County Transportation Master Plan Update and OR4 Corridor Study

Name: _____
(Please Print)

Phone No: _____

Signed: _____

Date: _____

If there is a different contact for your organization that we should follow-up with, please let us know:

Name:	
Address:	
Phone:	
Email:	

The study is in its initial stages and information can be provided as it progresses.

Please assist us in identifying your interests:

		YES	NO
1.	Do you wish to participate in this project?		
2.	If the answer to Question 1 is "no", would you like to be removed from the contact list?		
3.	Are there areas of cultural significance to your community in close proximity to the study area that Oxford staff should be aware of? (if yes, please provide details below)		
4.	Is the project within an area subject to a land claim?		
5.	Would your community / organization like to meet with Oxford staff to discuss this study?		

Is there any additional information your community requires from the Oxford County in order to better understand the study and to identify if / how the project may adversely impact Aboriginal and / or Treat rights of your community?

Please identify any initial comments your community or organization may have at this time.

Please return this completed to Ryan Vink at rvink@oxfordcounty.ca.

September 9, 2022

Name
Indigenous Nation
Address 1
Address 2

**RE: Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Notice of Public Consultation Centre #1**

Dear <insert Indigenous contact name>:

Oxford County is undertaking a 2024 update of the current 2019 Transportation Master Plan (TMP). This project is taking place within Oxford County and includes all eight area municipalities: Township of Blandford-Blenheim, Township of East Zorra-Tavistock, Town of Ingersoll, Township of Norwich, Township of South-west Oxford, Town of Tillsonburg, City of Woodstock and Township of Zorra. The TMP Update will review the transportation network across the entire County at a high-level. More detailed impacts and technical studies will be conducted through site-specific Municipal Class Environmental Assessments that are based on the recommendations of the TMP Update and will be completed at a later date and separate from this Study. Therefore, at this time no technical studies, including archaeology and natural heritage studies, are being conducted.

The Oxford Road 4 (OR 4) Corridor Study is also being completed concurrently and included in the TMP Update. The study will examine opportunities to improve safety, implement active transportation infrastructure, increases access to the Highway 401 and Highway 403 corridors, and identify opportunities for intersection improvements.

This Study is being carried out in accordance with the planning and design process following the Master Planning Process as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended to 2015), which is approved under the Ontario *Environmental Assessment Act*.

We would like to invite your Nation to attend virtual Public Consultation Centre #1. There are also a variety of pop-up events being held around the County. Details about the upcoming public engagement events can be found in Notice of Public Information Centre #1, appended to this letter. Oxford County also recognizes and follows the Ministry of Environment, Conservation

and Parks (MECP) guidance protocol (Code of Practice for Consultation in Ontario's Environmental Assessment Process) for Indigenous consultation under the Ontario *Environmental Assessment Act*.

Oxford County is committed to the open flow of information and to ensuring that there are meaningful opportunities for <enter Indigenous Community name> to provide input during this Study. As our neighbours in our community, we wish to build a strong and open relationship with your Nation.

Your comments are welcome and will be taken into consideration throughout this TMP Update. Our project team would be pleased to meet with you at any time during the Study to answer your questions or respond to any concerns you may have.

Should potential adverse impacts of the project undertakings on asserted or established Aboriginal or treaty rights be anticipated or determined to exist, the Crown has a legal rights-based duty to consult Indigenous Communities. Where the Crown's rights-based duty to consult process may be triggered, the MECP Environmental Approvals Branch will assess the extent of any Crown duty to consult in such circumstances. In such cases, additional procedural aspects of the consultation process may be delegated from the MECP Environmental Approvals Branch to Oxford County (the Study proponent).

Thank you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned by phone at 519-539-9800 ext. 3023 or email at rvink@oxfordcounty.ca.

Sincerely,



Ryan Vink, P. Eng.
Oxford County Project Manager

Enclosure: Notice of Public Consultation Centre #1

cc: John McGill, Parsons Project Manager
John Grieve, Parsons Deputy Project Manager
Marianne Alden, Parsons Consultation Lead

March 7, 2023

Name
Indigenous Nation
Address 1
Address 2

**RE: OXFORD COUNTY TRANSPORTATION MASTER PLAN UPDATE -
NOTICE OF PUBLIC CONSULTATION CENTRE #2**

Dear <insert Indigenous contact name>:

Oxford County is undertaking an update of the 2019 Transportation Master Plan (TMP). This project is taking place within Oxford County and includes all eight area municipalities: Township of Blandford-Blenheim, Township of East Zorra-Tavistock, Town of Ingersoll, Township of Norwich, Township of South-west Oxford, Town of Tillsonburg, City of Woodstock and Township of Zorra. The TMP Update will review the transportation network across the entire County at a high-level. More detailed impacts and technical studies will be conducted through site-specific Municipal Class Environmental Assessments that are based on the recommendations of the TMP Update and will be completed at a later date and are separate from this Study. Therefore, at this time no technical studies, including archaeology and natural heritage studies, are being conducted.

This Study is being carried out in accordance with the planning and design process following the Master Planning Process as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended to 2015), which is approved under the Ontario *Environmental Assessment Act*.

We would like to invite your Community to attend virtual Public Consultation Centre #2. There are also a variety of pop-up events being held around the County. Details about the upcoming public engagement events can be found in Notice of Public Information Centre #2, appended to this letter. Oxford County also recognizes and follows the Ministry of Environment, Conservation and Parks (MECP) guidance protocol (Code of Practice for Consultation in Ontario's Environmental Assessment Process) for Indigenous consultation under the Ontario *Environmental Assessment Act*.

Oxford County is committed to the open flow of information and to ensuring that there are meaningful opportunities for your Community to provide input during this Study. As our neighbours in our community, we wish to build a strong and open relationship with your Nation.

Your comments are welcome and will be taken into consideration throughout this TMP Update. Our project team would be pleased to meet with you at any time during the Study to answer your questions or respond to any concerns you may have.

Should potential adverse impacts of the project undertakings on asserted or established Aboriginal or treaty rights be anticipated or determined to exist, the Crown has a legal rights-based duty to consult Indigenous Communities. Where the Crown's rights-based duty to consult process may be triggered, the MECP Environmental Approvals Branch will assess the extent of any Crown duty to consult in such circumstances. In such cases, additional procedural aspects of the consultation process may be delegated from the MECP Environmental Approvals Branch to Oxford County (the Study proponent).

Thank you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned by phone at 1-800-755-0394 ext. 3023 or email at rvink@oxfordcounty.ca.

Sincerely,



Ryan Vink, P. Eng.
Oxford County Project Manager

Enclosure: Notice of Public Consultation Centre #2

cc: John Grieve, Parsons Project Manager
Marianne Alden, Parsons Consultation Lead

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Indigenous Community Comment Summary

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
April 29,2022	Chief Chris Plain Aamjiwnaang First Nation Aamjiwnaang.chief@gmail.com	Notice of Study Commencement sent via Email	n/a	Bounce back, remove from contact list. Email resent to correct email address on April 29, 2022.
April 29,2022	Chief Chris Plain Aamjiwnaang First Nation chief.plain@aamjiwnaang.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Caldwell First Nation ecc@caldwellfirstnation.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Mary Duckworth Caldwell First Nation ChiefMaryDuckworth@caldwellfirstnation.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Sharilyn Johnston Environmental Coordinator (Retired) Aamjiwnaang First Nation sjohnston@aamjiwnaang.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Geoff Stonefish Director of Operations Association of Iroquois & Allied Indians gstonefish@aiai.on.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Grand Chief Joel Abram Association of Iroquois & Allied Indians jabram@aiai.on.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Jason Henry Chippewas of Kettle and Stony Point First Nation Jason.Henry@kettlepoint.org	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Dean Jacobs Consultation Manager Walpole Island First Nation dean.jacobs@wifn.org	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Charles Sampson Walpole Island First Nation charles.sampson@wifn.org	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Grand Council Chief Reginald Niganobe Union of Ontario Indians info@anishinabek.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Mark B. Hill Six Nations of the Grand River Territory markhill@sixnations.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Adrian Chrisjohn Oneida Nation of the Thames adrian.chrisjohn@oneida.on.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Mandy Wesley CEO Oneida Nation of the Thames	Notice of Study Commencement sent via Email	n/a	n/a

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
	mandy.wesley@oneida.on.ca			
April 29,2022	Chief Mark Peters Munsee-Delaware Nation chief.peters@munsee.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Fawn Sault Consultant Manager Mississaugas of Credit First Nation Fawn.Sault@mncfn.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Mark LaForme Director Mississaugas of Credit First Nation Mark.LaForme@mncfn.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Abby LaForme Acting Consultation Coordinator Mississaugas of Credit First Nation Abby.LaForme@mncfn.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Stacey LaForme Mississaugas of Credit First Nation Stacey.LaForme@mncfn.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	London District Chiefs Council (Southern First Nations Secretariat) exec.assistant@sfns.on.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Tina Jacobs Lands and Resource Consultation Manager Delaware Nation tina.jacobs@delawarenation.on.ca	Notice of Study Commencement sent via Email	n/a	Bounce back, alternate contact required
April 29,2022	Haudenosaunee Confederacy Chiefs Council info@hdi.land	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Denise Stonefish Delaware Nation denise.stonefish@delawarenation.on.ca	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation fburch@cottfn.com	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Chief Jacqueline French Chippewas of the Thames First Nation jfrench@cottfn.com	Notice of Study Commencement sent via Email	n/a	n/a
April 29,2022	Fawn Sault Consultant Manager Mississaugas of Credit First Nation Fawn.Sault@mncfn.ca	I have moved on to my new role for the MCFN Council and will not be checking or receiving any emails at this address. Please forward all Archaeological inquiries to Adam.LaForme@mncfn.ca and any Consultation inquiries to Abby.LaForme@mncfn.ca (Acting Consultation Coordinator) and CC Mark.LaForme@mncfn.ca (Director)	n/a	Fawn Sault removed from contact list, replaced with Abby.LaForme@mncfn.ca (Acting Consultation Coordinator), Mark.LaForme@mncfn.ca (Director) and Adam.LaForme@mncfn.ca
May 1,2022	Cathleen O'Brien Environmental Coordinator Aamjiwnaang First Nation	Thanks for this. I'll take a look. Also just for your records, Sharilyn Johnston has retired and I'm the new Environment Coordinator at Aamjiwnaang. My details are below. If you	n/a	Replace Sharilyn Johnston's contact with Cathleen O'Brien (cobrien@aamjiwnaang.ca)

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
	cobrien@aamiwnaang.ca	could update your contacts to have me in there instead, that would be greatly appreciated.		
May 2,2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation fburch@cottfn.com	The Chippewas of the Thames First Nation has transitioned to using NationsConnect to receive consultation and engagement requests. Notifications or requests sent over email, mail or fax are not considered submitted and will not be reviewed. To register for NationsConnect, and submit your request, please visit NationsConnect.ca [nationsconnect.ca]. Along with the project information, a spatial file in .kml, .kmz, or .zip shapefile formats will be required to submit your request. Once your project has been submitted, you can attach additional files or send updated communication through the Conversations feature on NationsConnect. If you have any technical questions about NationsConnect, please reach out to support@kwusen.ca .	n/a	Parsons to submit via NationsConnect
June 2,2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation fburch@cottfn.com	The moderate level of concern is based on the geographic location of the proposed master plan. Oxford County is located within the London Township Treaty Area, the Big Bear Creek Additions to Reserve Lands. At this time, there are no outstanding concerns that need to be addressed. Please keep us updated as the Master Plan progresses. If you have any additional questions, please feel to contact me.	On June 23,2022 Salina Chan responds: Oxford County (the County) and our project consultant Parsons Corporation (Parsons) has received your May 25, 2022 correspondence associated with the Transportation Master Plan (TMP) that will provide the County with long-term transportation servicing strategies to the year 2046. Thank you for confirming that the Chippewas of the Thames First Nation (COTTFN) have reviewed the Notice of Study Commencement and identified moderate concerns with our project based on geographic location of the proposed Master Plan. Although we are in the early stages of the development of the Master Plan, the County will be scheduling a Public Consultation Centre (PCC) in September; at which time additional information will be available. Please keep in mind that a Master Plan is a broad level assessment that will require more detailed investigations at the project-specific level including an assessment of the potential location and footprint of proposed infrastructure/upgrades. The Master Plan will become the basis for, and be used in support of, future investigations for specific	Add Jennifer Mills (jmills@cottfn.com) and Rochelle Smith (rsmith@cottfn.com) to contact list

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
			<p>Schedule B and C projects that are identified within the Master Plan. This would also be the time that archaeological assessments or a management plan would take place. As our neighbours, we wish to build a strong and open relationship with your Nation and we will continue to circulate you via NationsConnect on project notifications as required by the Municipal Class EA Process.</p> <p>Should you have any questions or wish to discuss this project further, please contact Ryan Vink, Project Manager by phone 519-539-9800 ext 3023 or rvink@oxfordcounty.ca or John McGill, Parsons Project Manager by phone at 905-330-9569 or john.mcgill@parsons.com</p>	
June 23,2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation no-reply-cottfn@knowledgekeeper.ca	We have received information regarding the Oxford County Transportation Master Plan Update, submitted May 17, 2022. The proposed project is located within the London Township Treaty area to which Chippewas of the Thames First Nation (COTTFN) is a signatory. It is also located within the Big Bear Creek Additions to Reserve (ATR) land selection area, as well as COTTFN's Traditional Territory. After reviewing the information that has been presented at this time, we have determined a moderate level of concern. However, we ask that as the Transportation Master Plan update progresses that you provide COTTFN with regular updates, we will contact you if we require a meeting when more information is available. We look forward to continuing this open line of communication. To implement meaningful consultation, COTTFN has developed its own protocols - a document and a process that will guide positive working relationships. We would be happy to meet with you to review COTTFN's Consultation Protocols. As per 'Appendix D' of the Wiindmaagewin, please find attached invoice #0327. Please do not hesitate to contact me if you have any questions.	<p>On June 2, 2022 Ryan Vink responds:</p> <p>Thank you for the reply. We will give a more detailed response shortly but before issuing that I wanted to reach out regarding the moderate level of concern with the project that was noted. Is there anything specifically at this time that COTTFN has concerns with that lead to the moderate designation as opposed to a low concern designation?</p> <p>On June 23,2022 Marianne Alden responds:</p> <p>Thank you for your consultation response concerning the Oxford County TMP, as per the attached. We understand that in your screening of this project, you have identified a moderate concern with respect to this project or information that has been presented at this time. Attached is a letter from Ryan Vink, Project Manager, Oxford County Public Works, in response to the items noted in your review. We will also respond via <i>NationsConnect</i>.</p>	<p>Respond to email</p> <p>Respond via Nations Connect</p>
July 11, 2022	Association of Iroquois & Allied Indians	Salina called Geoff Stonefish, Director of Operations. A voicemail was left providing a quick overview of the study and asking if the Notice was received/they had any comments or input. Contact information was provided if they did not get the Notice and an offer to resend the Notice was provided.		

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
July 11, 2022	Caldwell First Nation	Salina called Chief Mary Duckworth to follow up. Chief Duckworth noted that this was more of COTTFN area but suggested we can resend the Notice to chiefmaryduckworth@caldwellfirstnation.ca and she will pass it onto their consultation department.		Prapti to draft letter Marianne to send letter
July 11, 2022	Chippewas of Kettle and Stony Point First Nation	Salina called Administration and was redirected to Claire Sault, Band Manager. A voicemail was left providing a quick overview of the study and asking if the Notice was received/they had any comments or input. Contact information was provided if they did not get the Notice and an offer to resend the Notice was provided.		
July 11, 2022	Delaware Nation	Salina called Tina Jacobs (Consultation Manager) to follow up. Tina no longer works there, the consultation manager is now Cheyenne Hopkins. We will resend the Notice to landsassistant@xplornet.ca .		Prapti to draft letter Marianne to send letter
July 11, 2022	Haudenosaunee Development Institute	Salina called the general HDI number. They noted there is an online application required for consultation that can be found on the website. Salina noted that we will review the process and initiate consultation through there.		Salina to follow up.
July 11, 2022	Southern First Nations Secretariat	Salina called SFNS. SFNS does not provide individual comments to these studies and these are overseen by the individual nations themselves.		
July 11, 2022	Munsee-Delaware Nation	Salina called the Chief. Chief Mark Peters is no longer chief. Chief Roger Thomas is the new chief and we will resend the Notice to chief@munsee.ca .		Contact replaced in contact list Prapti to draft letter Marianne to send letter
July 12, 2022	Oneida Nation of the Thames	Salina called the Chief. A voicemail was left providing a quick overview of the study and asking if the Notice was received/they had any comments or input. Contact information was provided if they did not get the Notice and an offer to resend the Notice was provided.		
July 12, 2022	Six Nations of the Grand River	Salina called the Chief. Redirected to his assistant Tammy. To resend to tammymartin@sixnations.ca and she will circulate to the correct departments.		Prapti to draft letter and update mailing list. Marianne to send letter
July 12, 2022	Union of Ontario Indians	Salina called and Administration picked up. They took down my contact information and will follow up with staff to see if the Notice was received.		
July 12, 2022	Walpole Island First Nation	Salina called Dean Jacobs. He is no longer consultation manager but we will resend to janet.macbeth@wifn.org , larissa.wrightman@wifn.org and copy Dean.		Prapti to draft letters and update mailing list. Marianne to send letter
July 14, 2022	Chief Roger Thomas Munsee-Delaware Nation chief@munsee.ca	Notice of Study Commencement sent via Email	n/a	n/a
July 14, 2022	Janet Macbeth Project Review Coordinator Walpole Island First Nation janet.macbeth@wifn.org	Notice of Study Commencement sent via Email	n/a	n/a
July 14, 2022	Larissa Wrightman Political Office and Community Planning Assistant	Notice of Study Commencement sent via Email	n/a	n/a

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
	Walpole Island First Nation jarissa.wrightman@wifn.org			
July 14, 2022	Tammy Martin Chief of Staff Six Nations of the Grand River Territory tammymartin@sixnations.ca	Notice of Study Commencement sent via Email	n/a	n/a
July 14, 2022	Chief Mary Duckworth Caldwell First Nation ChiefMaryDuckworth@caldwellfirstnation.ca	Notice of Study Commencement sent via Email	n/a	n/a
July 14, 2022	Cheyenne Hopkins Lands and Resources Consultation Manager Delaware Nation landsassistant@xplornet.ca	Notice of Study Commencement sent via Email	n/a	n/a
September 9,2022	Chief Chris Plain Aamjiwnaang First Nation Aamjiwnaang.chief@gmail.com	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Chris Plain Aamjiwnaang First Nation chief.plain@aamjiwnaang.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Cathleen O'Brien Environmental Coordinator Aamjiwnaang First Nation	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Caldwell First Nation ecc@caldwellfirstnation.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Mary Duckworth Caldwell First Nation ChiefMaryDuckworth@caldwellfirstnation.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Geoff Stonefish Director of Operations Association of Iroquois & Allied Indians gstonefish@aiai.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Grand Chief Joel Abram Association of Iroquois & Allied Indians jabram@aiai.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Jason Henry Chippewas of Kettle and Stony Point First Nation Jason.Henry@kettlepoint.org	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Dean Jacobs Consultation Manager Walpole Island First Nation dean.jacobs@wifn.org	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Charles Sampson Walpole Island First Nation charles.sampson@wifn.org	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Grand Council Chief Reginald Niganobe Union of Ontario Indians info@anishinabek.ca	Notice of PCC#1 sent via Email	n/a	n/a

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
September 9,2022	Chief Mark B. Hill Six Nations of the Grand River Territory markhill@sixnations.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Adrian Chrisjohn Oneida Nation of the Thames adrian.chrisjohn@oneida.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Mandy Wesley CEO Oneida Nation of the Thames mandy.wesley@oneida.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Mark LaForme Director Mississaugas of Credit First Nation Mark.LaForme@mncfn.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Abby LaForme Acting Consultation Coordinator Mississaugas of Credit First Nation Abby.LaForme@mncfn.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Adam LaForme Archaeological Coordinator Mississaugas of Credit First Nation Abby.LaForme@mncfn.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Stacey LaForme Mississaugas of Credit First Nation Stacey.LaForme@mncfn.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	London District Chiefs Council (Southern First Nations Secretariat) exec.assistant@sfns.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Haudenosaunee Confederacy Chiefs Council info@hdi.land	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Denise Stonefish Delaware Nation denise.stonefish@delawarenation.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Chief Roger Thomas Munsee-Delaware Nation chief@munsee.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Tammy Martin Chief of Staff Six Nations of the Grand River Territory tammymartin@sixnations.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Cheyenne Hopkins Lands and Resources Consultation Manager Delaware Nation landsassistant@xplornet.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Janet Macbeth Project Review Coordinator Walpole Island First Nation janet.macbeth@wifn.org	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Larissa Wrightman	Notice of PCC#1 sent via Email	n/a	n/a

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
	Political Office and Community Planning Assistant Walpole Island First Nation larissa.wrightman@wifn.org			
September 9,2022	Chief Jacqueline French Chippewas of the Thames First Nation jfrench@cottfn.com	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation fburch@cottfn.com	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Jennifer Mills Chippewas of the Thames First Nation jmills@cottfn.com	Notice of PCC#1 sent via Email	n/a	n/a
September 9,2022	Rochelle Smith Chippewas of the Thames First Nation rsmith@cottfn.com	Notice of PCC#1 sent via Email	n/a	n/a
September 13,2022	Mark LaForme Director Mississaugas of Credit First Nation Mark.LaForme@mncfn.ca	Thank you for sharing the information on the Oxford County 2024 Transportation Master Plan. At this time, I would only ask that you share any documents you may have relating to the TMP and if we have any questions or concerns, we will pass them along to you directly.	On September 12,2022 Ryan Vink responds: Thanks for the response Mark, The full slide deck material from PCC1 will be available on https://speakup.oxfordcounty.ca/2024tmp[speakup.oxfordcounty.ca] after the virtual PCC on September 27 th , we are still finalizing this material.	Slide deck of PCC#1 available after virtual PCC on September 27,2022.
September 13,2022	Tammy Martin Chief of Staff Six Nations of the Grand River Territory tammymartin@sixnations.ca	Received with thanks. I will share with relevant senior officials at SNGR.	On September 14,2022 Ryan Vink responds: Sounds good, thanks for the response Tammy. Please let us know if we need to add any contacts to our master contact list.	
September 12,2022	Cathleen O'Brien Environmental Coordinator Aamjiwnaang First Nation cobrien@aamjiwnaang.ca	Thank you Ryan. I've copied Courtney from our office on here and she will connect with you if we have any concerns.	On September 14,2022 Ryan Vink responds: Thanks for the response Cathleen, I've cc'd Marianne from our consultant who is recording responses and consultation activities.	Add Courtney Jackson (cjackson@aamjiwnaang.ca) to contact list
March 7, 2023	Chief Chris Plain Aamjiwnaang First Nation Aamjiwnaang.chief@gmail.com	Notice of PCC#2 sent via Email	n/a	n/a

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
March 7, 2023	Chief Chris Plain Aamjiwnaang First Nation chief.plain@aamjiwnaang.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Cathleen O'Brien Environmental Coordinator Aamjiwnaang First Nation	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Caldwell First Nation ecc@caldwellfirstnation.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Mary Duckworth Caldwell First Nation ChiefMaryDuckworth@caldwellfirstnation.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Geoff Stonefish Director of Operations Association of Iroquois & Allied Indians gstonefish@aiai.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Grand Chief Joel Abram Association of Iroquois & Allied Indians jabram@aiai.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Jason Henry Chippewas of Kettle and Stony Point First Nation Jason.Henry@kettlepoint.org	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Dean Jacobs Consultation Manager Walpole Island First Nation dean.jacobs@wifn.org	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Charles Sampson Walpole Island First Nation charles.sampson@wifn.org	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Grand Council Chief Reginald Niganobe Union of Ontario Indians info@anishinabek.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Mark B. Hill Six Nations of the Grand River Territory markhill@sixnations.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Adrian Chrisjohn Oneida Nation of the Thames adrian.chrisjohn@oneida.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Mandy Wesley CEO Oneida Nation of the Thames mandy.wesley@oneida.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Mark LaForme Director Mississaugas of Credit First Nation Mark.LaForme@mncfn.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Abby LaForme Acting Consultation Coordinator Mississaugas of Credit First Nation	Notice of PCC#2 sent via Email	n/a	n/a

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
	Abby.LaForme@mncfn.ca			
March 7, 2023	Adam LaForme Archaeological Coordinator Mississaugas of Credit First Nation Abby.LaForme@mncfn.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Stacey LaForme Mississaugas of Credit First Nation Stacey.LaForme@mncfn.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	London District Chiefs Council (Southern First Nations Secretariat) exec.assistant@sfns.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Haudenosaunee Confederacy Chiefs Council info@hdi.land	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Denise Stonefish Delaware Nation denise.stonefish@delawarenation.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Chief Roger Thomas Munsee-Delaware Nation chief@munsee.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Tammy Martin Chief of Staff Six Nations of the Grand River Territory tammymartin@sixnations.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Cheyenne Hopkins Lands and Resources Consultation Manager Delaware Nation landsassistant@xplornet.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Janet Macbeth Project Review Coordinator Walpole Island First Nation janet.macbeth@wifn.org	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Larissa Wrightman Political Office and Community Planning Assistant Walpole Island First Nation larissa.wrightman@wifn.org	Notice of PCC#2 sent via Email	n/a	n/a
March 8, 2023	Kailey Thomson CAO cao@oneida.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 8, 2023	Tammy Martin Chief of Staff Six Nations of the Grand River Territory tammymartin@sixnations.ca	Good morning Ryan, Confirming receipt of your email. By copy of this email this information is being shared with our Lands and Resources Directors who will further share		

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
		with the Consultation and Accommodation Team. If they have questions, they will be in touch.		
March 27, 2023	Rob Lukacs CKSPFN Consultation Chippewas of Kettle and Stony Point First Nation Consultation@kettlepoint.org	Aanii Boozhoo Ryan, I hope you're having a good day. On March 13, the consultation department at CKSPFN was forwarded a notice of public information centre from Oxford County for the proposed Oxford Transportation Master Plan Update. Can you please update your contact information and send all consultation-related matters to (consultation@kettlepoint.org) and Verna George (cc'd above)? Further, please address all letters to Chief Kimberly Bressette. Miigwetch,	On March 28, 2023 Ryan Vink responds: Hi Rob, Thanks for your response and interest in the project. I've cc'd Marianne from Parsons (the County's consultant) to ensure this information is updated and future correspondence is sent and addressed accordingly. Please let me know if you have any other questions or concerns. Thanks again,	Add Verna George (Verna.George@kettlepoint.org) to the contact list.

From: [Ryan Vink](#)
To: [Alden, Marianne \[NN-CA\]](#)
Cc: [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#)
Subject: [EXTERNAL] FW: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement
Date: Friday, April 29, 2022 1:47:03 PM

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: April 29, 2022 1:43 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Subject: Automatic reply: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement

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Aanii,

I have moved on to my new role for the MCFN Council and will not be checking or receiving any emails at this address. Please forward all Archaeological inquiries to Adam.LaForme@mncfn.ca and any Consultation inquiries to Abby.LaForme@mncfn.ca (Acting Consultation Coordinator) and CC Mark.LaForme@mncfn.ca (Director)

Have a safe and happy new year!

Miigwech,

Fawn Sault

From: [Cathleen O'Brien](#)
To: [Ryan Vink](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement
Date: Sunday, May 1, 2022 12:14:59 PM
Attachments: [image001.png](#)

Hi Ryan,

Thanks for this. I'll take a look. Also just for your records, Sharilyn Johnston has retired and I'm the new Environment Coordinator at Aamjiwnaang. My details are below. If you could update your contacts to have me in there instead, that would be greatly appreciated.

Regards,

Cathleen O'Brien
Environmental Coordinator
Aamjiwnaang First Nation
978 Tashmoo Ave., Sarnia, ON

Tel. 587-644-0778

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Friday, April 29, 2022 11:35 AM
To: Sharilyn Johnston <sjohnston@aamjiwnaang.ca>
Cc: Marianne.Alden@parsons.com; John.Grieve@parsons.com; John.McGill@parsons.com
Subject: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement

Good morning Sharilyn,

Apologies for the second email, I forgot to CC' the Parsons team on my previous.

Oxford County has initiated the process of developing the 2024 Transportation Master Plan (TMP). The TMP will assess the existing transportation network conditions and performance, identify the needs of the transportation system, accommodate further growth in population and employment through to the year 2046, and develop polices to address the identified needs.

Oxford County values the participation of all stakeholders and Indigenous communities and wishes to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. If you would like further information on the project, or have any questions or comments please contact *Ryan Vink, Project Manager, Oxford County* (rvink@oxfordcounty.ca) or *John McGill, Project Manager, Parsons* (john.mcgill@parsons.com).

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

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From: [Fallon Burch](#)
To: [Ryan Vink](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement
Date: Friday, April 29, 2022 9:14:40 PM
Attachments: [image002.png](#)
[image003.png](#)
[NationsConnect User Guide.pdf](#)

Good evening,

The Chippewas of the Thames First Nation has transitioned to using NationsConnect to receive consultation and engagement requests. **Notifications or requests sent over email, mail or fax are not considered submitted and will not be reviewed.**

To register for NationsConnect, and submit your request, please visit [NationsConnect.ca](https://nationsconnect.ca) [nationsconnect.ca].

Along with the project information, a spatial file in .kml, .kmz, or .zip shapefile formats will be required to submit your request. Once your project has been submitted, you can attach additional files or send updated communication through the Conversations feature on NationsConnect.

If you have any technical questions about NationsConnect, please reach out to support@kwusen.ca.

Regards,



Fallon Burch
Consultation Coordinator, Chippewas of the Thames First Nation
320 Chippewa Rd Muncey, ON N0L 1Y0 | 519-289-5555 |
www.cottfn.com/consultation [cottfn.com]

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From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: April 29, 2022 1:21 PM
To: Fallon Burch <fburch@cottfn.com>
Cc: Marianne.Alden@parsons.com; John.Grieve@parsons.com; John.McGill@parsons.com
Subject: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement

You don't often get email from rvink@oxfordcounty.ca. [Learn why this is important \[aka.ms\]](#)

Good afternoon Fallon,

Oxford County has initiated the process of developing the 2024 Transportation Master Plan (TMP). The TMP will assess the existing transportation network conditions and performance, identify the needs of the transportation system, accommodate further growth in population and employment through to the year 2046, and develop polices to address the identified needs.

Oxford County values the participation of all stakeholders and Indigenous communities and wishes to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. If you would like further information on the project, or have any questions or comments please contact *Ryan Vink, Project Manager, Oxford County* (rvink@oxfordcounty.ca) or *John McGill, Project Manager, Parsons* (john.mcgill@parsons.com).

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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From: [Ryan Vink](#)
To: [Consultation](#)
Cc: [Verna George](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Chippewas of Kettle and Stony Point First Nation - Contact Information
Date: Tuesday, March 28, 2023 10:42:00 AM

Hi Rob,

Thanks for your response and interest in the project. I've cc'd Marianne from Parsons (the County's consultant) to ensure this information is updated and future correspondence is sent and addressed accordingly.

Please let me know if you have any other questions or concerns. Thanks again,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA | OXFORDCOUNTY.CA | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Consultation <Consultation@kettlepoint.org>
Sent: March 27, 2023 4:13 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: Verna George <Verna.George@kettlepoint.org>
Subject: Chippewas of Kettle and Stony Point First Nation - Contact Information

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Aanii Boozhoo Ryan,

I hope you're having a good day.

On March 13, the consultation department at CKSPFN was forwarded a notice of public information centre from Oxford County for the proposed Oxford Transportation Master Plan Update. Can you please update your contact information and send all consultation-related matters to (consultation@kettlepoint.org) and Verna George (cc'd above)? Further, please address all letters to Chief Kimberly Bressette.

Miigwetch,

Rob Lukacs
CKSPFN Consultation

From: [Fallon Burch](#)
To: [Ryan Vink](#); [Chippewas of the Thames First Nation](#); [Jennifer Mills](#); [Rochelle Smith](#)
Cc: [Chan, Salina \[NN-CA\]](#); henry.huotari@parsons.com; [McGill, John \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Decision regarding consultation: - Oxford County Transportation Master Plan Update - DRAFT RESPONSE
Date: Thursday, June 2, 2022 4:07:56 PM
Attachments: [image001.png](#)

Good afternoon,

The moderate level of concern is based on the geographic location of the proposed master plan. Oxford County is located within the London Township Treaty Area, the Big Bear Creek Additions to Reserve Lands. At this time, there are no outstanding concerns that need to be addressed. Please keep us updated as the Master Plan progresses. If you have any additional questions, please feel to contact me.

Thank you,

Fallon



Fallon Burch
Consultation Coordinator, Chippewas of the Thames First Nation
320 Chippewa Rd Muncey, ON N0L 1Y0 | 519-289-5555 |
www.cottfn.com/consultation [cottfn.com]

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From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: June 2, 2022 3:23 PM
To: Chippewas of the Thames First Nation <no-reply-cottfn@knowledgekeeper.ca>; Fallon Burch <fburch@cottfn.com>; Jennifer Mills <jmills@cottfn.com>; Rochelle Smith <rsmith@cottfn.com>
Cc: salina.chan@parsons.com; henry.huotari@parsons.com; John.McGill@parsons.com;
John.McGill@parsons.com; Marianne.Alden@parsons.com
Subject: RE: Decision regarding consultation: - Oxford County Transportation Master Plan Update - DRAFT RESPONSE

Good afternoon Fallon,

Thank you for the reply. We will give a more detailed response shortly but before issuing that I wanted to reach out regarding the moderate level of concern with the project that was noted. Is there anything specifically at this time that COTTFN has concerns with that lead to the moderate designation as opposed to a low concern designation?

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

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From: Chippewas of the Thames First Nation <no-reply-cottfn@knowledgekeeper.ca>

Sent: May 25, 2022 4:56 PM

To: fburch@cottfn.com; jmills@cottfn.com; rsmith@cottfn.com; salina.chan@parsons.com; henry.huotari@parsons.com; Ryan Vink <rvink@oxfordcounty.ca>

Subject: Decision regarding consultation: - Oxford County Transportation Master Plan Update

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Please see attached PDF.

From: [Alden, Marianne \[NN-CA\]](#)
To: fburch@cottfn.com; jmills@cottfn.com; rsmith@cottfn.com
Cc: Mark.Badali1@ontario.ca; [Ryan Vink](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Chan, Salina \[NN-CA\]](#)
Subject: RE: Decision regarding consultation: - Oxford County Transportation Master Plan Update
Date: Thursday, June 23, 2022 10:25:00 AM
Attachments: [Response to COTTFN - TMP MCEA - 220623.pdf](#)
[image001.png](#)

Hello Fallon Burch, Consultation Coordinator:

Thank you for your consultation response concerning the Oxford County TMP, as per the attached. We understand that in your screening of this project, you have identified a moderate concern with respect to this project or information that has been presented at this time. Attached is a letter from Ryan Vink, Project Manager, Oxford County Public Works, in response to the items noted in your review. We will also respond via *NationsConnect*.

Regards,
Marianne

Marianne Alden, MCIP, RPP

Environmental Project Manager, Principal
Mobility Solutions, Critical Infrastructure
marianne.alden@parsons.com
M: 226-989-6532
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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From: Chippewas of the Thames First Nation <no-reply-cottfn@knowledgekeeper.ca>
Sent: May 25, 2022 4:56 PM
To: fburch@cottfn.com; jmills@cottfn.com; rsmith@cottfn.com; salina.chan@parsons.com; henry.huotari@parsons.com; Ryan Vink <rvink@oxfordcounty.ca>
Subject: Decision regarding consultation: - Oxford County Transportation Master Plan Update

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Please see attached PDF.

June 23, 2022

Fallon Burch, Consultation Coordinator
Chippewas of the Thames First Nation
Treaties, Lands & Environment Department
fburch@cottfn.com

Sent via email to fburch@cottfn.com and through *NationsConnect* (nationsconnect.ca) portal

**RE: Oxford County 2024 Transportation Master Plan and Oxford Road 4 Corridor Study
Notice of Study Commencement**

Dear Fallon Burch:

Oxford County (the County) and our project consultant – Parsons Corporation have received your May 25, 2022 letter correspondence associated with the Class Environmental Assessment (EA) Study to complete a 2024 update of the current 2019 Transportation Master Plan (TMP) and to concurrently complete the Oxford Road 4 (OR4) Corridor Study. Thank you for confirming that the Chippewas of the Thames First Nation (COTTFN) have reviewed the Notice of Study Commencement and identified moderate concerns with the project based on the geographic location of the proposed Master Plan. We will keep your community informed and acknowledge the request to provide regular project updates as the 2024 TMP progresses and that COTTFN will contact the County if a meeting is required when more information is available.

As mentioned in the County's correspondence submitted on May 17, 2022 (care of Parsons Corp., through COTTFN's *NationsConnect* portal), consultation for this project has just begun and we are in the early stages of the development of the Master Plan. The County will be scheduling a Public Consultation Centre (PCC) in September; at which time additional information will be available. Please keep in mind that a Master Plan is a broad level assessment that will require more detailed investigations at the project-specific level including an assessment of the potential location and footprint of proposed infrastructure/upgrades. The Master Plan will become the basis for, and be used in support of, future investigations for specific Schedule B and C projects that are identified within the Master Plan.

Accordingly, the County willingly accepts its responsibility to conduct interest-based consultation with Indigenous Communities as part of the Environmental Assessment process. Oxford County is committed to the open flow of information and to ensuring that there are meaningful opportunities for the Chippewas of the Thames First Nation to provide input during this Class EA Study. As our neighbours in our community, we wish to build a strong and open relationship with your Nation.

If potential adverse impacts of the project undertakings on asserted or established Aboriginal or treaty rights are anticipated or determined to exist, the Crown has a legal rights-based duty to

consult Indigenous Communities. Where the Crown's rights-based duty to consult process may be triggered, the MECP Environmental Approvals Branch will assess the extent of any Crown duty to consult in such circumstances. In such cases, additional procedural aspects of the consultation process may be delegated from the MECP Environmental Approvals Branch to Oxford County (the Study proponent).

Unless advised otherwise by your community, we will continue to circulate you on all future Class EA Study project notifications (e.g. invite/notice of upcoming Public Consultation Centre) as required by the Municipal Class EA Study process. Any additional comments are welcome and will be taken into consideration. Our project team remains available to meet with you at any time during the Study to answer your questions or respond to any concerns you may have.

Thank you again for your participation in this study. Should you have any questions or require additional information, please contact the undersigned by phone 519-539-9800, ext. 3023, or email rvink@oxfordcounty.ca

Sincerely,



Ryan Vink
Project Manager
Oxford County Public Works

Encl. *Chippewas of the Thames First Nation Response Letter dated May 25, 2022*

cc: John McGill, Project Manager, Parsons
 John Grieve, Deputy Project Manager, Parsons
 Marianne Alden, Consultation Lead, Parsons
 Mark Badali, Regional Environmental Planner, MECP



Deshkan Ziibiing
Chippewas of the Thames
First Nation Treaties, Lands
and Environment

320 Chippewa Road
Muncey, ON, N0L 1Y0
Tel: 519-289-5555
Fax: 519-289-2230
info@cottfn.com

Project Name:

Oxford County Transportation Master Plan Update

FN Consultation ID:

Consulting Org Contact:

Salina Chan

Consulting Organization:

[Parsons Inc.](#)

Date Received:

Tuesday, May 17, 2022

May 25, 2022

Dear: Salina

We have received information regarding the Oxford County Transportation Master Plan Update, submitted May 17, 2022. The proposed project is located within the London Township Treaty area to which Chippewas of the Thames First Nation (COTTFN) is a signatory. It is also located within the Big Bear Creek Additions to Reserve (ATR) land selection area, as well as COTTFN's Traditional Territory.

After reviewing the information that has been presented at this time, we have determined a moderate level of concern. However, we ask that as the Transportation Master Plan update progresses that you provide COTTFN with regular updates, we will contact you if we require a meeting when more information is available.

We look forward to continuing this open line of communication. To implement meaningful consultation, COTTFN has developed its own protocols - a document and a process that will guide positive working relationships. We would be happy to meet with you to review COTTFN's Consultation Protocols. As per 'Appendix D' of the Wiindmaagewin, please find attached invoice #0327.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Original Signed
Fallon Burch
Consultation Coordinator
Chippewa of the Thames First Nation
320 Chippewa Road, Muncey, ON, N0L 1Y0
(519) 289-5555 Ext 251
consultation@cottfn.com

From: [Mark LaForme](#)
To: [Ryan Vink](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Abby LaForme](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Tuesday, September 13, 2022 10:44:47 AM
Attachments: [image001.png](#)

Hello Ryan,

Thank you for sharing the information on the Oxford County 2024 Transportation Master Plan. At this time, I would only ask that you share any documents you may have relating to the TMP and if we have any questions or concerns, we will pass them along to you directly.

Thank you.

Kind regards,

Mark LaForme (he/him)

Director

MCFN-DOCA

4065 Hwy. 6

Hagersville, ON N0A 1H0

Office: 905-768-4260

Mobile: 289-527-6577

<http://mncfn.ca/doca> [[mncfn.ca](#)]

Google Maps: [https://www.google.ca/maps/place/MNCFN-](https://www.google.ca/maps/place/MNCFN-DOCA/@42.9718566,-80.0429177,15z/data=!4m5!3m4!1s0x0:0xd52b4642633e9aa2!8m2!3d42.9718566!4d-80.0429177)

[DOCA/@42.9718566,-80.0429177,15z/data=!4m5!3m4!1s0x0:0xd52b4642633e9aa2!8m2!3d42.9718566!4d-80.0429177](https://www.google.ca/maps/place/MNCFN-DOCA/@42.9718566,-80.0429177,15z/data=!4m5!3m4!1s0x0:0xd52b4642633e9aa2!8m2!3d42.9718566!4d-80.0429177)
[[google.ca](#)]

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From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Friday, September 9, 2022 11:11 AM
To: Mark LaForme <Mark.LaForme@mncfn.ca>
Cc: Marianne.Alden@parsons.com; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

Good Morning Mark,

Oxford County is hosting a series of engagement events for the development of the 2024 Transportation Master Plan (TMP). Details can be found in the attached Notice of Public Consultation Centre #1. The TMP will assess the existing transportation network conditions and performance, identify the needs of the transportation system, accommodate further growth in population and employment through to the year 2046, and develop polices to address the identified needs.

Oxford County values the participation of all stakeholders and Indigenous communities and wishes

to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. If you would like further information on the project, or have any questions or comments please contact Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John McGill, Project Manager, Parsons (john.mcgill@parsons.com).

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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From: [Tammy Martin](#)
To: [Ryan Vink](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#); [Lonny Bomberry](#); [Tayler Hill](#); [Trevor Bomberry](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2
Date: Wednesday, March 8, 2023 11:37:18 AM
Attachments: [image001.png](#)
[Tammy Martin-Six Nations of the Grand River Territory-Notice of PCC#2-03-07-2023 - Copy.pdf](#)

Good morning Ryan,

Confirming receipt of your email.

By copy of this email this information is being shared with our Lands and Resources Directors who will further share with the Consultation and Accommodation Team. If they have questions, they will be in touch.

Tammy Martin
COS, SNGREC
tammymartin@sixnations.ca
cell 519.717.5637

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: March 8, 2023 9:52 AM
To: Tammy Martin <tammymartin@sixnations.ca>
Cc: Marianne.Alden@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #2

Good morning Tammy,

Oxford County is hosting a series of engagement events for the development of the 2024 Transportation Master Plan (TMP). Details can be found in the attached Notice of Public Consultation Centre #2. The TMP will assess the existing transportation network conditions and performance, identify the needs of the transportation system, accommodate further growth in population and employment through to the year 2046, and develop polices to address the identified needs.

Oxford County values the participation of all stakeholders and Indigenous communities and wishes to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. If you would like further information on the project, or have any questions or comments please contact Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or John Grieve, Project Manager, Parsons (john.grieve@parsons.com).

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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From: [Tammy Martin](#)
To: [Ryan Vink](#)
Cc: [Alden, Marianne \[NN-CA\]](#); [McGill, John \[NN-CA\]](#); [Grieve, John \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Tuesday, September 13, 2022 2:10:44 PM
Attachments: [image001.png](#)

Received with thanks. I will share with relevant senior officials at SNGR.

Tammy Martin
COS, SNGREC
tammymartin@sixnations.ca
cell 519.717.5637

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: September 9, 2022 11:12 AM
To: Tammy Martin <tammymartin@sixnations.ca>
Cc: Marianne.Alden@parsons.com; John.McGill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

Good Morning Tammy,

Oxford County is hosting a series of engagement events for the development of the 2024 Transportation Master Plan (TMP). Details can be found in the attached Notice of Public Consultation Centre #1. The TMP will assess the existing transportation network conditions and performance, identify the needs of the transportation system, accommodate further growth in population and employment through to the year 2046, and develop polices to address the identified needs.

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Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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From: [Ryan Vink](#)
To: [Cathleen O'Brien](#)
Cc: [Courtney Jackson](#); [Alden, Marianne \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1
Date: Wednesday, September 14, 2022 11:21:40 AM
Attachments: [image001.png](#)

Thanks for the response Cathleen, I've cc'd Marianne from our consultant who is recording responses and consultation activities.

Ryan Vink, P.Eng. | Project Engineer, Public Works
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3
www.oxfordcounty.ca [[OXFORDCOUNTY.CA](#)] | T 519.539.9800 EXT 3023 | C 519.535.8471

From: Cathleen O'Brien <cobrien@aamjiwnaang.ca>
Sent: September 12, 2022 4:09 PM
To: Ryan Vink <rvink@oxfordcounty.ca>
Cc: Courtney Jackson <cjackson@aamjiwnaang.ca>
Subject: RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Thank you Ryan. I've copied Courtney from our office on here and she will connect with you if we have any concerns.

Regards,
Cathleen

From: Ryan Vink <rvink@oxfordcounty.ca>
Sent: Friday, September 9, 2022 11:18 AM
To: Cathleen O'Brien <cobrien@aamjiwnaang.ca>
Cc: Marianne.Alden@parsons.com; John.Mcgill@parsons.com; John.Grieve@parsons.com
Subject: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

Good Morning Cathleen,

Oxford County is hosting a series of engagement events for the development of the 2024 Transportation Master Plan (TMP). Details can be found in the attached Notice of Public Consultation Centre #1. The TMP will assess the existing transportation network conditions and performance, identify the needs of the transportation system, accommodate further growth in population and employment through to the year 2046, and develop polices to address the identified needs.

Oxford County values the participation of all stakeholders and Indigenous communities and wishes to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. If you would like further information on the project, or have any questions or comments please contact Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or

John McGill, Project Manager, Parsons (john.mcgill@parsons.com).

Thanks,

Ryan Vink, P.Eng. | Project Engineer, Public Works

OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3

WWW.OXFORDCOUNTY.CA [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471



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Public Works MEMORANDUM

TO: Oxford County Council

FROM: David Simpson, Director of Public Works

DATE: March 9, 2022

RE: **2024 Transportation Master Plan
Municipal Class Environmental Assessment Study – Phase 1 & 2
Notice of Study Commencement, Oxford County**

Oxford County is initiating a Transportation Master Plan Class Environmental Assessment (EA) Study to provide the County with a strategic long-term multi-modal transportation system planning document to 2046. The Study Area encompasses the entire geographic boundary of Oxford County.

This Master Plan Study is being carried out in accordance with the planning and design process for Phase 1 and 2 as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*. Any potential impact of the project alternatives on social, cultural, economic, and natural environments will be evaluated and assessed during the Master Plan Study.

Parsons Inc. has been retained to assist in undertaking the Master Plan Study to assess the impact of population and employment growth, travel demand and patterns, future transportation conditions (including sustainable transportation solutions), specific needs related to people and goods movement on the County's transportation network.

Public and review agency consultation is a key element of the Master Plan process and input will be sought throughout the process. The Notice of Commencement will appear in the Oxford Review in March, 2022.



David Simpson, P.Eng., PMP
Director of Public Works

Encl.. Notice of Commencement

To: Warden and Members of County Council

From: Director of Public Works

2024 Transportation Master Plan – Project Update

RECOMMENDATION

1. That Oxford County Council receive Report No. PW 2022-46 entitled “2024 Transportation Master Plan – Project Update” as information outlining the progress of the County’s 2024 Transportation Master Plan project and its associated public consultation approach.

REPORT HIGHLIGHTS

- The 2024 *Transportation Master Plan* (TMP) is a strategic planning document that will outline and define the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2046 through the ongoing development of a safe, efficient and sustainable multi-modal transportation network which moves people and goods.
- The purpose of this report is to provide Oxford County Council with an update on the progress of the County’s 2024 TMP, including the recently completed Public Consultation Centre (PCC) #1 and public engagement events.
- A project webpage with all information related to the TMP is currently active on [Speak Up, Oxford!](#). The project’s Notice of Commencement, Notice of PCC #1, PCC #1 video recording, PCC #1 slide presentation as well as all future project updates can be found on this webpage.
- Consultation opportunities to date include an External Technical Advisory Committee Meeting and Economic Development Forum for key project stakeholders held in March/April 2022; the virtual PCC #1 held on September 27, 2022; a feedback form (survey) and interactive map on the project webpage and in-person “pop-up” engagement events held at the Outdoor Farm Show in Woodstock on September 13; Ingersoll Council Chambers on September 20; and, Tillsonburg Ribfest on September 23.

Implementation Points

Upon County Council’s review of this report, staff will proceed with scheduling the TMP’s second round of consultation activities in the Winter/Spring of 2023.

Table 1 – Future Consultation Opportunities for TMP

Consultation Activity	Tentative Date
Internal Technical Advisory Committee Meeting #2	February 2023
External Technical Advisory Committee Meeting #2	February 2023
Economic Development Forum #2	Feb./Mar. 2023
Public Consultation Centre #2	March 2023

Oxford County staff will report to County Council in May 2023 with the final draft TMP Report and will seek authority to proceed with the final public review period.

Financial Impact

No financial impacts will result from adopting the recommendation contained in this report. Once completed, the TMP will help inform the County’s 2023 Transportation Development Charges Technical Study which will inform the upcoming 2024 Development Charges Background Study and future updates to the County’s 2022 Asset Management Plan.

Communications

Public consultation on the 2024 TMP was undertaken through a range of tools to seek feedback from Oxford’s various communities and demographics.







- **Speak Up, Oxford!** This serves as the engagement hub for consultation. It was published in March 2022, with 1,300 total visits to the site since its launch.
- **Feedback survey, interactive map and question form:** Together, the interactive tools solicited input from 83 contributors who participated in the feedback form (survey), interactive map, and/or questions tool. A total of 214 users visited the interactive map, with 28 different users leaving 52 total comments. A total of 161 visitors viewed the feedback survey, with 55 different people completing the survey.
- **Public Consultation Centre #1:** Taking place on September 27, this event drew approximately 20 participants over a nearly two-hour discussion (see section, “*Public Consultation Centre #1.*”)
- **“Pop-up” events:** These in-person events provided an opportunity for members of the public to speak directly with the project team. They included Canada’s Outdoor Farm Show on September 13, Ingersoll Town Council Chamber on September 20, and Tillsonburg Ribfest on September 23 (see Comments section, “*Public Consultation Centre #1.*”)

- **Print advertising:** For audiences that prefer to receive news through newspapers and community publications, information on how to provide input was outlined in 22 print ads and **public notices** between July 15 and September 22 in the *Oxford Review*, *Norfolk-Tillsonburg News*, *Woodstock Sentinel Review*, *Ayr News* and *Wilmot-Tavistock Gazette*. TMP information was also placed in *What's On Woodstock* and the *Village Voice* (rural editions in July, and then *Village Voice Ingersoll* in August in advance of the in-person consultation at the Town Chambers).
- **Radio ads:** A radio campaign ran in September 2022 on Woodstock (104.7 Heart FM) and Tillsonburg stations (Country 107.3 / Easy 101.3).
- **Digital (web) and social media ads:** A two-week web advertising campaign took place in September leading up to Public Consultation Centre #1. Notices on the County's social media pages has been ongoing, both organic and paid/promoted. The engagement campaign included a **news release** and posts to the Oxford County **website**.
- **Stakeholder consultation sessions:** Facilitated by the project team, sessions with area municipalities, community partners and other key stakeholders ensured those impacted by the *Transportation Master Plan* were informed about the process and were given opportunity to provide input (see Comments section, "*Engagement and Consultation to Date.*")

Speak Up, Oxford! will continue to serve as an engagement hub leading up to the release of the 2024 TMP and will include public notices and news releases, public meeting recordings and presentations (including those from PCC #1 in September), question form, council reports and project contact information.

Report No. PW 2022-46, along with any potential amendments, will be circulated to all of the County's Area Municipalities for information.

Strategic Plan (2020-2022)

					
WORKS WELL TOGETHER	WELL CONNECTED	SHAPES THE FUTURE	INFORMS & ENGAGES	PERFORMS & DELIVERS	POSITIVE IMPACT
1.i. 1.ii.	2.i. 2.ii.	3.iii.	4.i. 4.ii.	5.ii.	

DISCUSSION

Background

Oxford County retained Parsons Inc. to initiate a five-year review and update of the existing 2019 TMP. The 2024 TMP will be a multi-modal plan focusing on sustainable modes of transportation including walking, cycling, air, public transportation (intercommunity bus, commuter rail), carpooling and telecommuting. The TMP also supports provisions for freight/goods movement, agricultural mobility, corridor access management and low-carbon transportation.

The 2024 TMP will be a strategic planning document that will outline and define the policies, programs and infrastructure modifications needed to manage both existing and anticipated transportation demands to the year 2046 through the ongoing development of a safe, efficient and sustainable multi-modal transportation network which moves people and goods. Notable influences to the development of the TMP are shown below in Figure 1.

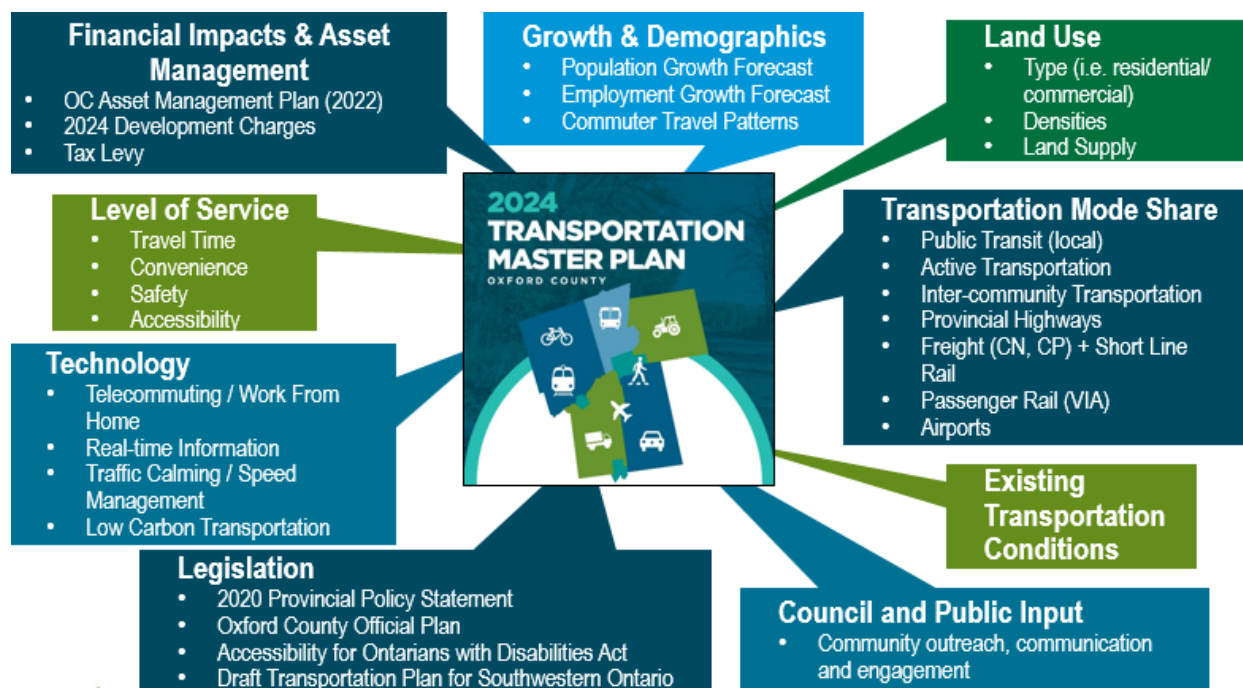


Figure 1 – Influences and Input Considerations to the 2024 TMP

The 2024 TMP will provide context for transportation decisions and will advocate for the County’s transportation priorities as part of the broader, integrated transportation network across the County and neighboring municipalities. It will focus on creating a Master Plan that balances the needs of residents and businesses in rural and urban areas while considering changing travel patterns, economic vitality, increased connectivity, road safety, and promoting healthy communities.

The 2024 TMP is being undertaken in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plans (Appendix 4, Approach #1 of the MCEA, October 2000, as amended in 2007, 2011 and 2015) and will complete Phase 1 and 2 of this process. Master Plans are long-range plans that integrate infrastructure requirements for existing and future land use with environmental assessment principles. Master Planning is a critical component in the County’s planning for growth and will provide the framework, timelines, and vision for its municipal transportation network infrastructure and related program needs. The MCEA process for Master Plans will ensure that all reasonable alternatives are considered and that a preferred alternative will have minimal impact on the natural, cultural, social and economic environment of the community.

Integrated Growth Management

The County’s TMP will identify the path forward to comprehensively develop, evaluate and select preferred long-term transportation strategies and infrastructure improvements to support current and future levels of population and employment in accordance with the 2020 Provincial Policy Statement and the County’s approved Phase I Comprehensive Review (2020) which provided growth forecasts and land supply information to 2046. Further, the TMP will also include some sensitivity analysis to determine the potential impacts on the County’s transportation infrastructure needs should future growth somewhat exceed current forecasts. Tables 2 and 3 below illustrate the population and employment forecasts for the County and its Area Municipalities over the forecast period.

Table 2 – Forecasted Population Growth for the County and Area Municipalities

Municipality	Estimated Annual Population Growth *						Growth 2021-2046
	2021**	2026	2031	2036	2041	2046	
Woodstock	47,965	51,825	55,815	59,825	63,595	67,295	19,330
Tillsonburg	19,120	20,020	20,980	21,980	22,960	23,890	4,770
Ingersoll	14,065	14,955	15,915	16,895	17,855	18,785	4,720
Blandford-Blenheim	7,770	8,090	8,440	8,810	9,190	9,550	1,780
East Zorra-Tavistock	8,050	8,530	9,040	9,560	10,050	10,510	2,460
Norwich	11,450	11,920	12,420	12,960	13,490	13,990	2,540
South-West Oxford	7,785	8,025	8,295	8,555	8,765	8,975	1,190
Zorra	8,860	9,110	9,370	9,650	9,950	10,240	1,380
Oxford County	125,065	132,475	140,275	148,235	155,855	163,235	38,170

* Where a Township contains more than one fully serviced settlement area, assumptions regarding the allocation of the Township’s total forecasted growth to each settlement will also be used to inform the study findings for each system.

** 2021 Census population with preliminary correction for undercount of approximately 3%

Table 3 – Forecasted Employment Growth for the County and Area Municipalities

Municipality	Estimated Annual Employment Growth *						Growth 2021-2046
	2021	2026	2031	2036	2041	2046	
Woodstock	28,440	30,040	31,690	33,720	36,050	38,730	10,290
Tillsonburg	9,060	9,320	9,600	9,950	10,360	10,810	1,750
Ingersoll	9,710	10,080	10,470	10,950	11,510	12,150	2,440
Blandford-Blenheim	1,910	1,950	1,990	2,050	2,120	2,210	300
East Zorra-Tavistock	2,950	3,020	3,100	3,200	3,320	3,450	500
Norwich	4,200	4,280	4,360	4,470	4,600	4,740	540
South-West Oxford	2,920	2,960	2,990	3,040	3,090	3,150	230
Zorra	2,890	2,920	2,960	3,010	3,080	3,150	260
Oxford County	62,080	64,570	67,160	70,390	74,130	78,390	16,310

* Figures may not add precisely due to rounding.

To support current and future levels of population and employment to 2046, the 2024 TMP will serve as the basis for determining where and what transportation infrastructure is required, and when and how this infrastructure should be implemented and prioritized based on available resources and funding. It will identify any potential gaps in transportation policies and provide guidelines which are needed to support the design and construction of this infrastructure. The graphic below provides a high level overview of Oxford's integrated growth management process and shows how the 2024 TMP fits within the process.

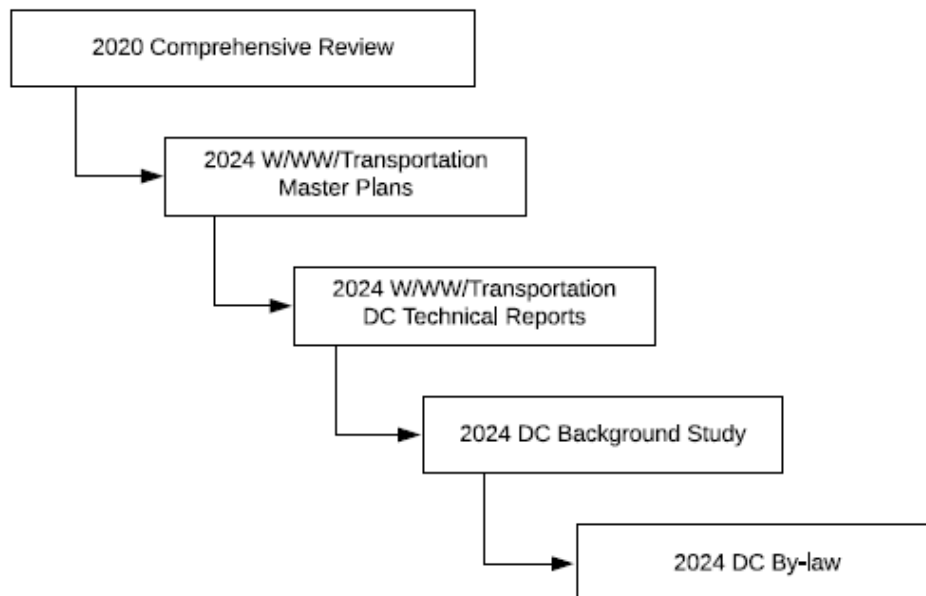


Figure 2 – Integrated Growth Management Process

2024 TMP Objectives

The 2024 TMP will have a definitive and realistic plan to implement the infrastructure, policies and programs needed to meet the transportation goals of the County. This includes, but is not limited to, the following:

- Ensuring the TMP project is consistent with and conforms to Provincial policies and legislation, County Official Plan, local Official Plans, Secondary Plans and other existing and ongoing planning initiatives;
- Updating transportation network strategies to meet growth projections to the year 2046;
- Providing a forum for input and awareness with the general public and Area Municipalities for transportation system initiatives;
- Identifying options for optimizing the effectiveness of the existing transportation network infrastructure, transportation demand management, and active transportation;
- Developing policies and guidelines for the movement of people and goods involving different modes of travel including road, rail, air, transit, commercial vehicles, personal vehicles, cycling and pedestrian uses;
- Promoting an integrated and effective strategic goods movement strategy that considers all forms of goods movement (including surface, rail, aggregate and agricultural);
- Identifying future transportation network infrastructure requirements which can be integrated within the 2022 *Oxford County Asset Management Plan*;
- Considering infrastructure operating and maintenance costs, including lifecycle costing, to evaluate overall long-term financial implications and sustainability;
- Recommending methods and approaches which encourage greater use of sustainable travel modes;
- Identifying growth-triggered transportation network infrastructure which will serve as inputs to the 2023 DC Transportation Technical Reports and 2024 DC Background Study; and
- Alignment with Oxford County Strategic directions.

2024 TMP Methodology

The 2024 TMP is being undertaken using the following methodology:

- Adherence to the MCEA Master Plan process, including extensive public consultation and engagement;
- 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 network;
- Evaluation of reasonable alternative solutions to achieve TMP vision and goals;
- Development of preferred TMP transportation strategy and 20 year implementation plan; and
- Development and/or updating of capital cost estimates for required infrastructure for use in developing the 2024 Development Charges By-law.

Comments

Engagement and Consultation to Date

The project team has been proactive in its approach to reach key stakeholders, particularly Area Municipalities and community partners. A summary of outreach and consultation to date for the 2024 TMP can be found below in Table 4.

Table 4 – TMP Consultation Activities to October 2022

Consultation Activity	Date
Notice of Commencement Memo to County Council	March 2, 2022
Notice of Commencement Memo to Area Municipal Councils	March 9, 2022
Internal Technical Advisory Committee (INTAC) Meeting #1	March 10, 2022
Notice of Commencement Posted	March 21, 2022
External Technical Advisory Committee (EXTAC) Meeting #1	March 24, 2022
Notice of Commencement sent to Stakeholders and Indigenous Communities	April 29, 2022
Economic Development (EcDev) Forum #1	May 4, 2022
Notice of PCC #1 Memo to County Council	August 10, 2022
Notice of PCC #1 Posted	August 10, 2022
Notice of PCC #1 Memo to Area Municipal Councils	August 12, 2022
Notice of PCC #1 sent to Stakeholders and Indigenous Communities	September 9, 2022

A project webpage for the 2024 TMP went live on March 21 on *Speak Up, Oxford!* (SUO). All further notifications and project updates have been posted on the SUO project page, which can be found here: <https://speakup.oxfordcounty.ca/2024tmp>.

Stakeholders invited to the EXTAC meeting included, but were not limited to, Oxford County municipalities, adjacent municipalities, conservation authorities, provincial agencies, railway authorities, local transit authorities, local emergency and medical services. For the EcDev Forum meeting, invited stakeholders included, but were not limited to, Local Business Improvement Areas (BIAs) – Tillsonburg and Woodstock, Community Engagement Services Oxford, local Chambers of Commerce, Rural Oxford Development Corporation, Toyota, and Cami (General Motors).

Public Consultation Centre #1

The 2024 TMP's first PCC was held virtually on Tuesday, September 27 from 5 p.m. to 7 p.m. A video recording of this meeting, including the presentation from the County's retained consultant (Parsons Inc.) and the question-and-answer period that followed is posted on the County's SUO project page.

Additionally, as part of the TMP's PCC #1 public engagement strategy, a feedback response form (survey) and interactive map were created and posted on the County's SUO project page at the end of August. Residents could drop a pin to comment on the map or fill out the survey form to provide feedback on all forms of existing transportation. After the virtual PCC, the feedback form and interactive map remained active on the SUO webpage until October 19, 2022.

To provide residents the opportunity to engage with the project team in-person and to create awareness about the virtual PCC, feedback response form and interactive map, County and Parsons Inc. staff carried out three "pop-up" engagement events (one each in Woodstock, Tillsonburg and Ingersoll) as listed below:

- September 13, 2022, 8:30 a.m. – 4:30 p.m. | Canada's Outdoor Farm Show;
- September 20, 2022, 6:00 p.m. – 7:00 p.m. | Town of Ingersoll Council Chambers; and,
- September 23, 2022, 11:00 a.m. – 7:00 p.m. | Tillsonburg Ribfest

All feedback received will be summarized in the final draft 2024 TMP report upon completion.

Conclusions

This report summarizes the progress of the 2024 Transportation Master Plan update, including the general approach of public consultation taken to date by staff.

A second public consultation centre for the 2024 TMP is anticipated in early 2023 and will follow a similar approach regarding notification to that outlined within Report No. PW 2022-46 for the first PCC.

SIGNATURES

Report Author:

Original signed by:

Ryan Vink, P.Eng.
Project Engineer

Departmental Approval:

Original signed by:

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by:

Benjamin R. Addley
Interim Chief Administrative Officer

Public Works MEMORANDUM

TO: Oxford County Council

FROM: David Simpson, Director of Public Works

DATE: February 8, 2023

RE: **Oxford County 2024 Transportation Master Plan
Municipal Class Environmental Assessment Study – Phase 1 & 2
Notice of Public Consultation Centre #2 (Virtual), Oxford County**

Oxford County has commenced the 2024 *Transportation Master Plan* Class Environmental Assessment (EA) Study to provide the County with a strategic long-term multi-modal transportation system planning document to 2046. The Study Area encompasses the entire geographic boundary of Oxford County. Public and review agency consultation is a key element of the Master Plan process.

Public Consultation Centre (PCC) #2 will be in virtual meeting format, and will include a presentation by the County's project Consultant (Parsons Inc.) followed by a Question and Answer period. The presentation agenda will include a brief overview of the Class EA Master Plan process, what we heard from residents at PCC #1, existing and future transportation trends in the County, road recommendations to be included in the final report, and next steps in the Master Plan Process. A short survey and interactive map to leave comments on the recommendations will be available through the *Speak-Up! Oxford* (SUO) project web page and remain active 3 weeks after the virtual PCC date. As detailed in the attached notice, the PCC #2 date and registration details are as follows:

Date: Tuesday, March 21, 2022
Time: 6:00 p.m. - 7:30 p.m.
Register: <https://speakup.oxfordcounty.ca/2024tmp>

In addition to the virtual PCC #2, in-Person opportunities for public engagement will also be available on Thursday March 23rd in Ingersoll at Town Council Chambers, Tuesday March 28th in Woodstock at County Council Chambers, and Thursday March 30th in Tillsonburg at Town Council Chambers.

Notice of Virtual PCC #2 and the in-person engagement opportunities will be advertised in local newspapers and social media in advance of these events.



David Simpson, P.Eng., PMP
Director of Public Works

Encl. Notice of Public Consultation Centre #2

Notice of Public Consultation Centre #2

Oxford County 2024 Transportation Master Plan Update

Oxford County has initiated the development of a Transportation Master Plan (TMP) to provide the County with long-term strategic planning for the transportation system through to 2046.

What is the Transportation Master Plan?

The Transportation Master Plan (TMP) will outline the County's vision and goals for its transportation system until 2046. The Plan will consider:

- Population and employment growth in the County;
- Accommodation of future transportation conditions, as well as sustainable and multi-modal transportation solutions (e.g., promoting active transportation); and,
- Specific needs of the County, including people and goods movement, along with agricultural mobility.

Parsons Inc. has been retained by Oxford County to complete the Transportation Master Plan Update. Key objectives of the update include:

- Assess existing and future transportation network conditions and performance, with consideration to travel demand and patterns;
- Identify needs of the transportation system and develop policies to address them; and
- Develop a safe, effective and financially viable integrated transportation system implementation plan that maximizes the use of existing infrastructure and promotes regional connectivity.

The Transportation Master Plan Update is being conducted in accordance with the Master Plan requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (2000, as amended to 2007, 2011, & 2015), approved under the Ontario *Environmental Assessment Act*.

We want to hear from you

The Project Team is hosting the study's second virtual Public Consultation Centre (PCC) this spring. The purpose of PCC #2 is to:

- Present a summary of what we heard at PCC #1;
- Present observed travel trends and the completed network analysis;
- Present future network recommendations and a proposed implementation plan;

- Summarize supporting policies and strategies;
- Provide an opportunity for the public to view and comment on all the presented material.

Public Consultation Centre #2 will be held online:

Tuesday, March 21, 2023 | 6:00 - 7:30 p.m.

To register and for log-in details, please visit www.oxfordcounty.ca/2024tmp. This site can also be used to provide feedback through an online survey, map tool, or online comment form.

The comment period for PCC #2 is from March 22 to April 11, 2023. However, comments are welcome for the duration of the study. Please see contacts listed below to provide comments.

In addition to the virtual PCC #2, the Project Team is hosting three in-person events to further make known this Transportation Master Plan Update Study and to engage directly with members of the community.

- **Ingersoll** - Town Council Chambers
Thursday, March 23, 2023 from 6:00 to 7:00 p.m.
- **Woodstock** - Oxford County Council Chamber
Tuesday, March 28, 2023 from 6:00 to 7:00 p.m.
- **Tillsonburg** - Town Council Chambers
Thursday, March 30, 2023 from 6:00 to 7:00 p.m.

These events will be promoted through social media, *Speak Up, Oxford!* at www.oxfordcounty.ca/speakup, and other advertisements.

Contacts for information

Ryan Vink, P.Eng.
Oxford County Project Manager
rvink@oxfordcounty.ca | 1-800-755-0394, ext. 3023

John Grieve, MCIP, RPP
Parsons Project Manager
john.grieve@parsons.com | 905-330-9569

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

Posting date to be confirmed

To: Warden and Members of County Council
From: Director of Public Works

See amended resolution

2024 Transportation Master Plan

RECOMMENDATIONS

1. That County Council endorse, in principle, the draft 2024 Transportation Master Plan as the recommended transportation strategies, policies, and project timelines to meet Oxford's growth needs to 2046, as well as continuing to provide sustainable and safe infrastructure;
2. And further, that County Council direct Staff to file a Notice of Completion and commence the 45-day public review period as required under the Municipal Class Environmental Assessment (MCEA) process.

REPORT HIGHLIGHTS

- The purpose of this report is to seek County Council's endorsement, in principle, of the draft 2024 Transportation Master Plan (TMP) which provides a strategic roadmap to provide transportation services based on existing needs, and that accommodate future growth.
- The draft 2024 TMP has identified transportation infrastructure requirements to accommodate projected population and employment growth to 2046 in accordance with 2020 Provincial Policy Statement and the County's approved Phase I Comprehensive Review (2020), while ensuring service continuity to existing settlement areas.
- The draft 2024 TMP is centered around five key strategies (Road Network, Active Transportation, Goods Movement, People Movement, and Transportation System Sustainability and New Technologies) and provides a multi-year implementation plan (2024 to 2046) 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 was undertaken throughout the MCEA process. The process involved meaningful consultation with Community Members, Area and Neighbouring Municipalities, Government Agencies, Indigenous Communities, Economic Development groups, public interest groups, businesses and other stakeholders. Following the potential issuance of the Master Plan Study Notice of Completion, the final consultative stage will include a 45 day review opportunity for all interested parties to comment on the draft TMP Study Report.

Implementation Points

Upon Council approval, Staff will proceed to issue and file a Notice of Completion for the draft 2024 TMP. Printed copies of the draft Final TMP report will be available upon request, as well as posted to the Oxford County website and online engagement hub at *Speak Up, Oxford!* .

Following a 45 day public review period and subject to comments received, the 2024 TMP Class Environmental Assessment (Class EA) Study Report can be finalized and filed.

It is recognized that the 2024 TMP proceeded under Approach 1 of the MCEA process and does not address MCEA requirements for Schedule B and Schedule C projects. Class EA Studies for these applicable projects, as identified in the TMP, will be carried out in greater detail in the future at which time the public, agencies, and Indigenous Communities will be provided an opportunity for ongoing review and consultation on the same.

Financial Impact

There are no financial impacts to the 2023 Business Plan and Budget based on the recommendations contained within this report.

Once finalized, the TMP will become an input to the County's 2024 Transportation Development Charges Technical Study which will inform the upcoming 2024 Development Charges Background Study. It is anticipated that the approved growth forecast to 2046 and the associated capital implementation plan may be further refined through the ongoing 2024 Development Charges process.

Future implementation of projects identified in the 2024 TMP will be considered by County Council through the annual budgeting process to which approved projects will be integrated within the County's 2022 Asset Management Plan which focuses on lifecycle needs of existing projects and incorporates the needs of growth projects identified in the Development Charges Background Study.

Increases to the level of services provided, or addition of new services, are not explicitly accounted for within the annual contribution to reserves. It is likely that additional funding and staff resourcing will be required to implement all projects identified in the TMP, including the use of long-term debenture funding, and possible prioritization of service projects over lifecycle projects to accommodate funding limitations. Staff will seek out additional funding opportunities wherever possible.

Communications

As noted in Report No. [PW 2022-46](#), an extensive public consultation and engagement program was carried out during the development of the 2024 TMP in order to provide meaningful opportunities for public, Area Municipality, Indigenous communities, Government Agencies and stakeholder input. This feedback and input was received and summarized in the draft 2024 TMP Report.







Public consultation on the 2024 TMP was undertaken through a range of tools to seek feedback from Oxford's various communities and demographics as follows:

- **Speak Up, Oxford!** This serves as the engagement hub for consultation. It was published in March 2022, with 3,100 total visits to the site since its launch.
- **Feedback surveys, interactive maps and question form:** Together, the interactive tools solicited input from 2,218 visitors who reviewed information or participated in feedback forms (surveys), interactive maps, and/or questions tool. A total of 273 users visited the interactive maps, with 28 different users leaving a total of 53 inputs. A total of 285 visitors viewed the feedback surveys, with 96 contributors completing the surveys. There were also 831 downloads of documents (public notices, Public Consultation Centre presentations, etc.) by 476 visitors to this section.
- **Public Consultation Centre (PCC) #1:** Taking place on September 27, 2022, this event drew approximately 20 participants over a two-hour discussion (see Comments section, "*Public Consultation Centre #1*"). The posted recording had 78 views since posting.
- **PCC #2:** Taking place on March 21, 2023, this event drew approximately 20 participants over a nearly two-hour discussion (see Comments section, "*Public Consultation Centre #2*"). The posted recording has had 84 views since posting.
- **"Pop-up" events:** These in-person events provided an opportunity for members of the public to speak directly with the project team. PCC #1 events included Canada's Outdoor Farm Show, Ingersoll Town Council Chambers, and Tillsonburg Ribfest in the Fall of 2022. PCC #2 events included opportunities for in-person engagement at the Town of Ingersoll Council Chambers on March 23, 2023, the Oxford County Council Chambers in Woodstock on March 28, 2023, and the Town of Tillsonburg Council Chambers on March 30, 2023 (see Comments section, "*Public Consultation Centre #2.*")
- **Print advertising:** For audiences that prefer to receive news through newspapers and community publications, information on how to provide input was outlined in 22 **print ads** and **public notices** between July 15, 2022 and March 16, 2023. Publications encompassed the *Oxford Review*, *Norfolk-Tillsonburg News*, *Woodstock Sentinel Review*, *Ayr News*, *Wilmot-Tavistock Gazette*, *St. Marys Independent*, *What's On Woodstock* and *Village Voice Oxford* editions.
- **Radio ads:** Radio campaigns for both consultation phases in Woodstock (104.7 Heart FM), Tillsonburg stations (Country 107.3 / Easy 101.3) and CJCS Stratford.
- **Digital (web) and social media ads:** There was extensive online advertising throughout both consultation phases encompassing Facebook and Instagram for social media and digital advertising on popular websites geo-targeted to Oxford County residents. "Organic" (non-paid) postings on the County's social media pages has been ongoing.
- **Media:** The engagement campaigns included a **news release** and posts to the Oxford County **website**.
- **Stakeholder consultation sessions:** Facilitated by the project team, sessions with Area Municipalities, community partners and other key stakeholders (economic development groups, transit authorities) ensured those impacted by the 2024 TMP were informed about the process and were given opportunity to provide input.

Speak Up, Oxford! will continue to serve as an engagement hub leading up to the release of the 2024 TMP and will include public notices and news releases, public meeting recordings and presentations, council reports and project contact information.

Report No. PW 2023-32, along with any potential amendments, will be circulated to all of the County's Area Municipalities for information.

Strategic Plan (2020-2022)

					
WORKS WELL TOGETHER	WELL CONNECTED	SHAPES THE FUTURE	INFORMS & ENGAGES	PERFORMS & DELIVERS	POSITIVE IMPACT
1.i. 1.ii.	2.i. 2.ii.	3.iii.	4.i. 4.ii.	5.ii.	

DISCUSSION

Background

As noted in Report No. PW 2022-46, the draft 2024 TMP was developed as a strategic planning document that prescribed Oxford County's comprehensive long-term transportation network strategies that will support existing needs and accommodate future growth in population and employment through to the year 2046 in accordance with the 2020 Provincial Policy Statement and the County's approved Phase I Comprehensive Review (2020).

The draft 2024 TMP was undertaken in accordance with the MCEA process for Master Plans (Appendix 4, Approach #1 of the MCEA, October 2000, as amended in 2007, 2011, 2015 and 2023). Accordingly, the draft 2024 TMP considered all reasonable transportation network alternatives and developed a preferred alternative that offered the lowest potential impacts on the natural, cultural, social and economic environment of the community.

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.

Policies and Plans

The TMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by Oxford County, including:

- Oxford County Transportation Master Plan (2019);
- Oxford County Official Plan (1995, as amended);
- Oxford County Phase One Comprehensive Review (2020);
- Oxford County Strategic Plan (2020);
- Cycling Master Plan (2021);
- Trails Master Plan (2014);
- Renewable Energy Action Plan (2022);
- Asset Management Plan (2022);
- New Directions – Advancing Southwestern Ontario’s Public Transportation Opportunities (2016);
- Empowering Ontario’s Short Line Railways (2017);
- Steel Corridors of Opportunity – Maximizing the Benefits of Southwestern Ontario’s Freight Railways (2018); and
- SouthwestLynx – Integrated High-Performance Public Transportation for Southwestern Ontario (2018).

Comments

Commuter Travel Patterns

The predominant data source for assessing County travel patterns was StreetLight data. StreetLight uses several data sources to develop a vehicle traffic model. Data sources used in the model include mobility data from location-based service trips, connected vehicles, navigation GPS trips, and telecommunications data, as well as contextual data such as demographic, weather, road network, and traffic data.

StreetLight allows users to select locations, known as “zones”, in which a wide range of metrics can be derived from any trip that originates in, has destinations in, or passes through that zone. Zones include geographic regions or “gates” which are placed on roads to assess all trips that travel through a specific location. For the purposes of this report, the metrics utilized were origin-destination patterns between geographic regions and vehicle volumes through gates.

Origin destination data has been obtained from StreetLight, allowing for an analysis of trips to, from, and within Oxford County. Consistent with the 2019 base year used for the road network model, 2019 data is presented below. Intra-Regional (within the County) Origin and Destination Travel Trends and Inter-Regional (into/out of the County) Origin and Destination Travel Trends are illustrated below in Table 2, and Figure 1, respectively.

Table 2 – Intra-Regional (County) Origin and Destination Travel Trends

		Origin							
		Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	East Zorra-Tavistock	South-West Oxford	Blandford-Blenheim
Destination	Woodstock	243,333	1,842	8,143	6,157	3,087	8,554	6,416	2,881
	Tillsonburg	1,965	69,054	1,593	3,205	237	68	3,701	21
	Ingersoll	9,139	1,455	71,991	443	4,214	376	6,685	120
	Norwich	7,321	3,456	507	20,050	244	274	1,245	210
	Zorra	3,591	397	4,681	234	15,421	671	808	102
	East Zorra-Tavistock	9,628	54	422	190	710	16,652	340	1,144
	South-West Oxford	8,149	4,194	7,419	1,291	743	370	6,931	122
	Blandford-Blenheim	3,593	23	161	224	117	1,235	95	7,445

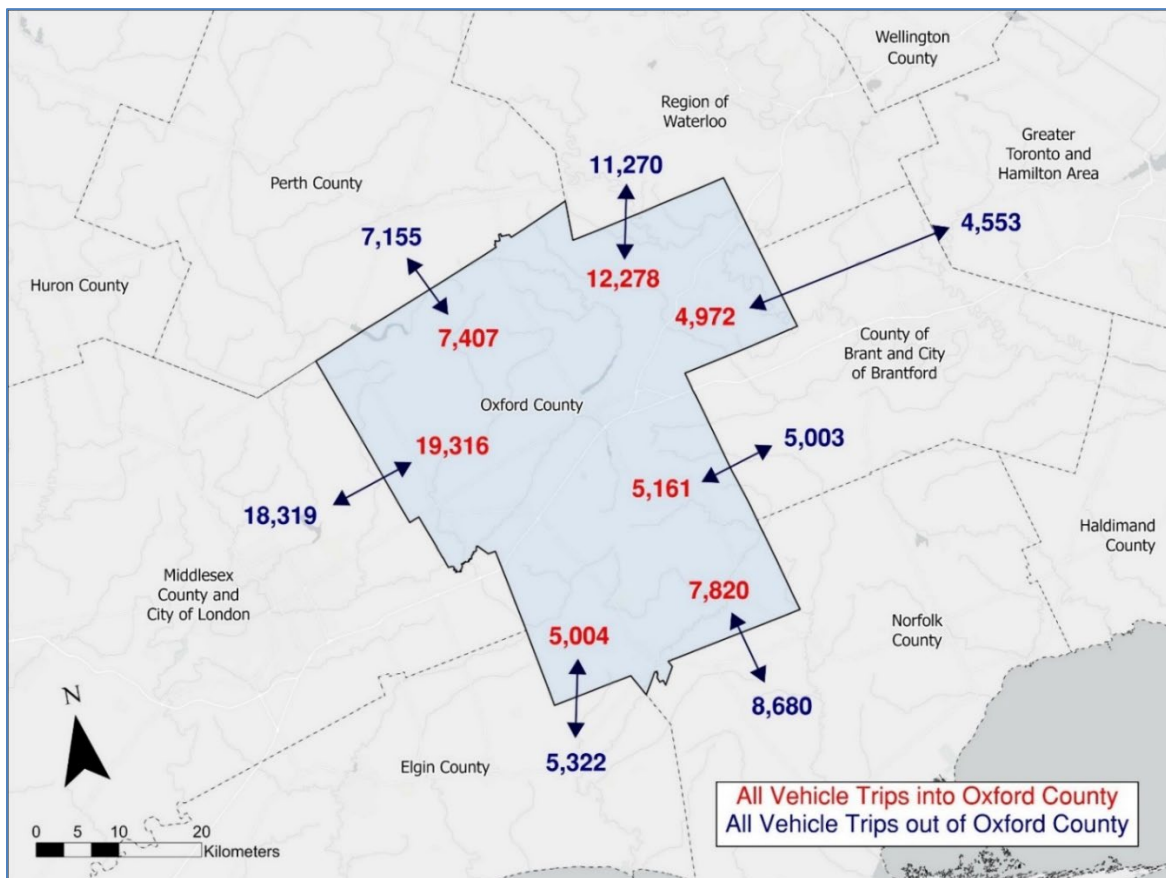


Figure 1 – Inter-Regional Origin and Destination Travel Trends

Of note, most trips that originate in Oxford County end within Oxford County, with the most frequent destinations being the large urban centres of Woodstock, Ingersoll and Tillsonburg. The most frequent destinations for trips originating in Oxford County that are destined outside the County are Middlesex County, the Region of Waterloo, and Norfolk County.

The same pattern is observed when reviewing the trip patterns where Oxford County is the destination. The most frequent origin of trips destined for Oxford County from within the County start in the urban centres. For trips destined for Oxford County which begin outside the County, the same surrounding municipalities of Middlesex County, the Region of Waterloo and Norfolk Counties have the highest trips originating in them.

These findings serve to further justify the importance of transportation system connectivity across all municipalities within Oxford County as well as inter-regionally.

Transportation Mode Share

The 2021 Census provided the most recent mode share figures, and indicates the 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.

However, given the impacts of the COVID-19 pandemic and ongoing stay at home restrictions, the share of work from home (WFH) has notably increased in recent years. For use in the TMP's future network assessment, and to establish a baseline for mode share moving forward, a revised rate was developed which considered the lifting of COVID-19 restrictions and the partial return to pre-pandemic travel patterns with more people returning to the office, while also reflecting the new normal of an increase in hybrid work. The 2024 TMP baseline transportation mode share is shown below in Figure 2.

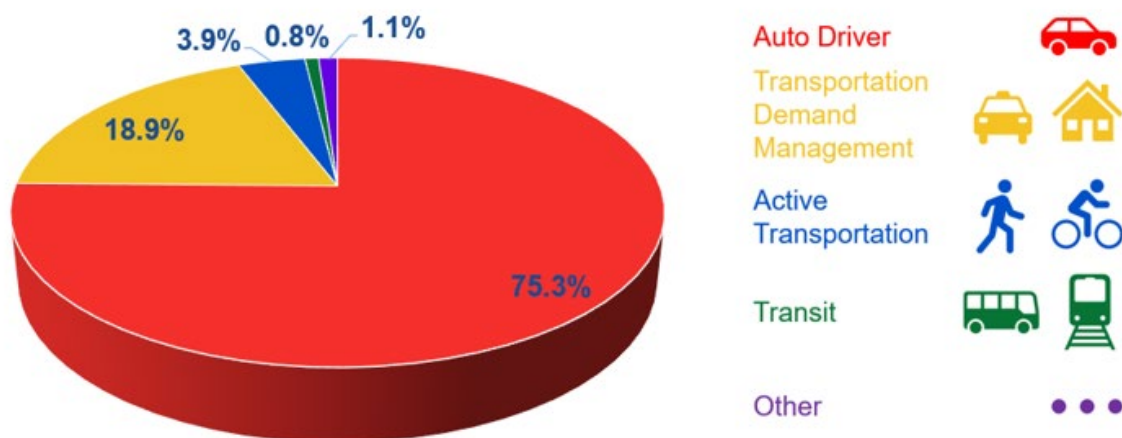


Figure 2 – 2024 Transportation Mode Share Baseline

Of note, transportation demand management and active transportation mode choices in Oxford County have been reasonably effective in reducing the demand for single vehicle auto trips. The degree of carpooling is similar to many neighbouring municipalities while 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.

As part of the 2024 TMP, the County has set a strategic target to achieve a 4.8% reduction for auto/single driver mode share by 2046. Corresponding increases in mode shares for active transportation and bus/rail public transit are envisioned to support this target goal. The County's 2046 mode share targets are included below in Figure 3.

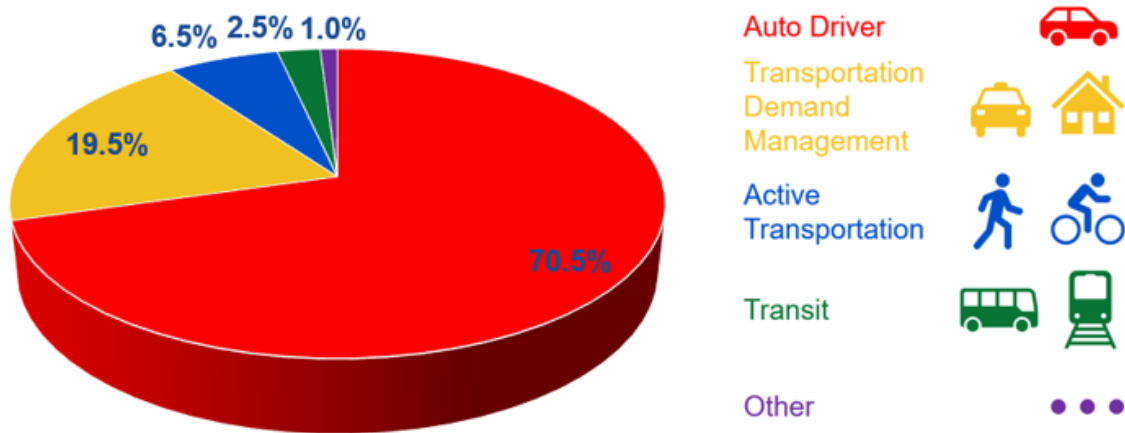


Figure 3 – 2046 Transportation Mode Share Targets

Preferred TMP Strategy to 2046

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 multi-year implementation plan (2024 to 2046) was developed. The preferred TMP strategy to 2046 is envisioned to promote multi-modal mobility and the long term sustainability of the overall transportation system.

A high-level executive summary of the draft 2024 TMP strategies, associated key actions and implementation plan is provided in Attachment 1. The complete final draft 2024 TMP Report can be viewed on the project webpage at <https://speakup.oxfordcounty.ca/2024tmp>.

The preferred TMP 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, etc.) and studies (network performance studies, intersection feasibility studies, Class EA studies etc.);
- Maximizing road safety through continued speed management and traffic calming, collision database monitoring, community safety zones;
- Ongoing initiatives to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, etc.) in order to reduce future travel demand and potential need for road widenings/expansions; and
- Continued monitoring of the County road network to ensure adequate Traffic Control and Levels of Service are provided.

ii) Active Transportation Strategy

- Expanding cycling infrastructure through implementation of the 2021 Cycling Master Plan (including ongoing provisions for wider asphalt platform for on-road cycling as part of regular road resurfacing programs);
- Expanding and focusing on creating enhanced pedestrian infrastructure; and
- Updating the 2014 Trails Master Plan.

iii) Goods Movement Strategy

- Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity;
- Ongoing advocacy support for regional coordination of freight rail and strategic investments; and
- Developing a Goods Movement Strategy including a goods priority network.

iv) People Movement Strategy

- Ongoing implementation of County-wide Speed Management, Traffic Calming and Road Safety Program;
- Ongoing advocacy support for integrated Intra-Regional and Inter-Regional Public Transportation System for intercommunity bus network and enhanced commuter rail service; and
- Enhancing mobility through planning of mobility hubs and service integration.

iv) Transportation System Sustainability and New Technologies Strategy

- Ongoing implementation of Low Carbon Transportation alternatives (electric vehicle charging stations, alternative fuel vehicles, autonomous vehicles, etc.); and
- Consideration of Green Infrastructure and Technology practices (roundabout intersection improvements, Cold-in-Place asphalt resurfacing, Warm Mix asphalt, reclaimed concrete and asphalt).

Conclusions

The future demand on the County's transportation network will increase as the County continues to grow. The 2024 TMP identifies a number of road network improvements, policies, initiatives, and strategies 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

Ryan Vink, P.Eng.
Project Engineer

Departmental Approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENT

Attachment 1: Draft 2024 Transportation Master Plan Executive Summary (2024 to 2046)

Executive Summary

Introduction

Connecting Oxford 2024, Oxford County's Transportation Master Plan (TMP), is a strategic long-term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.

The plan is an update to the 2019 TMP and was developed within the context and builds upon the foundation of several key planning documents including, but not limited to:

- Oxford County Official Plan (1995, as amended)
- Oxford County Phase One Comprehensive Review (2020)
- Oxford County Strategic Plan (2020)
- Provincial Policy Statement (2022)
- Cycling Master Plan (2021)
- Trails Master Plan (2014)
- Renewable Energy Action Plan (2022)
- Asset Management Plan (2022)
- Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario (2020)
- New Directions – Advancing Southwestern Ontario's Public Transportation Opportunities (2016)
- Empowering Ontario's Short Line Railways (2017)
- Steel Corridors of Opportunity – Maximizing the Benefits of Southwestern Ontario's Freight Railways (2018)
- SouthwestLynx – Integrated High-Performance Public Transportation for Southwestern Ontario (2018)

The multi-modal TMP focuses on supporting different modes of transportation (i.e., public transportation, passenger/freight rail, automobiles, cycling, walking, etc.) with infrastructure and policy provisions to support freight/goods movement, agriculture mobility, corridor access management and low-carbon transportation, in order to support a safe, effective, and sustainable transportation network.

Vision and Strategic Objectives

Connecting Oxford 2024 is guided by the following **Vision Statement**:

From 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient, and sustainable multimodal transportation network to move people and goods into and throughout the County, including access and connections to opportunities and essential services, while improving mobility for all types of road users and communities.

The following **Strategic Objectives** have guided the development of the 2024 TMP and are strongly reflected in its final policies, programs, and recommendations:

- Achieve effective integration of transportation planning, growth management and land use planning to develop a Transportation Strategy that accommodates growth and change to 2046, and that effectively supports land use objectives as defined in County Official Plan Update (currently underway) and other existing and ongoing planning initiatives;
- Develop a practical and financially achievable implementation plan that supports **all modes of travel** within the County's transportation system (e.g., walking, cycling, driving, commuter/freight rail, agricultural machinery, local/intercommunity transit) while promoting economic, social, and environmental sustainability;
- Recommend measures for promoting **safer transportation** and **healthy communities**;
- 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;
- Provide a forum for input and awareness with **the public** and **Area Municipalities** for transportation system initiatives; and
- Identify transportation demand management strategies to **reduce single occupant vehicle trips** (transit, active transportation, carpooling, work from home) to achieve the 2046 mode share target shown below in **Figure ES.4**.

Plan Development

Preparation of the 2024 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 future 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 2024 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

Oxford County has a diverse transportation system which supports residents, commuters and goods movement. The road network consists of several Provincial Highways, County Roads (arterial roads), and Local Roads (under the jurisdiction of the Area Municipalities), all of which provide the foundation for vehicular traffic, active transportation, goods movement, and transit operations (Woodstock Transit, T:Go). The County has an established off-road trails system providing further active transportation and recreational opportunities.

Main/Class 1 rail (CP, CN) and Short line rail (OSR, Gio Rail) through the County provides vital freight goods movement. VIA Rail also utilizes the main freight rail lines to offer inter/intra-regional passenger rail transit to local and neighbouring residents. Tillsonburg Regional Airport is a Canada Customs Airport of Entry, welcoming international flights handling general aviation aircraft up to 15 passengers and serves flight training providers, flying clubs, private and corporate aircraft, Emergency Medical Services (EMS), and Canadian Military aircraft.

The existing County travel patterns were derived through a review of *StreetLight* data and the 2021 Census. Due to the COVID-19 Pandemic, work from home (WFH) within the Transportation Demand Management had notably increased in the 2021 Census mode share data. For use in the future network assessment and to establish a baseline for mode share moving forward, a revised rate was developed which takes into consideration the lifting of COVID-19 restrictions and the partial return to pre-pandemic travel patterns as hybrid work has become the new normal. The updated 2024 mode share is displayed below in **Figure ES.1**.

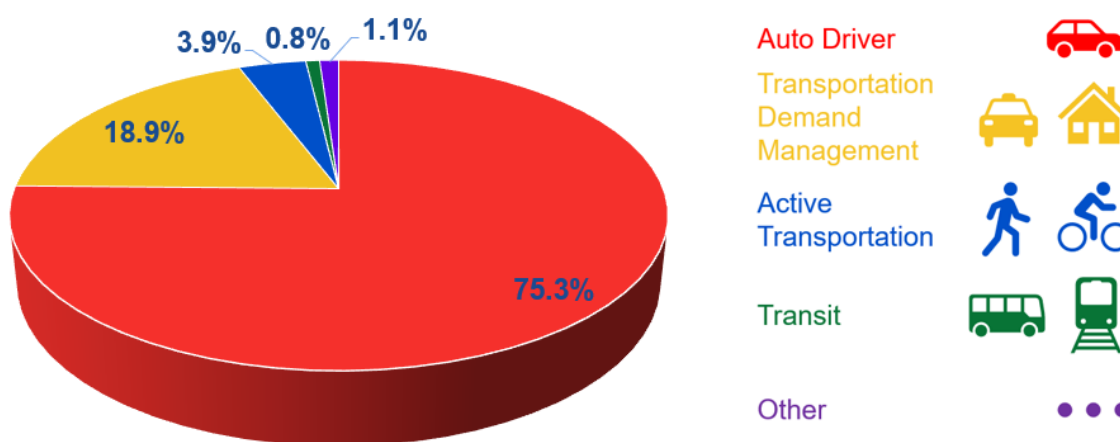


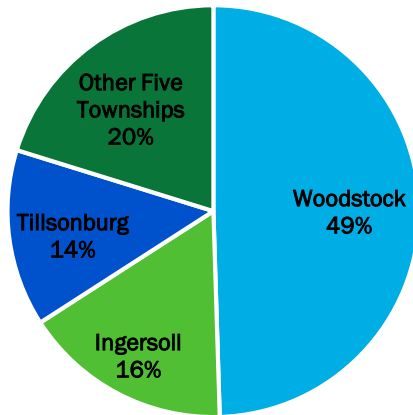
FIGURE ES.1: 2024 TRANSPORTATION MODE SHARE

Future demand on the County’s transportation network is expected to increase as the County grows. The County has seen large population growth between 2016-2021, almost doubling its growth rate from 2011-2016. This growth is expected to continue, as recent forecasts project the County to add approximately 33,000 more residents and 15,000 more jobs between 2024 and 2046. Analyses were conducted to review the impact of the projected population and employment growth 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 data, and trip generation/travel demand estimation. A 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 trip origins and destinations for Oxford County residents. The charts indicate the largest trip origins and destinations are in/to Woodstock and approximately 90% of resident trips are to within the County. The remaining 10% of resident trips are to other municipalities.

County Resident Trip Origins



County Resident Trip Destination

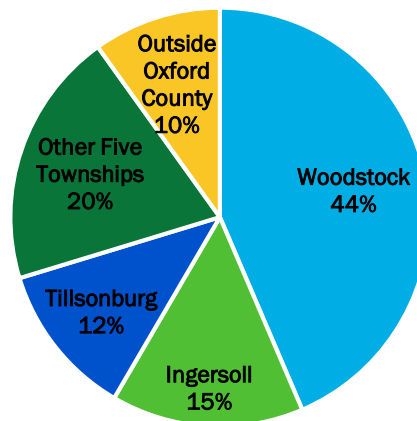
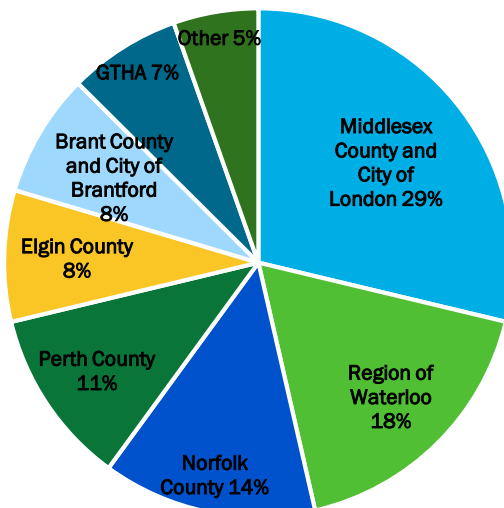


FIGURE ES.2: COUNTY RESIDENT TRIP ORIGINS AND DESTINATIONS

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

Inbound Trip Origins



Inbound Trip Destinations

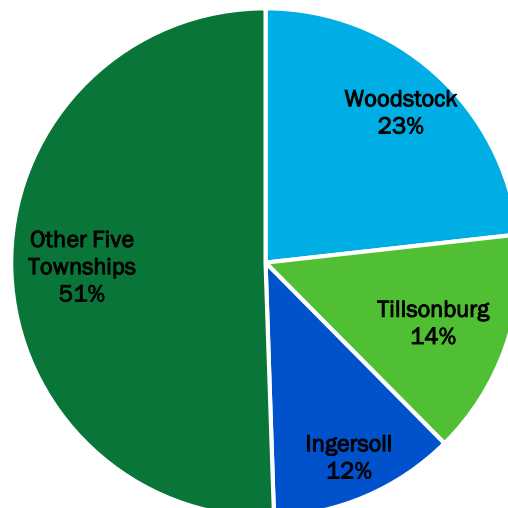


FIGURE ES.3: INBOUND TRIP ORIGINS AND DESTINATIONS

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 consultation opportunities for public and agency input and participation in the study:

- Notice of Study Commencement in March 2022;
- News releases, radio ads, and social media posts;
- Two virtual Public Consultation Centres, in September 2022 and March 2023
- Six in person consultation events at Canada’s Outdoor Farm Show in Woodstock (September 2022), Ribfest in Tillsonburg (September 2022), Ingersoll Town Council Chambers (September 2022, March 2023), Oxford Council Chambers in Woodstock (March 2023), and Tillsonburg Council Chambers (March 2023);
- Updates and references to the study through the Oxford County website and “Speak-Up Oxford”;
- Two surveys and interactive maps; and
- Six advisory committee meetings with the Internal Technical Review Committee (InTAC) (March 2022, February 2023), External Technical Review Committee (ExTAC) (March 2022, February 2023), and Economic Development Committee (EcDev) (April 2022, April 2023).

Agencies, stakeholders, and Indigenous Communities were notified at key points in the study process, and 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 B** provides the complete record of public consultation for the TMP.

Preferred Transportation Strategy to 2046

While previous mode share targets identified in the 2019 TMP have already been achieved, the 2024 TMP preferred transportation strategy continues to focus on increasing the share of sustainable modes of transport. Of note, the 2024 TMP has seeking to achieve further increases to the active transportation and transportation demand management mode shares while furthering reducing reliance on single occupancy vehicle (auto driver) mode share as shown in **Figure ES-4**.

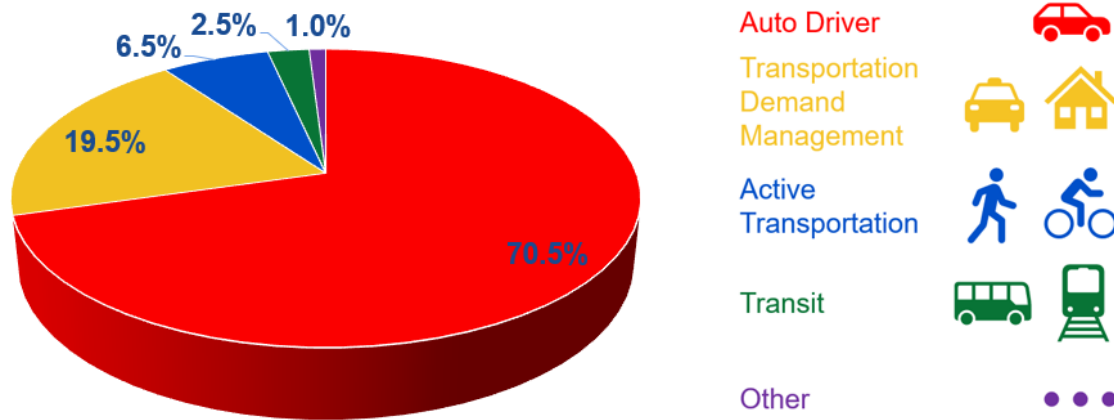


FIGURE ES.4: 2046 MODE SHARE TARGETS

Several alternative solutions to address the 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 2046 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, etc.) and Studies (network performance studies, intersection feasibility studies, Class EA studies etc.).
 - Maximizing road safety through continued speed management and traffic calming, collision database monitoring, community safety zones
 - Ongoing initiatives to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, etc.) in order to reduce future travel demand and potential need for road widenings/expansions.
 - Continued monitoring of the County Road network to ensure adequate Traffic Control and Levels of Service are provided.

- **Active Transportation Strategy**
 - Expanding cycling infrastructure through implementation of the 2021 Cycling Master Plan (including ongoing provisions for wider asphalt platform for on-road cycling as part of regular road resurfacing programs).
 - Expanding and focusing on creating enhanced pedestrian infrastructure.
 - Updating the 2014 Trails Master plan.

- **Goods Movement Strategy**
 - Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity.
 - Ongoing advocacy support for regional coordination of freight rail and strategic investments.
 - Developing a Goods Movement Strategy including a goods priority network.

- **People Movement Strategy**
 - Ongoing implementation of County-wide Speed Management, Traffic Calming and Road Safety Program.
 - Ongoing advocacy support for integrated Intra-Regional and Inter-Regional Public Transportation System for intercommunity bus network and enhanced commuter rail service.
 - Enhancing mobility through planning of mobility hubs and service integration.

- **Transportation System Sustainability and New Technologies Strategy**
 - Ongoing implementation of Low Carbon Transportation alternatives (electric vehicle charging stations, alternative fuel vehicles, autonomous vehicles, etc.).
 - Consideration of Green Infrastructure and Technology practices (roundabout intersection improvements, Warm Mix asphalt, reclaimed concrete and asphalt).

Implementation

The 2024 TMP is the overarching strategic document that provides a framework for how Oxford County will address its transportation needs to the year 2046. 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 and the respective projects identified in the transportation master plan implementation program will provide a baseline for Oxford County's future capital budgets.

To assist in guiding the County in implementing the road infrastructure improvements, policy and advocacy plans recommended in the TMP, an implementation plan with suggested timing for the various projects and initiatives has been developed. The implementation plan is broken down by major category and can be seen in **Table ES.1** to **Table ES.11**.

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.

TABLE ES.1: IMPLEMENTATION PLAN – ANNUAL CAPITAL PROGRAMS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	Guide Rail Installation	✓	✓	✓
Countywide	Pedestrian Crossings	✓	✓	✓
Countywide	Intersection Illumination	✓	✓	✓
Countywide	Cycling Infrastructure	✓	✓	✓
Countywide	Road Rehabilitation and Resurfacing	✓	✓	✓
Countywide	Bridge Misc. Repairs per Needs Study/OSIM	✓	✓	✓
Countywide	Crack Sealing	✓	✓	✓
Countywide	Urban Storm Sewer	✓	✓	✓
Countywide	Rural Storm Sewer	✓	✓	✓
Countywide	Retaining Walls	✓	✓	✓
Countywide	Traffic Signals	✓	✓	✓
Countywide	Traffic Calming	✓	✓	✓

TABLE ES.2: IMPLEMENTATION PLAN – MAJOR ROAD RECONSTRUCTION / REHABILITATION

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 3 (Road part of Princeton Drainage Project includes Urbanization)	✓		
Woodstock	Oxford Road 9 (Oxford Road 2 to #226 Ingersoll Road) - Phase 2 *	✓		
Zorra	Oxford Road 16 (from 31st Line to Kintore) - Phase 2	✓		
Zorra / Norwich	Oxford Road 19 (Highway 19 to Norfolk County Border)		✓	
Tillsonburg	Oxford Road 53 (Brock Street E to Highway 19)			✓
Woodstock	Oxford Road 59 (Dundas Street to Henry Street)			✓
Woodstock	Oxford Road 35 (Oxford Road 59 to Oxford Road 54) *	✓		
Woodstock	Oxford Road 35 (Oxford Road 54 to Lansdowne Avenue) *		✓	

Note: * - The project will include the implementation of the cycling facility of the Primary Network as identified in the Cycling Master Plan

TABLE ES.3: IMPLEMENTATION PLAN – ROAD URBANIZATION

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Woodstock	Oxford Road 35 (Woodall Way to Oxford Road 4)		✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits) ⁽¹⁾	✓		
Blandford-Blenheim	Oxford Road 22 / Oxford Road 8 (in the village of bright)		✓	
Norwich	Oxford Road 59 (within the village of Burgessville)	✓		

Note: (1) - The project should include coordination with an improvement identified in the County's 2024 W/WW MP.

TABLE ES.4: IMPLEMENTATION PLAN – BRIDGE / CULVERT REHABILITATIONS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	2024 Design (2026 Construction)	✓		
Countywide	2025 Design (2027 Construction)	✓		
Countywide	2026 Design (2028 Construction)	✓		
Countywide	2027 Design (2029 Construction)	✓		
Countywide	2028 Structures: 843927, 856645, 816765, 324873, 593175 & 963929	✓		
Countywide	2028 Design (2030 Construction)	✓		
Countywide	2029 Structures: 596279, 596020, 684656, 842608, 376551 & 686115		✓	
Countywide	2029 Design (2031 Construction)		✓	
Countywide	2030 Structures: 816111, 684200, 195840, 885646, 465125 & 975130 (Boundary)		✓	
Countywide	2030 Design (2032 Construction)		✓	
Countywide	2031 Structures: 922773, 927566, 263226, 375488, 886117 & 592540		✓	
Countywide	2031 Design (2033 Construction)		✓	
Countywide	2032 Structures: 884114, 595880, 375739, 565718, 375770, 375806, & 985320 (Boundary)		✓	
Countywide	2032 Design (2034 Construction)		✓	
Blandford-Blenheim	Culvert Rehab. 686444 - OR 2, 1.7km E of 22 (Boundary)	✓		
Blandford-Blenheim	Bridge Rehab. 686843 - OR2, 1.3km W of 3 (Boundary)	✓		
Blandford-Blenheim	Culvert Repl. 687425 - OR 2, 4.35km E of 25 (Boundary)	✓		
Blandford-Blenheim	Culvert Rehab. 715213 - OR 4, 0.75km N of 35	✓		
Blandford-Blenheim	Bridge Rehab. 805907 - OR 29, 0.3km E of 4	✓		
Blandford-Blenheim	Culvert Rehab. 886609 - OR 8, 2.7km E of 22	✓		
Norwich	Bridge Rehab. 774050 - OR 14, 3.2km N of 21	✓		
Norwich	Culvert Rehab. 684802 - OR 2, 0.4km W of 30	✓		
Norwich	Culvert Rehab. 814230 - OR 22, 0.3km N of Gunn's Hill Rd (Boundary)	✓		
Norwich	Bridge Rehab. 225536 - OR 19/Main St, 2.1km W of 59	✓		

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Bridge Rehab. 773216 - OR 59, 0.15km S of 18	✓		
Norwich	Bridge Rehab. 813810 - OR 22, 0.5km N of 21 (Boundary)	✓		
Norwich	Bridge Rehab. 814010 - OR 22, 0.5km S of Substation Rd (Boundary)	✓		
South-West Oxford	Bridge Rehab. 224538 - OR 19, 2.8km E of 19	✓		
South-West Oxford	Culvert Repl. 263548 - OR 27, 0.1km E of 10	✓		
Woodstock	Bridge Rehab. 59755 - OR 59, 0.4km N of 35	✓		
Zorra	Culvert Repl. 194950 - OR 119, 0.5km S of 2	✓		
Zorra	Bridge Rehab. 843613 - OR 16, 0.01km E of 31st Ln, with stream realignment	✓		
Zorra	Bridge Rehab. 682935 - OR 2, 0.15km E of 119	✓		
Zorra	Bridge Rehab. 784064 - OR 33, 0.4 km E of 6	✓		
Zorra	Culvert Repl. 843164 - OR 16, 1.9km E of 119	✓		
Zorra	Bridge Rehab. 374623 - OR 6, 0.1km N of 9	✓		
Zorra	Bridge Rehab. 643977 - OR 16, 0.5km W of 6	✓		
Zorra	Culvert Repl. 682563 - OR 2, 0.13km E of Cobble Hill Road (Boundary)	✓		

TABLE ES.5: IMPLEMENTATION PLAN – CYCLING INFRASTRUCTURE

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Woodstock / East Zorra-Tavistock	Oxford Road 4 from Oxford Road 35 to Oxford Road 29	✓		
Blandford-Blenheim	Oxford Road 29 from Oxford Road 4 to Oxford Road 36	✓		
Blandford-Blenheim	Oxford Road 36 from Oxford Road 29 to Piper St			✓
Norwich	Oxford Road 13 from Oxford Road 59 to Trans Canada Trail		✓	
South-West Oxford	Oxford Road 9 from Woodstock to Ingersoll	✓		
Woodstock / East Zorra-Tavistock	Oxford Road 17 from Hickson Trail to Oxford Road 4		✓	
East Zorra-Tavistock	Oxford Road 59 from Oxford Road 8 to Oxford Road 24		✓	
East Zorra-Tavistock	Oxford Road 24 from Oxford Road 59 to Punkeydoodles Ave	✓		
Woodstock	Oxford Road 59 from Hickson Trail to Oxford Road 35		✓	
Woodstock	Oxford Road 54 / Oxford Road 59 from Oxford Road 35 to Juliana Drive		✓	
Zorra	Oxford Road 6 from Oxford Road 28 to Oxford Road 8			✓
Zorra	Oxford Road 8 from Oxford Road 6 to Hickson Trail			✓
Zorra	Oxford Road 10 from Oxford Road 20 to Oxford Road 119			✓
Norwich	Oxford Road 59 from Oxford Road 54 to Oxford Road 13			✓
Zorra	Oxford Road 119 from Oxford Road 7 to Oxford Road 28			✓

TABLE ES.6: IMPLEMENTATION PLAN – UNDERTAKE INTERSECTION UPGRADES / IMPROVEMENTS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) – Boundary Waterloo Led	✓		
Woodstock	Oxford Road 15 & Springbank Avenue – North Right Turn Lane	✓		
Norwich	Oxford Road 59 & Palmer, Oxford 59 & Tidey – Turning Radius Improvements	✓		
Zorra	Oxford Road 6 & Oxford Road 16 – Overhead Flashing Lights	✓		
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28 – Overhead Flashing Lights	✓		
Zorra	Oxford Road 2 & Middleton Street – Signalization and Turning Lanes		✓	
Woodstock	Oxford Road 59 & Pattullo Avenue – Realignment (City of Woodstock Led)	✓		
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 – North Right Turn Lane		✓	
Tillsonburg	Oxford Road 20 (North Street) & Oxford Road 53 (Tilson Avenue) – Signalization ⁽¹⁾	✓		
Woodstock	Oxford Road 12 & Juliana Drive – Roundabout		✓	
Woodstock	Oxford Road 12 & Athlone Avenue – Roundabout		✓	
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5 (Punkydoodles) – Study to be completed at end of 2023	✓		
Woodstock	Oxford Road 4 & Oxford Road 2 – Duel Left Turn Lane		✓	
Norwich	Oxford Road 2 & Oxford Road 55 (Township 53) – Roundabout	✓		
Ingersoll	Oxford Road 10 & Thomas Street – Signalization			✓
Ingersoll	Oxford Road 10 & Oxford Road 9 – Signalization			✓
Ingersoll	Oxford Road 10 & Union Road – Signalization			✓

Note: (1) - The project should include coordination with an improvement identified in the County's 2024 WWWW MP.

TABLE ES.7: IMPLEMENTATION PLAN – UNDERTAKE INTERSECTION CONTROL FEASIBILITY STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Oxford Road 13 & Oxford Road 18		✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36		✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9		✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24		✓	
Woodstock	Oxford Road 35 & Springbank Avenue	✓		
Woodstock	Oxford Road 54 & Oxford Road 35			✓
Woodstock	Oxford Road 15 & Oxford Road 12		✓	
Zorra	Oxford Road 2 & Oxford Road 6			✓
Zorra	Oxford Road 6 & Oxford Road 33	✓		
Zorra	Oxford Road 28 and Oxford Road 6	✓		
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33	✓		
South-West Oxford	Oxford Road 6 and Karn Road	✓		
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60			✓
Zorra	Oxford Road 119 and Oxford Road 2		✓	
Ingersoll	Oxford Road 10 and Thompson Road			✓
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49	✓		
Woodstock	Oxford Road 9 & Oxford Road 2		✓	

TABLE ES.8: IMPLEMENTATION PLAN – UNDERTAKE OTHER INFRASTRUCTURE PROJECTS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 3 - (Drain part of Princeton Drainage Project by Township of BB)	✓		
Ingersoll	Railway Crossing Upgrades (add Gates) – Oxford Road 10			✓
Ingersoll	Railway Crossing Upgrades (add Gates) – Oxford Road 9			✓

TABLE ES.9: IMPLEMENTATION PLAN – TRANSPORTATION PLANS, CONDITION ASSESSMENTS AND OTHER STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	Transportation Master Plan	✓	✓	✓
Countywide	Transportation Development Charges Technical Study	✓	✓	✓
Countywide	Road Needs Study	✓	✓	✓
Countywide	Cycling Master Plan	✓	✓	✓
Countywide	Trails Master Plan	✓		✓
Countywide	Goods Movement Priority Network Study	✓		
Countywide	Grade Level Crossing Assessment		✓	

TABLE ES.10: IMPLEMENTATION PLAN – UNDERTAKE CLASS EA STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19)	✓		
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *		✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 22 to oxford Road 21/New Dereham Road)			✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓		
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59)		✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road)			✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓		
Tillsonburg	Oxford Road 53 (Brock Street E to Highway 19)		✓	
Tillsonburg	Oxford Road 53 (Oxford Road 20 to Brock Street E)		✓	
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓		
Woodstock	Oxford Road 59 (Dundas Street to Henry Street)			✓
Woodstock	Oxford Road 17 (Oxford Road 59 to Oxford Road 4), Oxford Road 17 & Oxford Road 4 Intersection	✓		
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 8 to Oxford Road 4), Oxford Road 60 & Oxford Road 4 Intersection	✓		
Tillsonburg	Oxford Road 51 (Highway 19 to Mall Road)			✓
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49			✓
Woodstock	Grade Separation - Oxford Road 59 and CNR		✓	
Woodstock	Grade Separation - Oxford Road 9 and CNR		✓	

Note: * - The project will include the implementation of the cycling facility of the Primary Network as identified in the Cycling Master Plan

TABLE ES.11: IMPLEMENTATION PLAN – POLICIES AND INITIATIVES

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Road Network	Maximizing Road Safety	Speed Management & Traffic Calming	Continue Speed Management, Traffic Calming and Road Safety Programs	Ongoing		
			Expand Program to include Intersection Safety Improvements	✓		
		Collision Database	Continue to update and maintain the Collision Database	Ongoing		
			Perform a Yearly Review to inform the Location Identified for Safety Measure Improvements	Ongoing		
		Roundabout Implementation	Consider roundabout implementation as an alternative to traditional signalization	Ongoing		
		Intersection Control Feasibility Study	Continue monitoring of County intersection functionality through ongoing Intersection Control Feasibility Studies	Ongoing		
		Emergency Detour Routing	Maintain Emergency Detour Routing	Ongoing		
	Automated Speed Enforcement	In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act	✓			
	Maximizing Road Efficiency	Seasonal Load Restrictions	Consider implementing access management strategies that have reviewed and consider seasonal load restrictions	✓		
			Update the County Road seasonal load restrictions By-Law		✓	
		Road Occupancy Permitting	Consider By-law implementation for enforcement of Road Occupancy Permits		✓	
	Railway Crossing Enhancements	Review and Updated Railway Crossings	Review and upgrade railway crossings in accordance with the Transport Canada regulations	Ongoing		
	Accommodating Future Growth	Transportation Demand Management	Continue to promote working from home through engagement with residents and businesses	Ongoing		
			Implement 2024 TMP Active Transportation and People Movement strategies	✓	✓	✓

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon			
				2024-28	2029-33.	2034-46	
Active Transportation		Ridesharing	Expand education and promotion of carpooling and ridesharing as a mode choice in the County	✓			
			Where applicable, support ridesharing programs				
		Carpooling	Advocate to the Ontario Ministry of Transportation and private landowners for the creation of new carpool lots		Ongoing		
			Consider options to provide active transportation and transit facilities at carpool lots		Ongoing		
	Cycling Infrastructure	Expanding Cycling Infrastructure	Coordinate implementation of primary cycling network with planned road rehabilitation program and 2021 CMP prioritization strategy		Ongoing		
	Pedestrian Infrastructure		Expanding Pedestrian Infrastructure	Continue review of existing conditions and network		Ongoing	
				Ensure development and redevelopment plans integrate safe pedestrian infrastructure		Ongoing	
				Implement multi-use paths within road allowances (in lieu of sidewalks where feasible)		Ongoing	
				Ensure new road facilities follow accessible and best practice design guidance		Ongoing	
				Promote direct connections to link communities and important destinations within Oxford County		Ongoing	
Integrate with other modes					Ongoing		
Complete safety analysis of existing infrastructure					Ongoing		
Pedestrian Safety and promotion programs			Establish key partnerships for programs to educate and encourage the public		Ongoing		
			Introduce/ expand use of staggered and/or extended pedestrian phasing at signals		Ongoing		
			Enhance opportunities to deliver information to the public in accessible and east-to-understand manner		Ongoing		
Streetscape Improvements	Support Streetscape Improvements	Advocate and support Area Municipalities in developing streetscape improvements		Ongoing			
Trail Infrastructure	Expanding Trail Infrastructure	Facilitate trail development with Area Municipal partners and stakeholders		Ongoing			

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
			Explore options to develop trails with new developments	Ongoing		
			Complete an update to 2014 Trails Master Plan	✓		
	Looking Ahead	Micro Mobility & New Technology Strategy	Monitor the need to develop a micro-mobility and new technology strategy	Ongoing		
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	Continue to engage Transport Canada, the Federal Government and its rail agencies (CN, CP) to undertake necessary freight rail enhancements.	✓		
		Strategic Investments into Rail Freight Infrastructure	Engage local and regional governments to advocate the Provincial and Federal government to provide funding to address freight rail infrastructure bottlenecks or tax credits for expanded rail sidings, transload, warehousing and distribution facilities.	Ongoing		
			Advocate for the support of short line railways	Ongoing		
	Supporting Truck Freight	Goods Movement Strategy	Develop a goods movement priority 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	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		
			Consider the potential for development of a Freight Multi-modal Facility near the Highway 401/403 corridor, in the Goods Movement Priority Network		✓	
			Review opportunities for truck bypass routes within the Goods Movement Priority Network	✓		
	Supporting Agriculture	Agricultural Vehicle Design Considerations	Implement agricultural vehicle supportive design elements when completing road reconstructions and rehabilitations	Ongoing		
	People Movement and	Expanding Intercommunity Transportation	Intercommunity Bus Transit	Ongoing support of intercommunity bus transportation and intermodal connections to commuter rail/mobility hubs	Ongoing	

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Public Transportation		Regional Inter-Community Bus Transit	Advocate for Regional Inter-Community Bus transportation connectivity and integration across Oxford	✓		
		Southwest Community Transit (SCT) Association	Continue to collaborate and promote the coordination and integration of Regional Inter-community bus transportation connectivity amongst SCT Association member municipalities		Ongoing	
	Enhance Commuter Rail	Enhanced Passenger Rail Service	Advocate for enhanced passenger rail service		Ongoing	
			Integrate with local and intercommunity bus transit and ensure adequate first/last mile transportation options		Ongoing	
			Work with Transport Canada, the Federal Government, and its rail agencies (CN, CP) to advocate and support studies which explore Southwestern Ontario passenger rail enhancements		Ongoing	
	Tillsonburg Airport	T:GO Bus Stop	Discuss the potential for a trial T:GO stop at Tillsonburg Airport with the Town of Tillsonburg transit authority	✓		
	Enhancing Mobility	Mobility Hubs	In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as “Mobility Hubs” to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity	✓		
			Facilitate integration of existing and future inter-community bus transportation or other modes of local transit at “Mobility Hubs” destinations through coordination with transit authority providers		Ongoing	
	Looking Ahead	Universal Basic Mobility	Promote Universal Basic Mobility through improved active transportation infrastructure, transit oriented development and micro mobility.		Ongoing	
	Transportation System Sustainability and New Technology Strategy	Electric Vehicles	Electric Charging Infrastructure	The County will support and facilitate initiatives of Area Municipalities in EV charging implementation and supportive policies		Ongoing
The County will support policies to develop EV charging infrastructure across the County					Ongoing	
Autonomous Vehicles		Autonomous Vehicle Network	Implement AV network to facilitate testing of Level 3 to Level 5 AV as part of the Windsor to Ottawa network		Ongoing	

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
		Municipal Alliance for Connected and Autonomous Vehicles in Ontario	Continue to work with the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO) on the development of a larger AVE road network serving Southwestern Ontario	Ongoing		
	Alternative Fuel Sources	Explore Opportunities to Utilize Alternative Fuel Sources	The County should explore opportunities to utilize and/or expand the use of alternative fuels	Ongoing		
	Alternative Road Construction Materials	Explore Opportunities to Utilize Alternative Construction Materials	The County should explore opportunities to utilize and/or incentivize the use of alternative road construction materials in rehabilitation or new projects	Ongoing		
	Looking Ahead	Connected Vehicles	Support Cooperative Truck Platooning Pilot Program	Ongoing		

Municipal Council of the County of Oxford
Council Meeting - Oxford County

Date: Wednesday, July 12, 2023

Moved By: Brian Petrie

Seconded By: David Mayberry

Resolved that County Council receive report PW 2023-32 as information;
And further, that the draft report be circulated to area municipalities requesting their feedback within 75 days (September 25, 2023);
And further, that the draft report be posted to Speak Up Oxford for feedback from the public for 75 days (September 25, 2023);
And further, that all comments received be provided in a report for council's consideration when considering the draft report.

DISPOSITION: Motion Carried

Chloe Senior

REPORT TO COUNTY COUNCIL

2024 Transportation Master Plan – Extended Consultation

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATIONS

1. That County Council endorse, in principle, the draft 2024 Transportation Master Plan (TMP) as the recommended transportation strategies, policies, and project timelines to meet Oxford’s growth needs to 2046, as well as continuing to provide sustainable and safe infrastructure as previously detailed in Report No. PW 2023-32 entitled “2024 Transportation Master Plan”;
2. And further, that County 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

- The purpose of this report is to seek County Council’s endorsement, in principle, of the draft 2024 TMP which provides a strategic long-term roadmap pertaining to policies, programs and infrastructure improvements needed to manage existing and future County transportation network demands to the year 2046.
- Following the July 12, 2023 Council Resolution to Report No. [PW 2023-32](#), County staff was directed to commence a 75 day informal review period for Area Municipalities to further comment on the draft TMP.
- All feedback received was reviewed and considered in the final draft TMP, which resulted in refinements to the multi-year capital implementation plan as appropriate.

IMPLEMENTATION POINTS

Upon Council approval, staff will proceed to issue and file a Notice of Completion for the final draft 2024 TMP. Printed copies of the final draft TMP report will be available upon request, as well as posted to the Oxford County website and online engagement hub at *Speak Up, Oxford!*.

Following a 30-day public review period and subject to comments received, the 2024 TMP Class Environmental Assessment (Class EA) Study Report can be finalized and filed.

Financial Impact

There are no financial impacts to the 2023 Business Plan and Budget based on the recommendations contained within this report.

Communications

In accordance with the resolution to Council Report No. PW 2023-32, dated July 12, 2023, the TMP Executive Summary and a link to the full TMP report on *Speak-Up, Oxford!* were forwarded to all Area Municipal Clerks on July 20, 2023 for distribution to members of their Councils for their information, as well as any appropriate staff, requesting their feedback within 75 days.

Since July 12, 2023 there has been over 624 *new* project webpage visits and 259 additional downloads of the TMP document. Additional formal feedback was received from one of the eight Area Municipalities.




As requested, Staff provided a Council delegation to the Town of Tillsonburg (August 14, 2023) and fielded several questions from Council. During the delegation, staff confirmed the 2024 TMP includes the development of a County Road priority network for goods movement within the 2024-2028 implementation timeframe and future active transportation infrastructure will be implemented as per Oxford's 2021 Cycling Master Plan (pending funding). Further, staff confirmed that any considerations for Tillsonburg inter-community transit and Regional Airport grant funding can be explored through future budget requests to Oxford County Council.

Report No. PW 2023-40 will be circulated to Area Municipalities for information.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the **2023-2026 Strategic Plan** on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report supports the following Strategic Plan Pillars and Goals:

		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
<p>Goal 1.2 – Sustainable infrastructure and development</p> <p>Goal 1.4 – Connected people and places</p>	<p>Goal 2.1 – Climate change mitigation and adaptation</p>	<p>Goal 3.2 – Collaborate with our partners and communities</p>

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Report No. PW 2023-32, which included a draft TMP executive summary and *Speak-Up, Oxford!* link to the full draft report, was deliberated at Oxford County Council on July 12, 2023. Council subsequently directed County staff to circulate the Report to all Area Municipalities and to commence a 75-day informal review period for Area Municipalities to further comment on the draft TMP.

Comments

Overall, the additional feedback received from the Area Municipalities since the July 12, 2023 Council meeting through the 75-day review period indicated general support for the draft TMP. The transportation feedback centred around system connectivity, multi-modal choices, active transportation, accessibility and mobility, asset management, goods movement (by-pass routing), road safety and integration of new technologies.

A summary of formal comments received from Area Municipality Councils' are as follows:

- Town of Ingersoll (Town) submitted a Council Resolution (Attachment 1) that the 2024 TMP be revised to incorporate a Road Rationalization Study as part of the capital implementation plan within the 2024-2028 period, along with long-term planning considerations for an alternative Emergency Detour Route (EDR) which is aligned with the Southwest Ingersoll Secondary Plan and specific to the Town road network. The Study was subsequently added to the 2024 TMP capital implementation plan and it was recognized that the EDR routing falls under the collective jurisdiction of, and therefore would need to be developed in concert with, the Ministry of Transportation, Oxford County, Area Municipalities and Police Services.

- No other formal comments were received from the City of Woodstock, Town of Tillsonburg, Township of Blandford-Blenheim, Township of Norwich, Township of East Zorra-Tavistock, Township of South-West Oxford or Township of Zorra.

All above feedback was reviewed and considered in the update to the original draft 2024 TMP, which resulted in some refinements of the multi-year capital implementation plan.

The complete final draft TMP Report can be viewed on the TMP project webpage at <https://speakup.oxfordcounty.ca/2024tmp> and is ready for public release.

CONCLUSIONS

Staff appreciated the additional comments received in this 75-day review period and intends to proceed with filing a Study Notice of Completion and commence with the 30-day public review period as required under the MCEA process.

County Council approval of the final draft TMP is required to move forward with projects included in the 2024 budget (also shown in the 2024 TMP implementation plan).

SIGNATURES

Report author:

Original signed by

Ryan Vink, P.Eng.
Project Engineer

Departmental approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENT

Attachment 1: Council Resolution: Town of Ingersoll

Oxford County Transportation Master Plan Update and Oxford Road 4 Corridor Study
Indigenous Comment Summary (30 Day Review Period)

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
November 2, 2023	Tammy Martin COS, SNGREC tammymartin@sixnations.ca	Confirming receipt of your email. By copy, I am forwarding to our consultation and accommodation process team. Should they have questions, they will reach out to your directly.		

Howieson, Cooper [NN-CA]

From: Tammy Martin <tammymartin@sixnations.ca>
Sent: Thursday, November 2, 2023 9:42 AM
To: Cooper.Howieson@parsons.com
Cc: Lonny Bomberry; Tayler Hill; Trevor Bomberry; Mark B. Hill
Subject: [EXTERNAL] FW: Oxford County Transportation Master Plan - Notice of Completion
Attachments: NOTICE TMP Notice of Completion 20231101.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Confirming receipt of your email. By copy, I am forwarding to our consultation and accommodation process team. Should they have questions, they will reach out to you directly.

Tammy Martin
COS, SNGREC
tammymartin@sixnations.ca
cell 519.717.5637

From: Cooper.Howieson@parsons.com <Cooper.Howieson@parsons.com>
Sent: Wednesday, November 1, 2023 4:22 PM
To: Tammy Martin <tammymartin@sixnations.ca>
Cc: Yannis.Stogios@parsons.com; Ryan Vink <rvink@oxfordcounty.ca>
Subject: [External] Oxford County Transportation Master Plan - Notice of Completion

Dear Tammy,

Please find the attached Notice of Study Completion for the Oxford County Transportation Master Plan. The TMP has identified the policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046. Please reach out to Ryan Vink, Project Manager, Oxford County (rvink@oxfordcounty.ca) or Yannis Stogios, Project Director, Parsons (yannis.stogios@parsons.com) if you have any questions or comments.

Regards,

Cooper Howieson, MPL, EIT
Traffic and Transportation Planning
161 Bay Street, 27th Floor, PO Box 508
Toronto, Ontario, M5J 2S1
cooper.howieson@parsons.com



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APPENDIX C

Origin – Destination Patterns

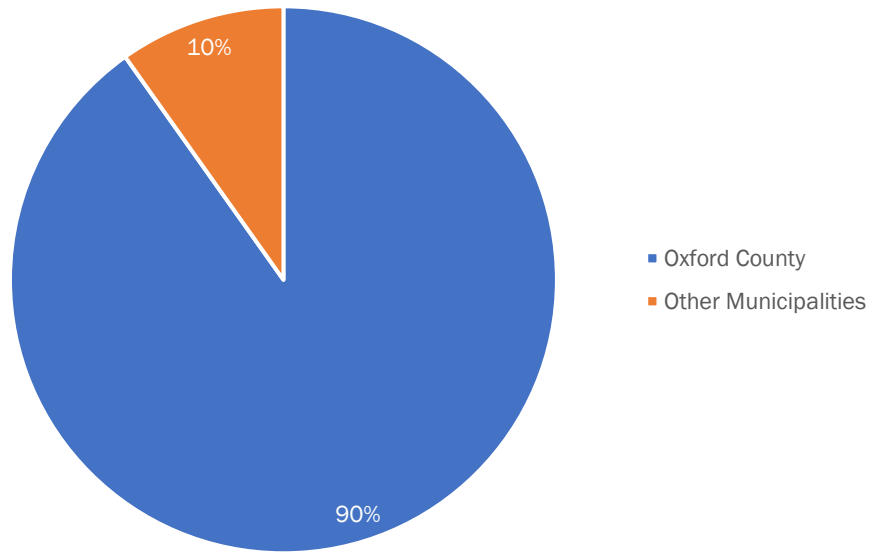


FIGURE C1: TRIP DESTINATION, OXFORD AS ORIGIN

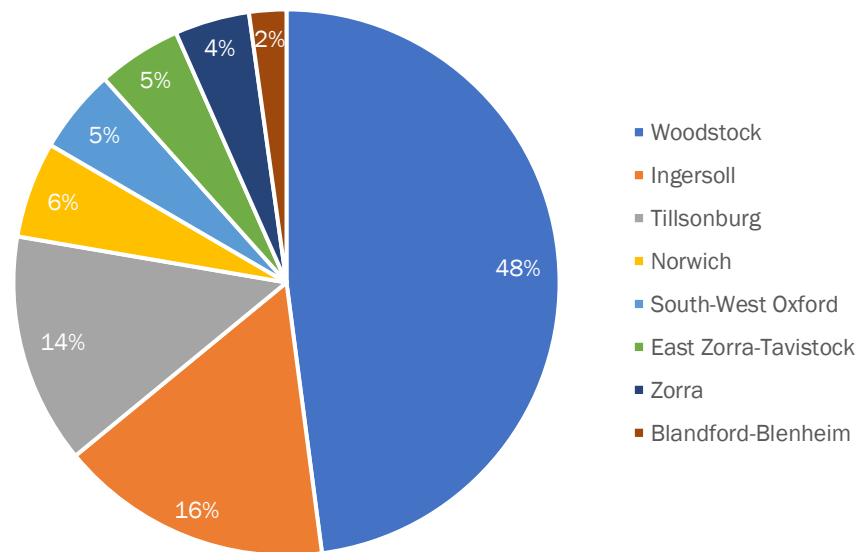


FIGURE C2: TRIP DESTINATION WITHIN OXFORD, OXFORD AS ORIGIN

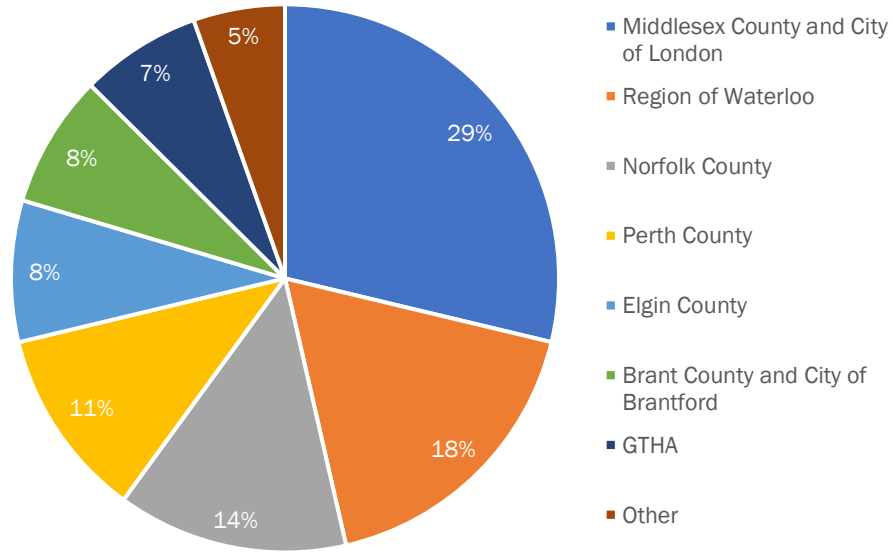


FIGURE C3: TRIP DESTINATION OUTSIDE OXFORD, OXFORD AS ORIGIN

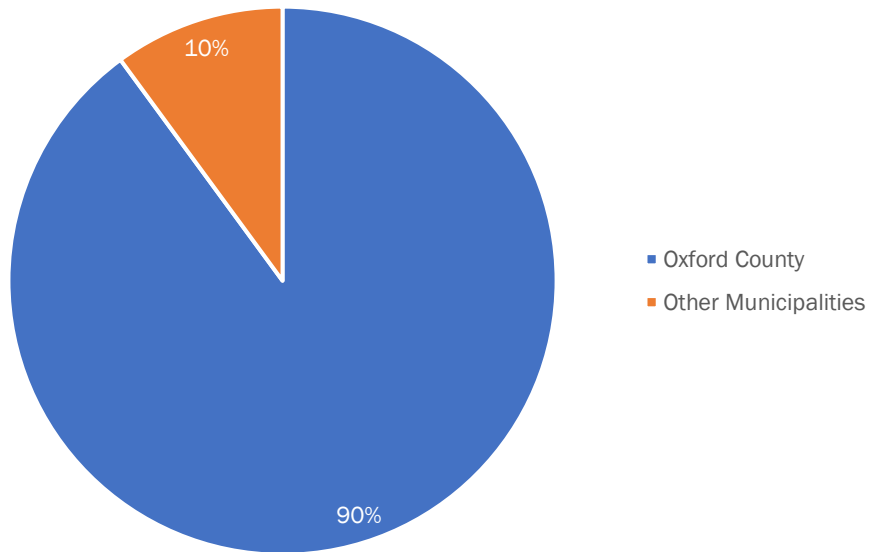


FIGURE C4: TRIP ORIGIN, OXFORD AS DESTINATION

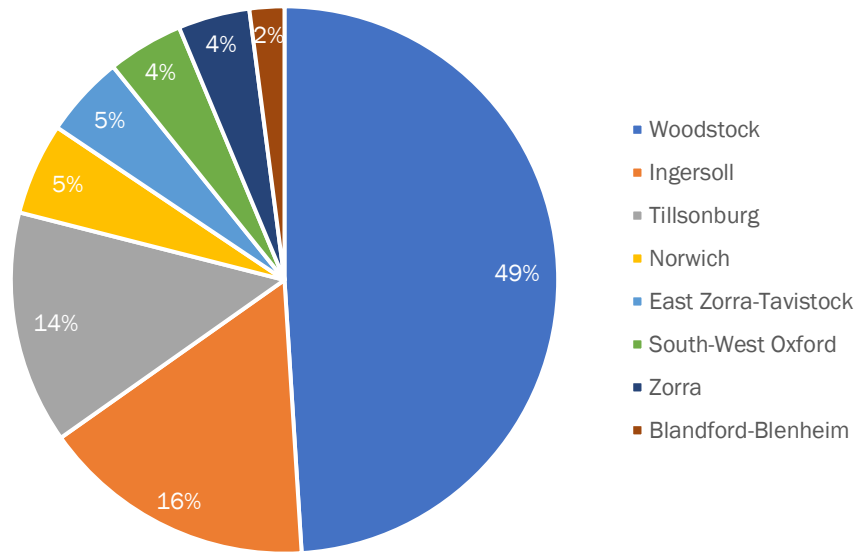


FIGURE C5: TRIP ORIGIN INSIDE OXFORD, OXFORD AS DESTINATION

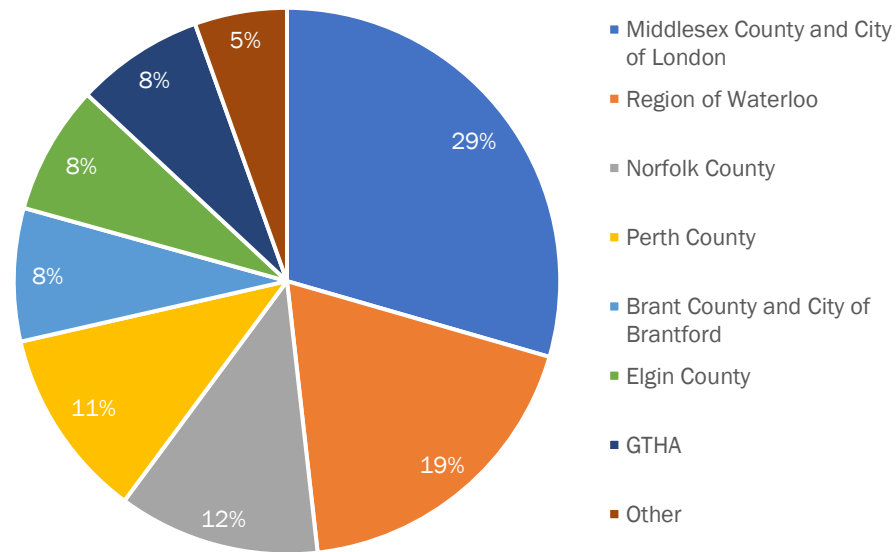


FIGURE C6: TRIP ORIGIN OUTSIDE OXFORD, OXFORD AS DESTINATION

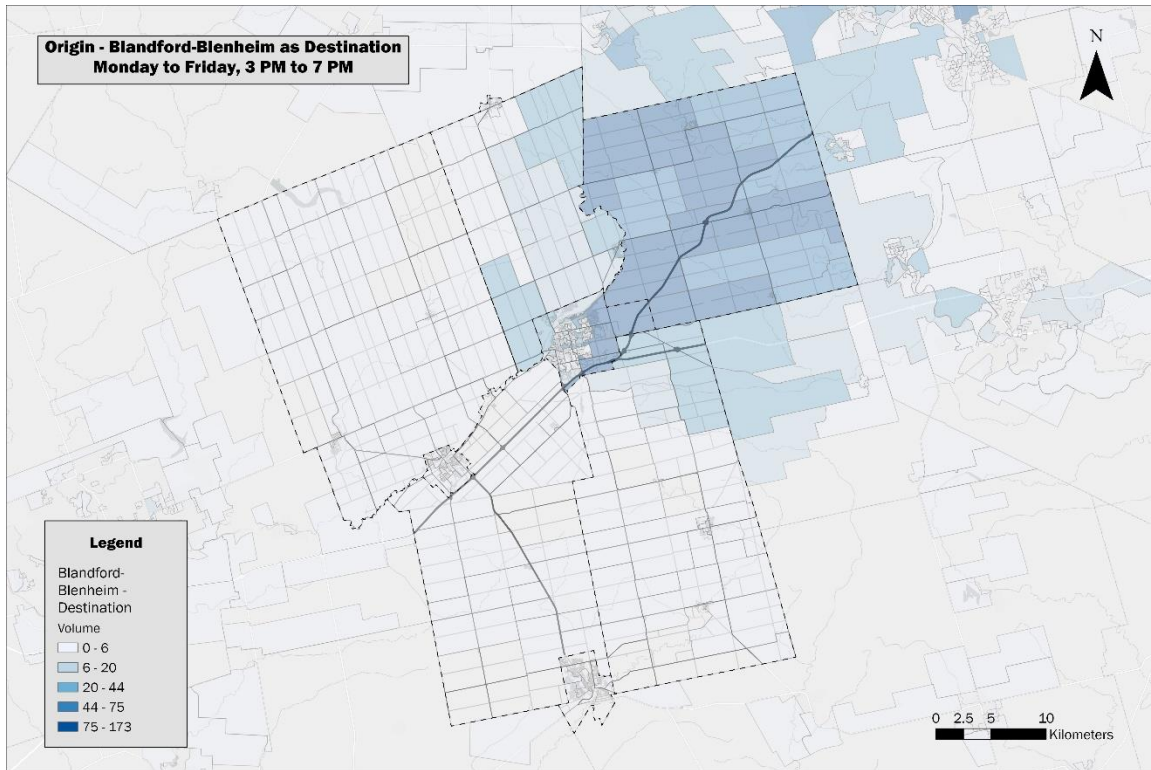


FIGURE C7: ORIGIN TRIPS – BLANDFORD-BLENHEIM AS DESTINATION

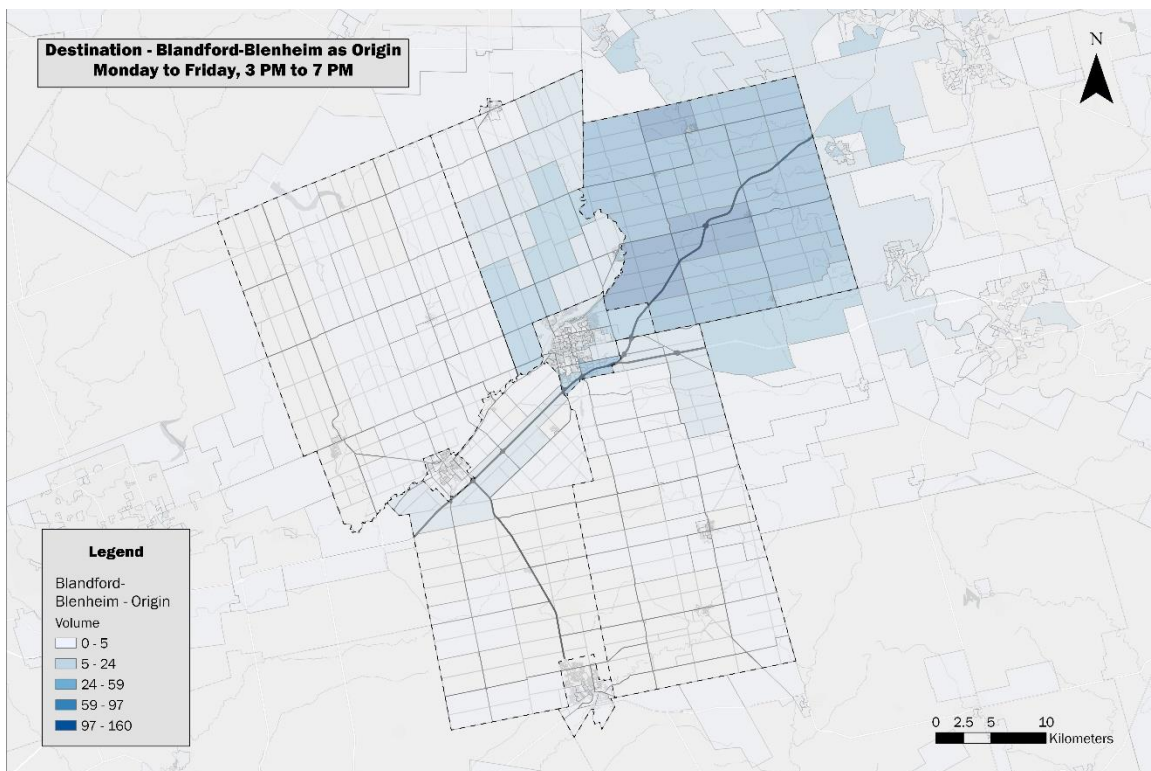


FIGURE C8: DESTINATION TRIPS – BLANDFORD-BLENHEIM AS ORIGIN

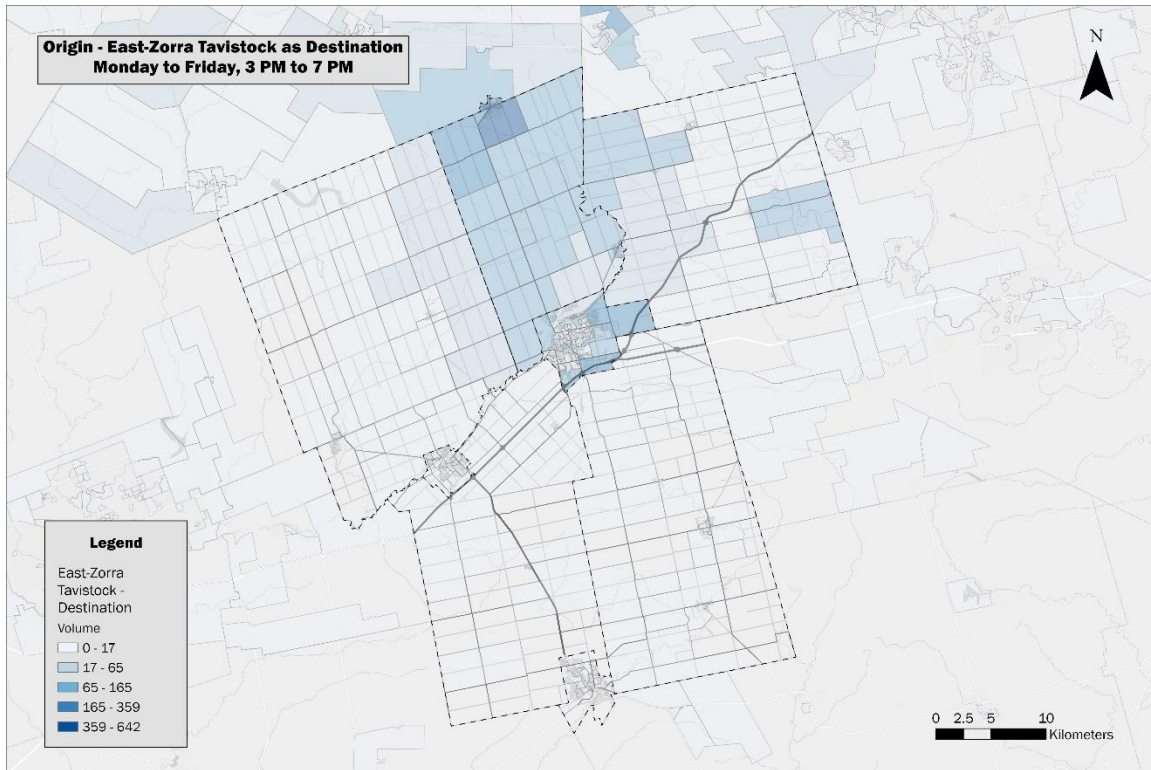


FIGURE C9: ORIGIN TRIPS – EAST-ZORRA TAVISTOCK AS DESTINATION

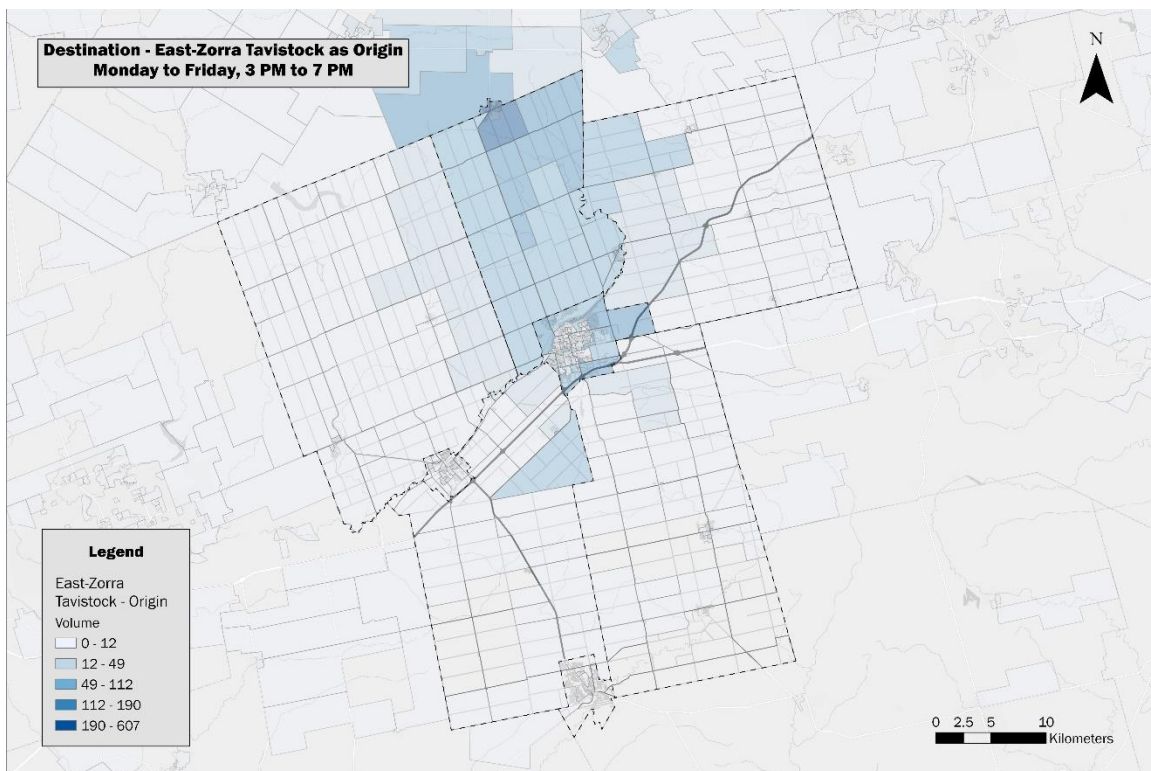


FIGURE C10: DESTINATION TRIPS – EAST-ZORRA TAVISTOCK AS ORIGIN

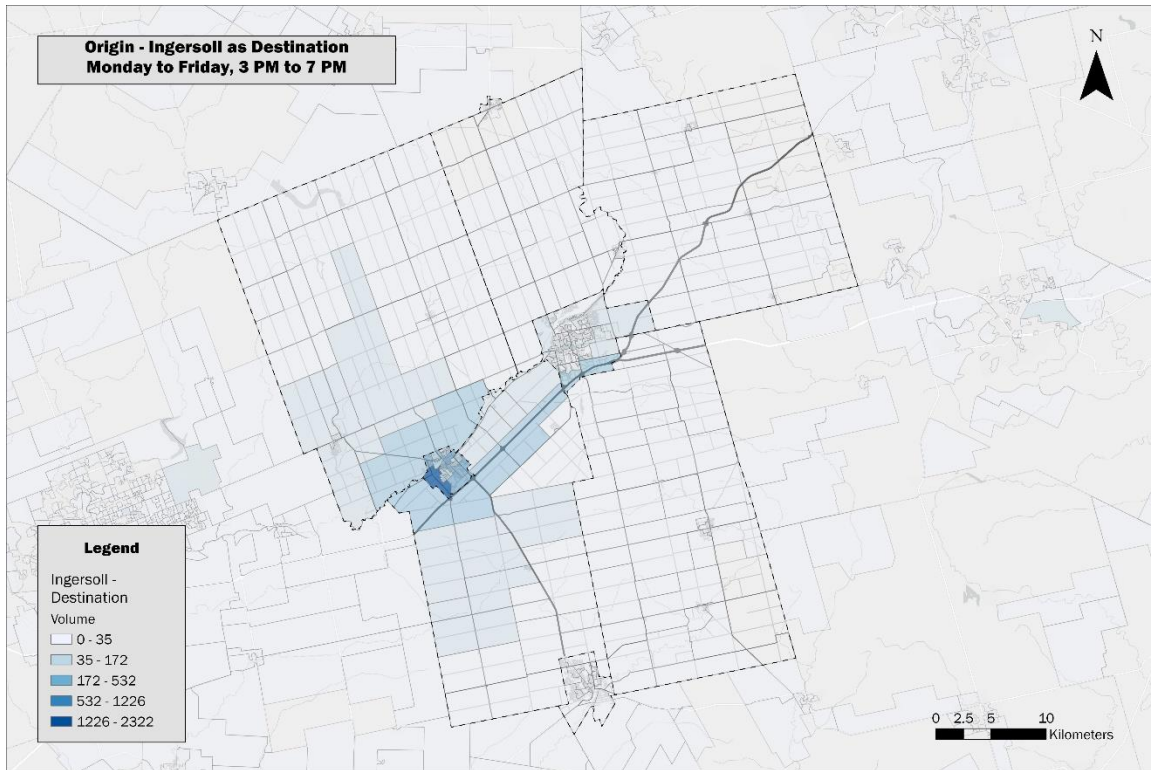


FIGURE C11: ORIGIN TRIPS – INGERSOLL AS DESTINATION

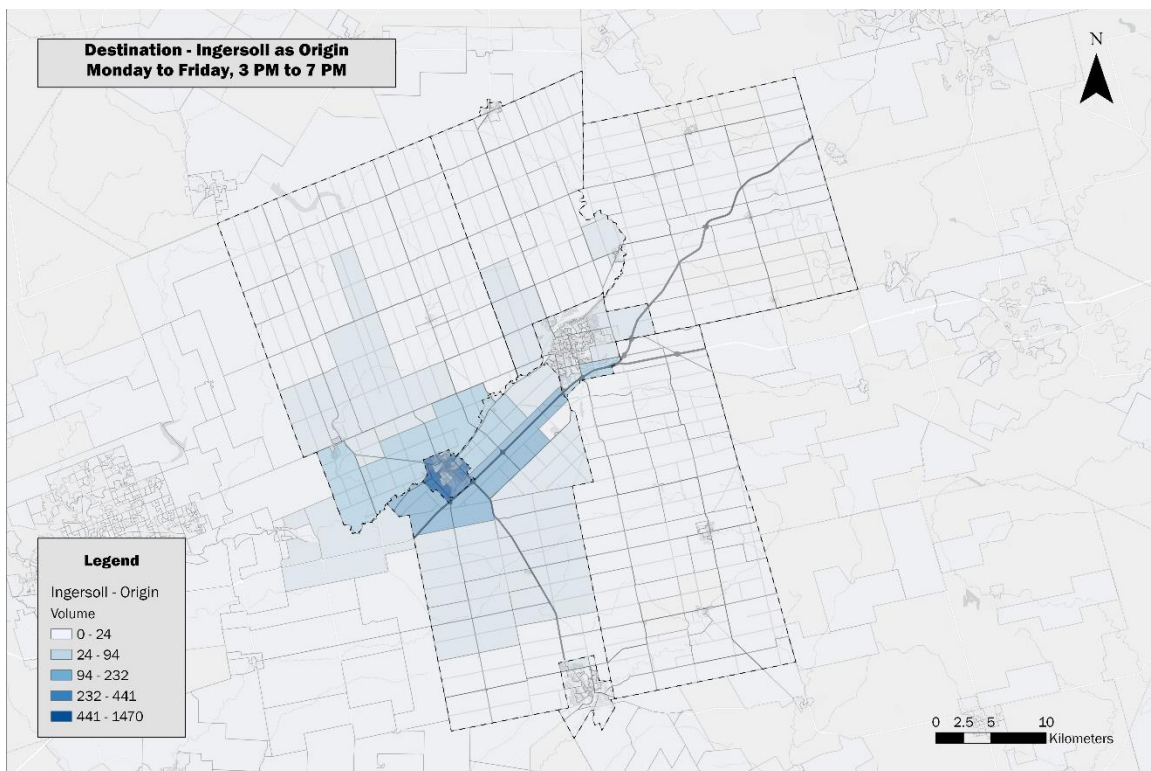


FIGURE C12: DESTINATION TRIPS – INGERSOLL AS ORIGIN

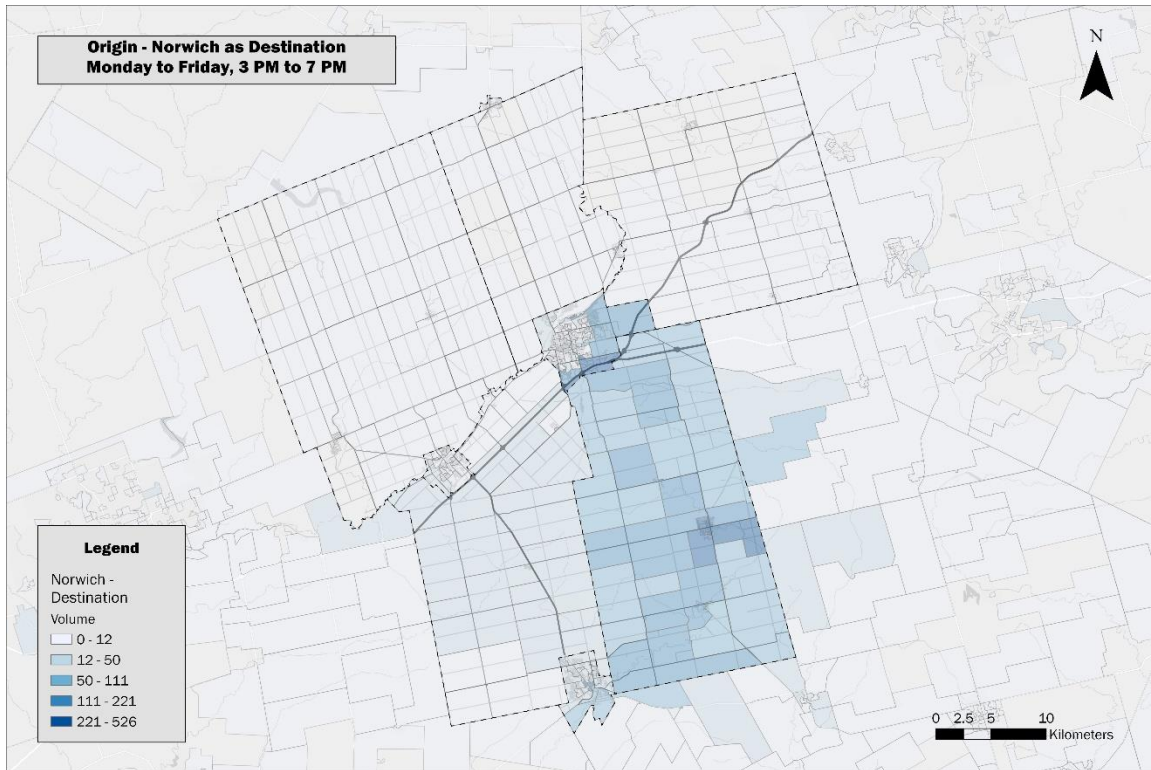


FIGURE C13: ORIGIN TRIPS – NORWICH AS DESTINATION

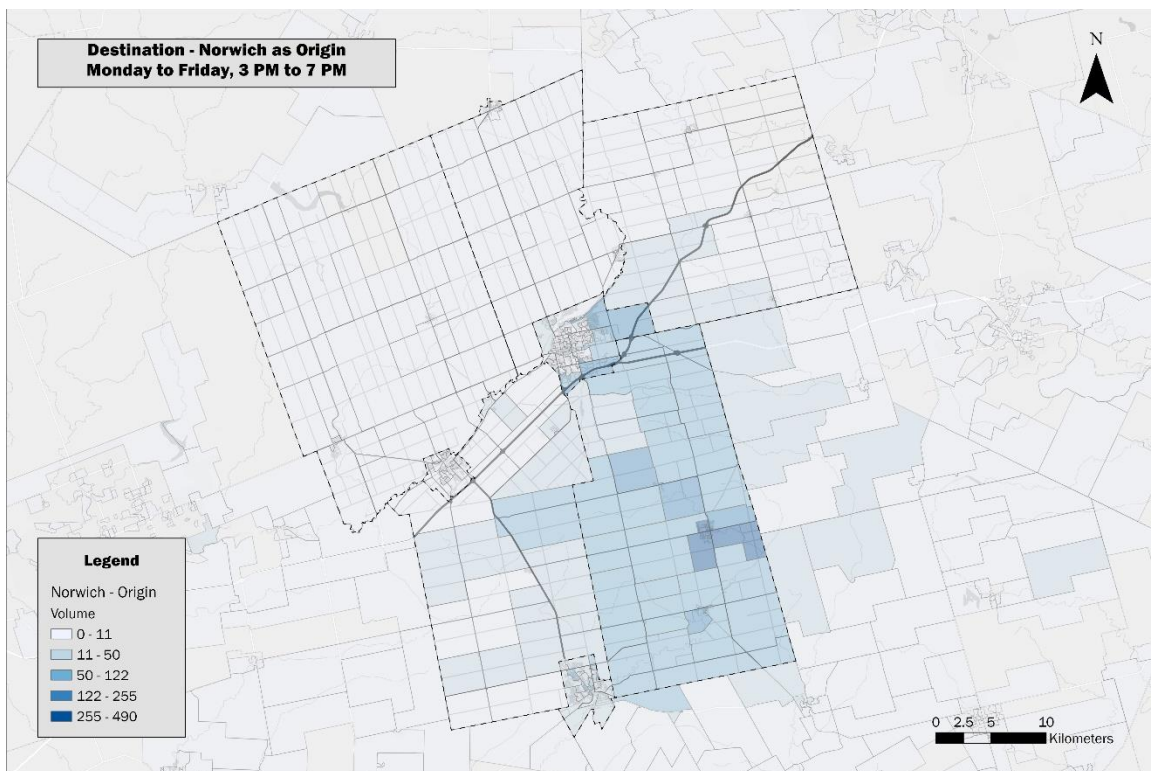


FIGURE C14: DESTINATION TRIPS – NORWICH AS ORIGIN

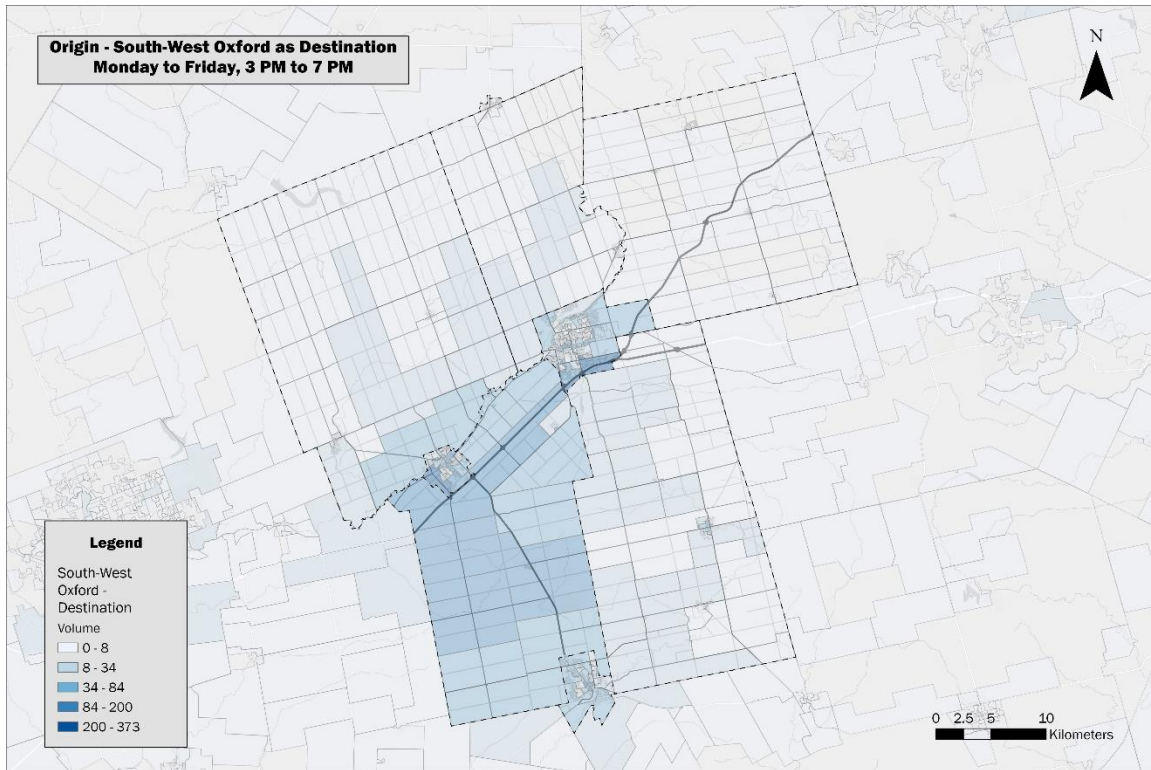


FIGURE C15: ORIGIN TRIPS – SOUTH-WEST OXFORD AS DESTINATION

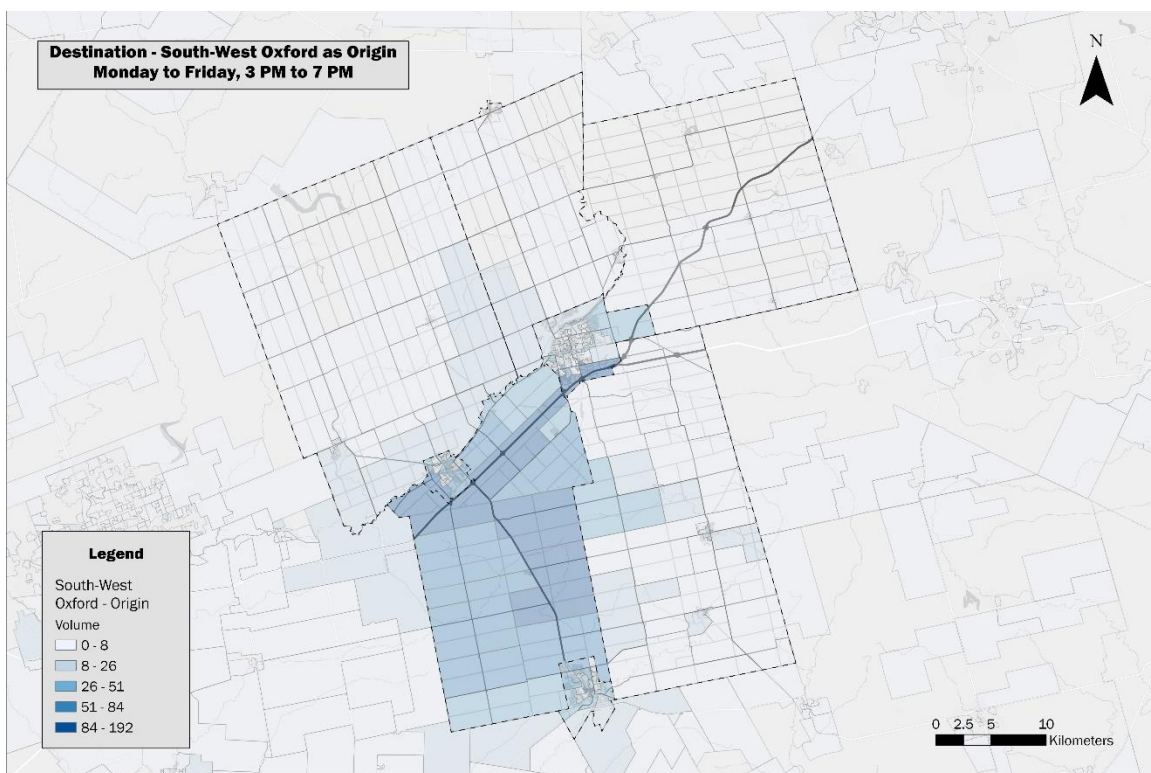


FIGURE C16: DESTINATION TRIPS – SOUTH-WEST OXFORD AS ORIGIN

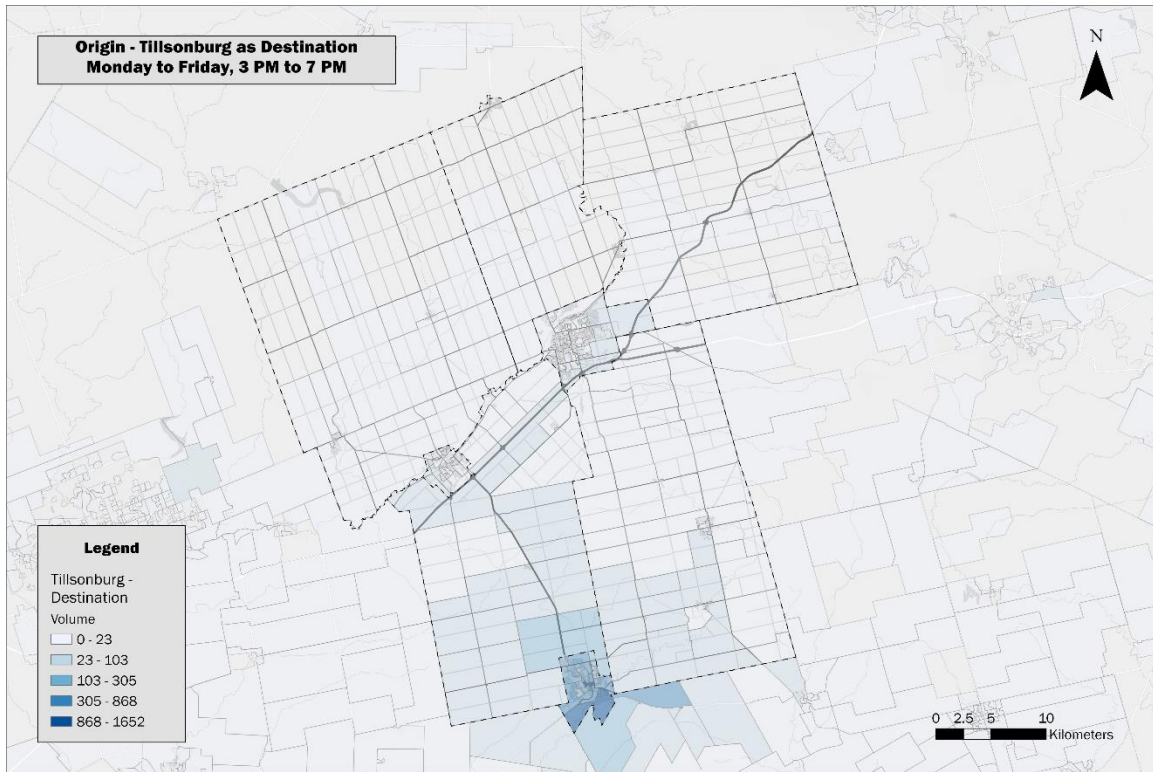


FIGURE C17: ORIGIN TRIPS – TILLSONBURG AS DESTINATION

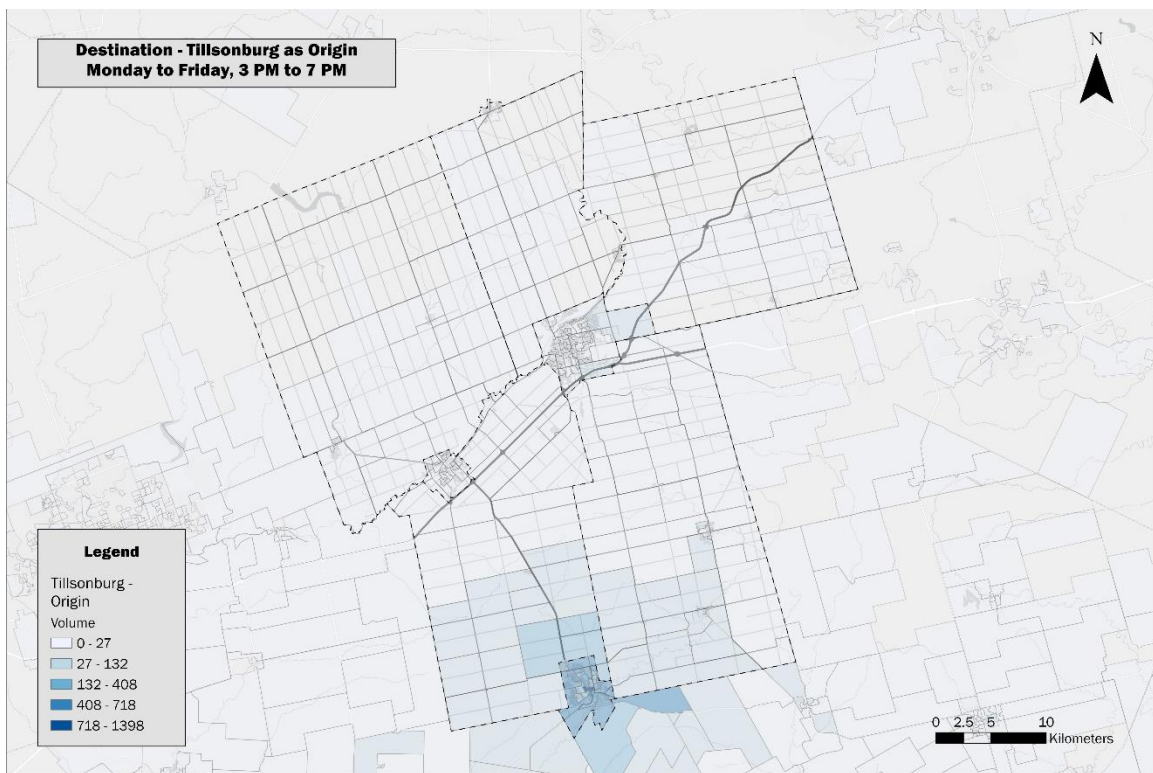


FIGURE C18: DESTINATION TRIPS – TILLSONBURG AS ORIGIN

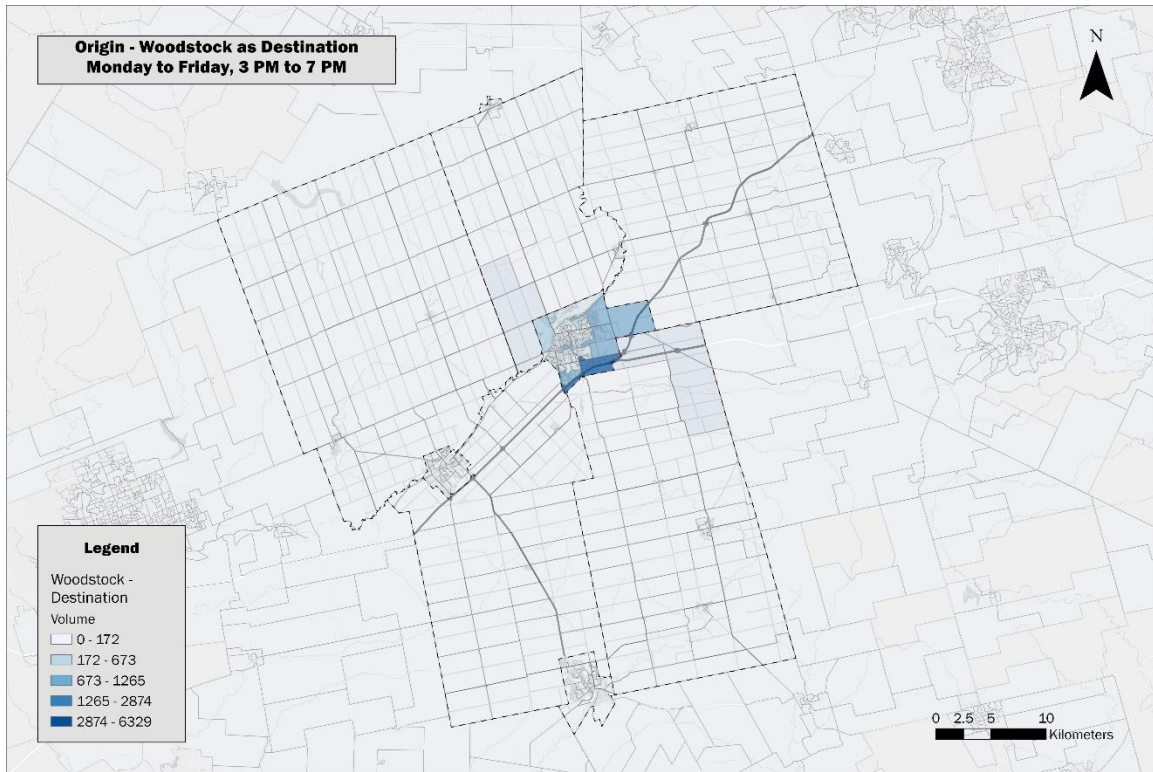


FIGURE C19: ORIGIN TRIPS – WOODSTOCK AS DESTINATION

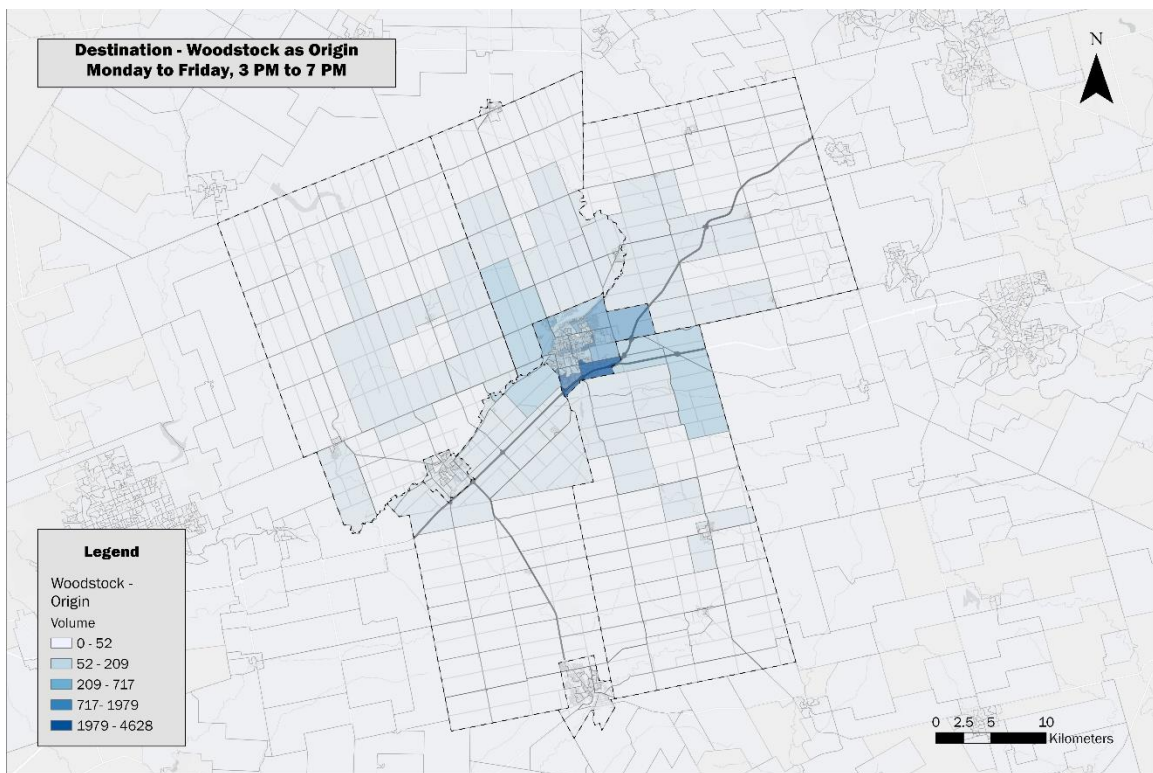


FIGURE C20: DESTINATION TRIPS – WOODSTOCK AS ORIGIN

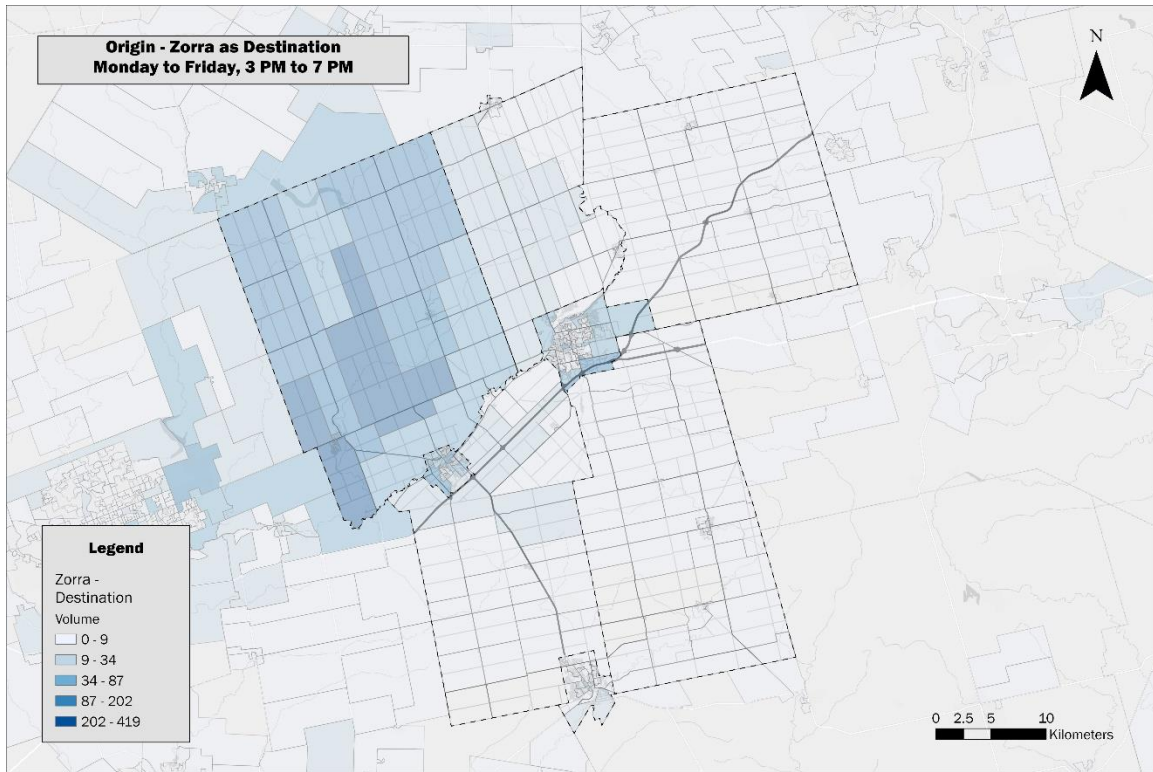


FIGURE C21: ORIGIN TRIPS – ZORRA AS DESTINATION

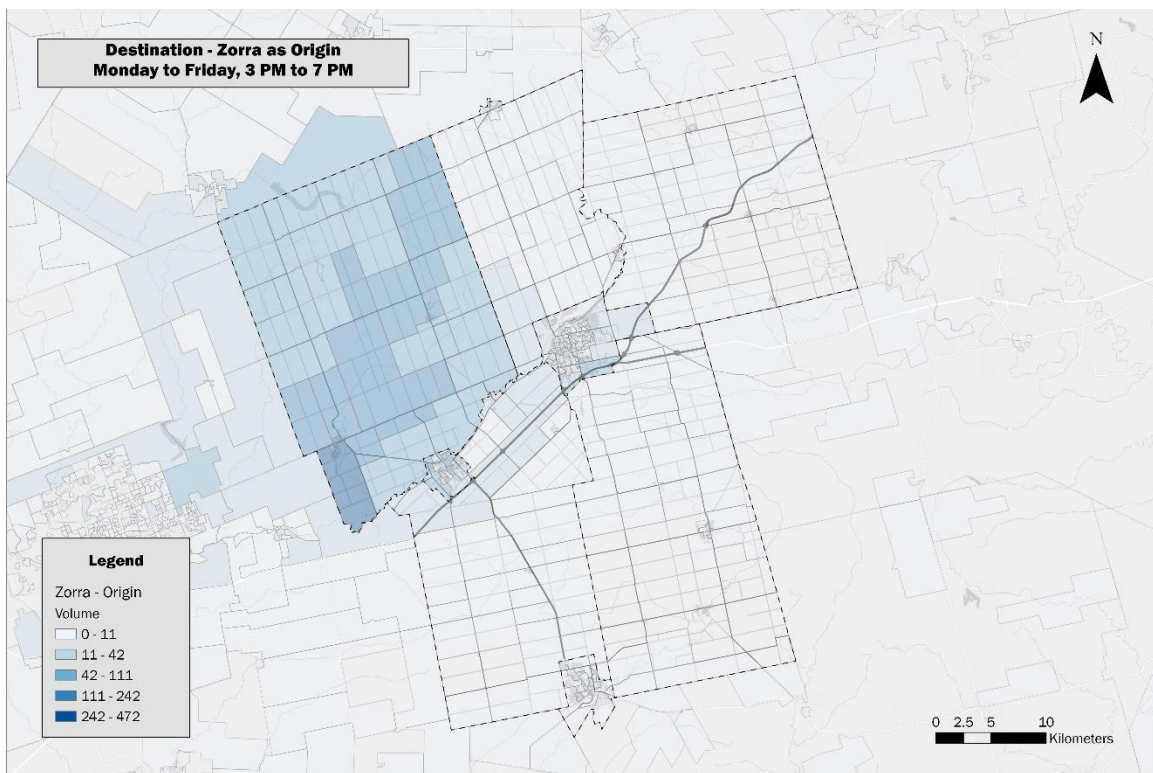


FIGURE C22: DESTINATION TRIPS – ZORRA AS ORIGIN

APPENDIX D

Collision Heat Maps and Patterns

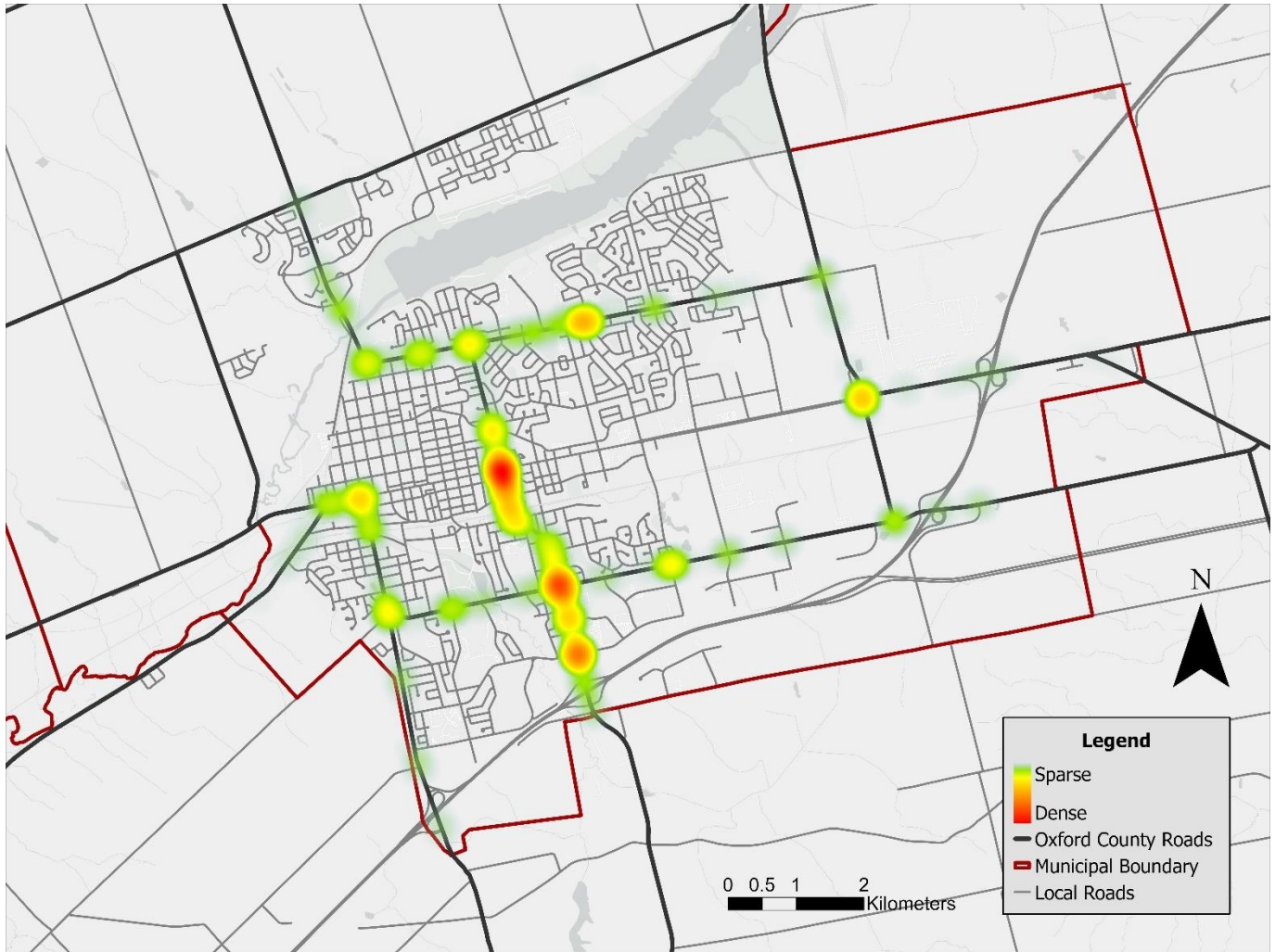


FIGURE D1: WOODSTOCK COLLISION HEAT MAP

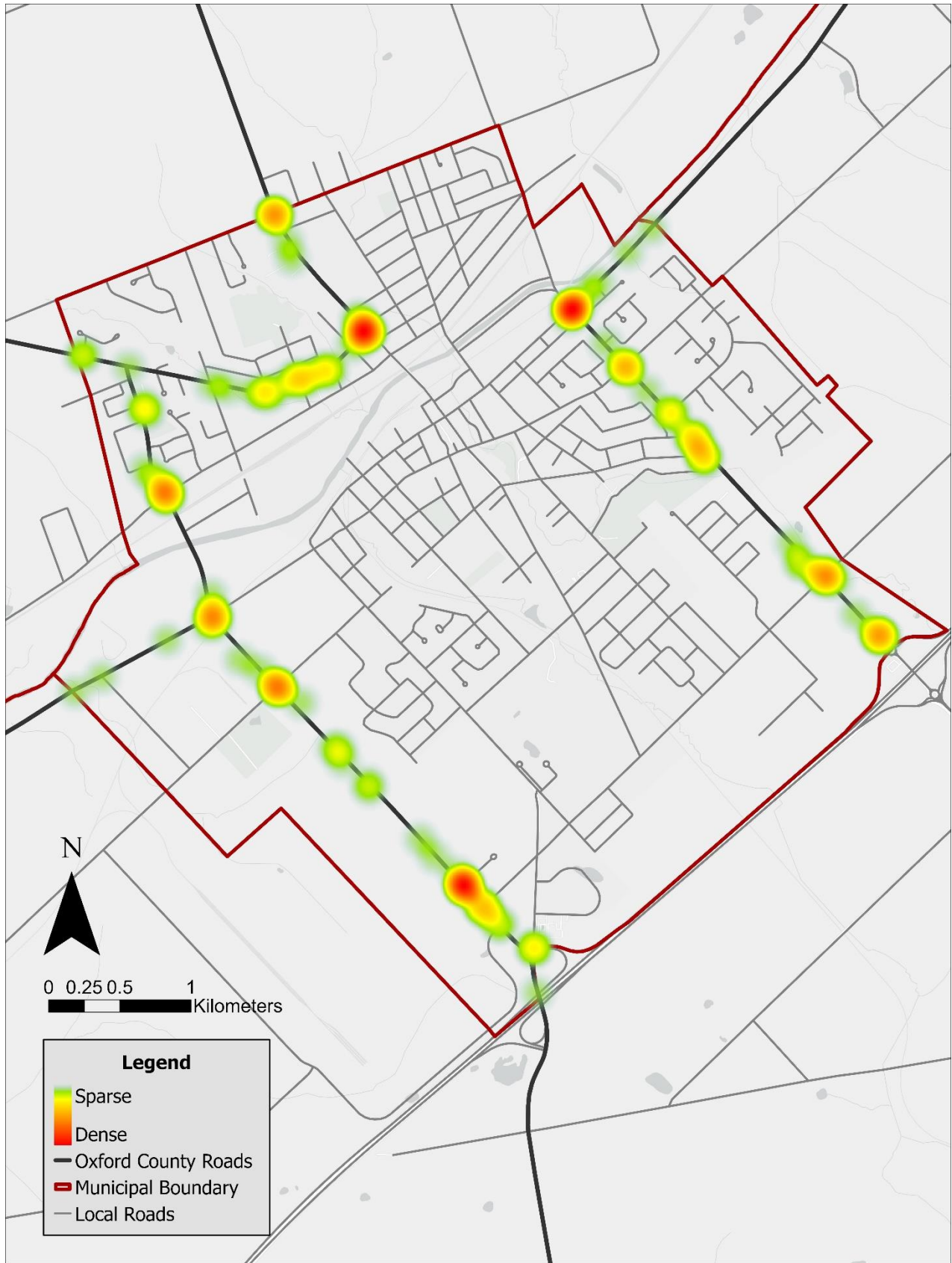


FIGURE D2: INGERSOLL COLLISION HEAT MAP

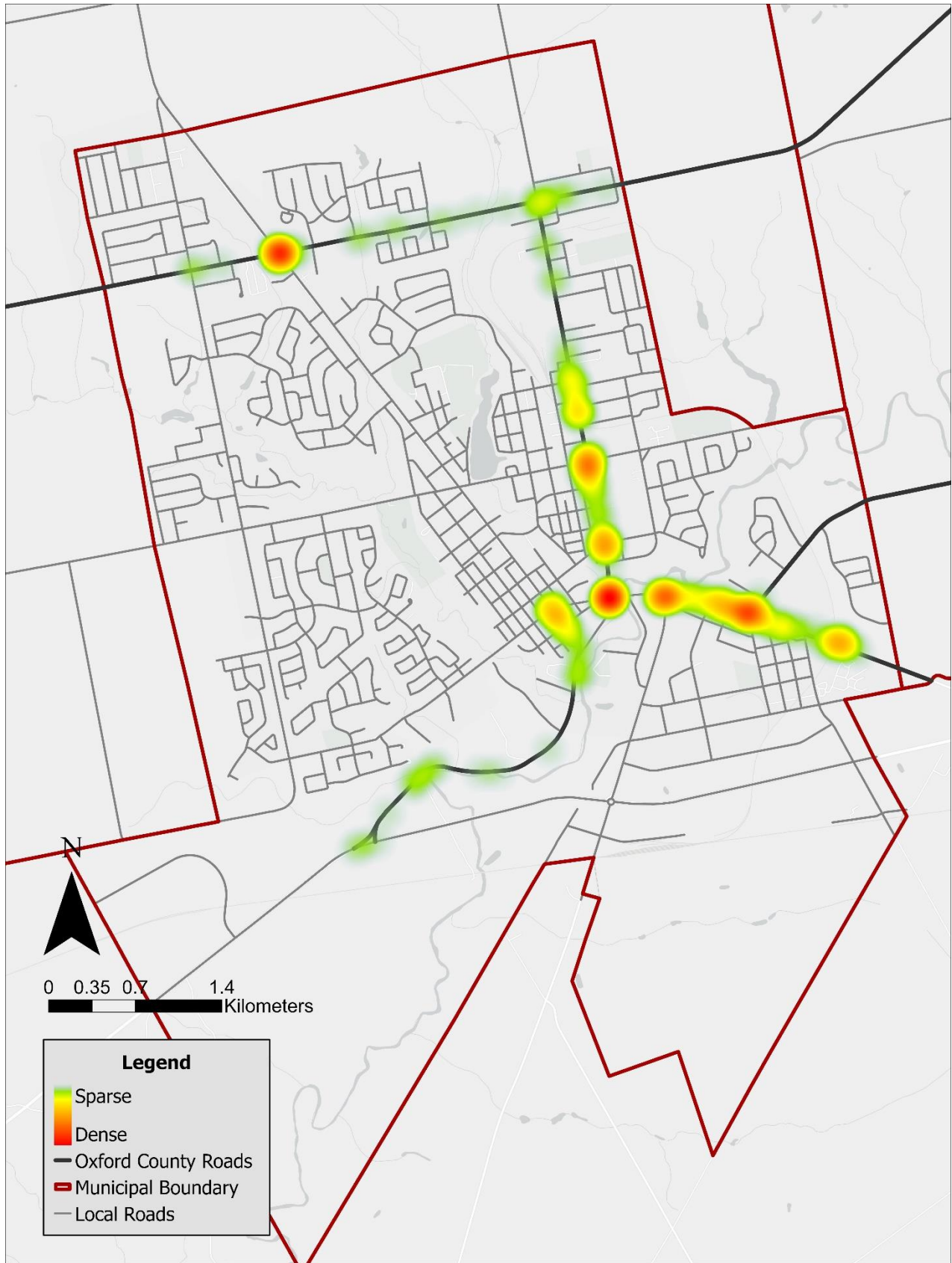


FIGURE D3: TILLSONBURG COLLISION HEAT MAP

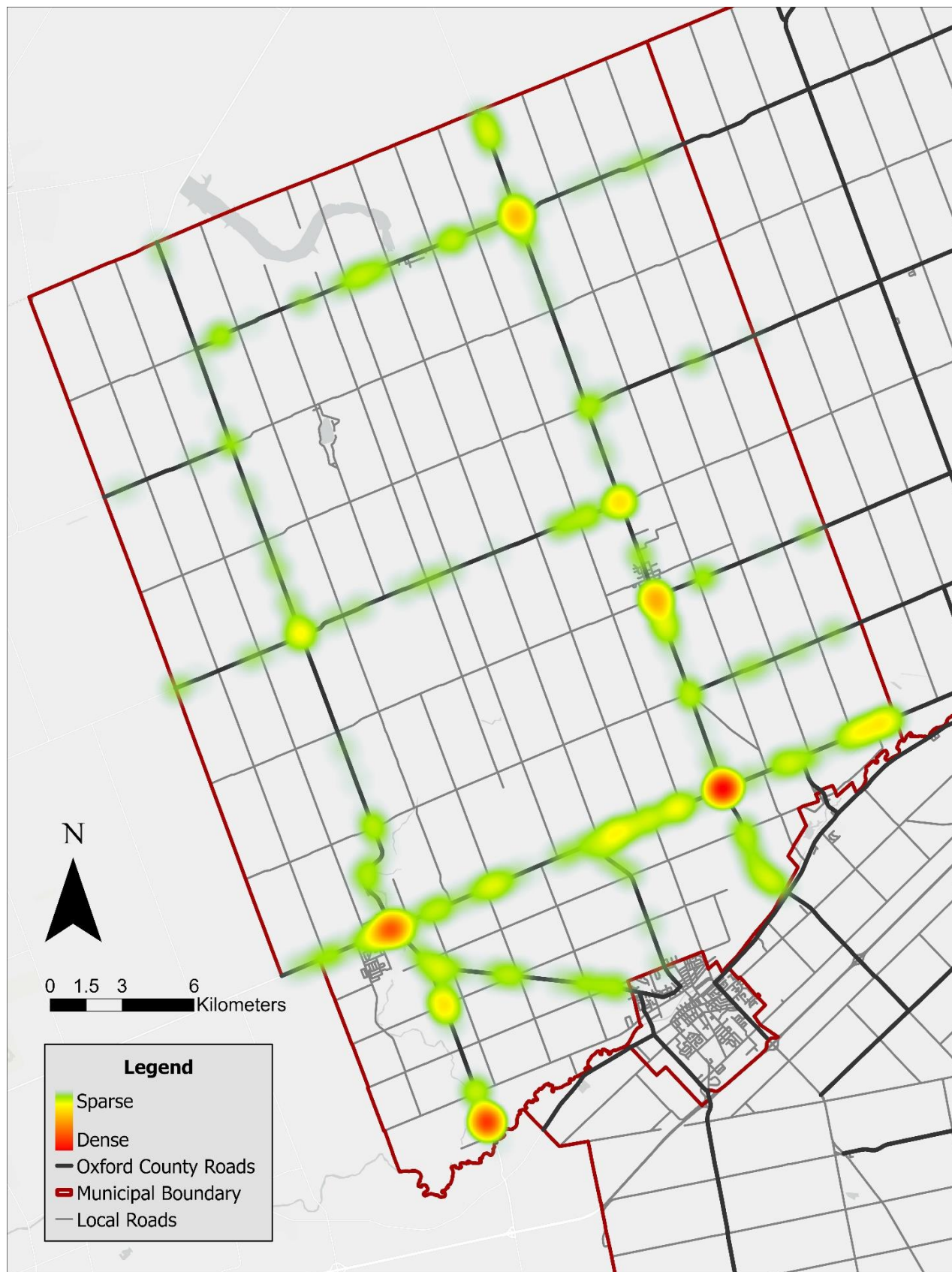


FIGURE D4: ZORRA COLLISION HEAT MAP



FIGURE D5: EAST ZORRA-TAVISTOCK COLLISION HEAT MAP

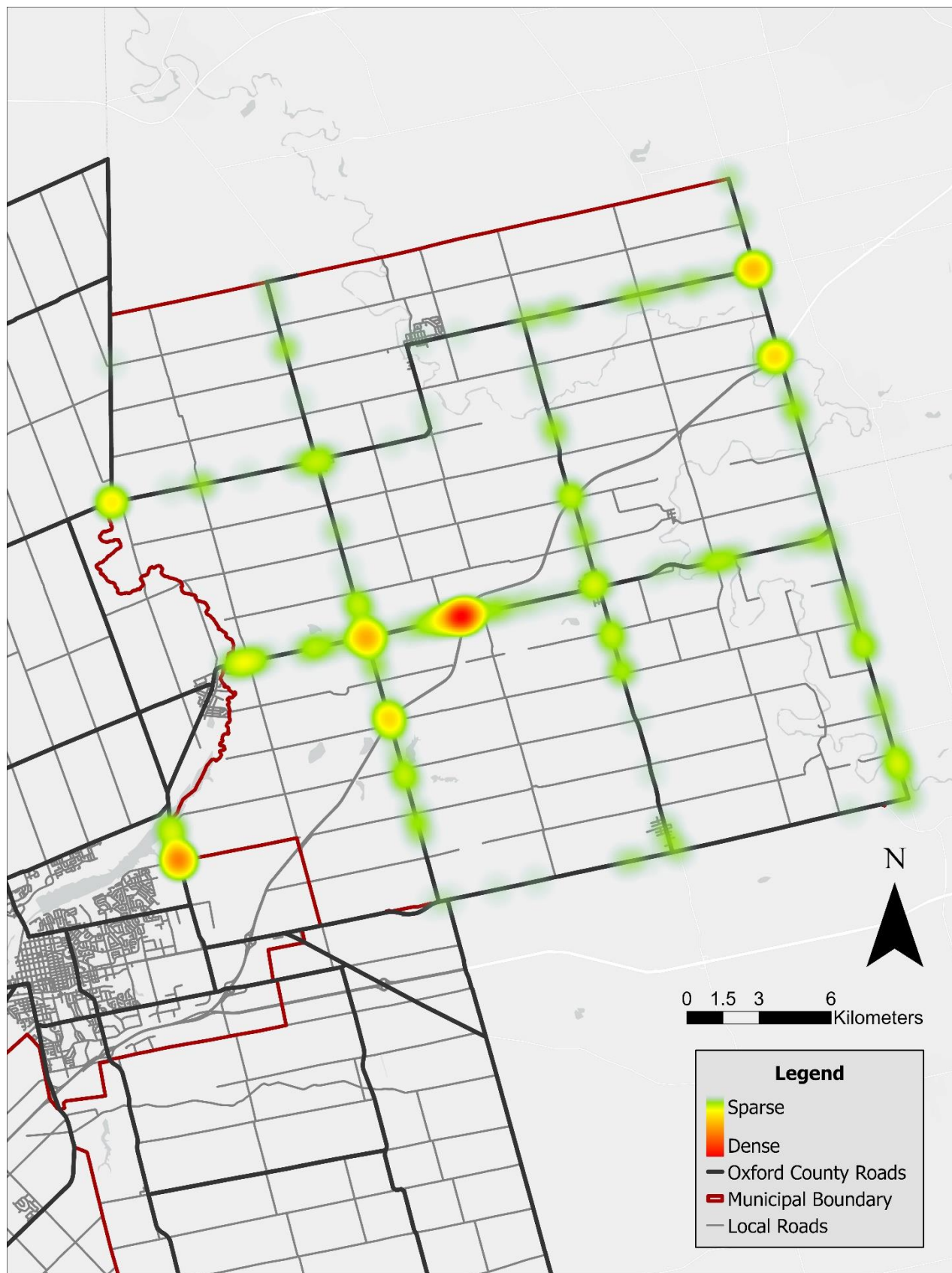


FIGURE D6: BLANDFORD-BLENHEIM COLLISION HEAT MAP

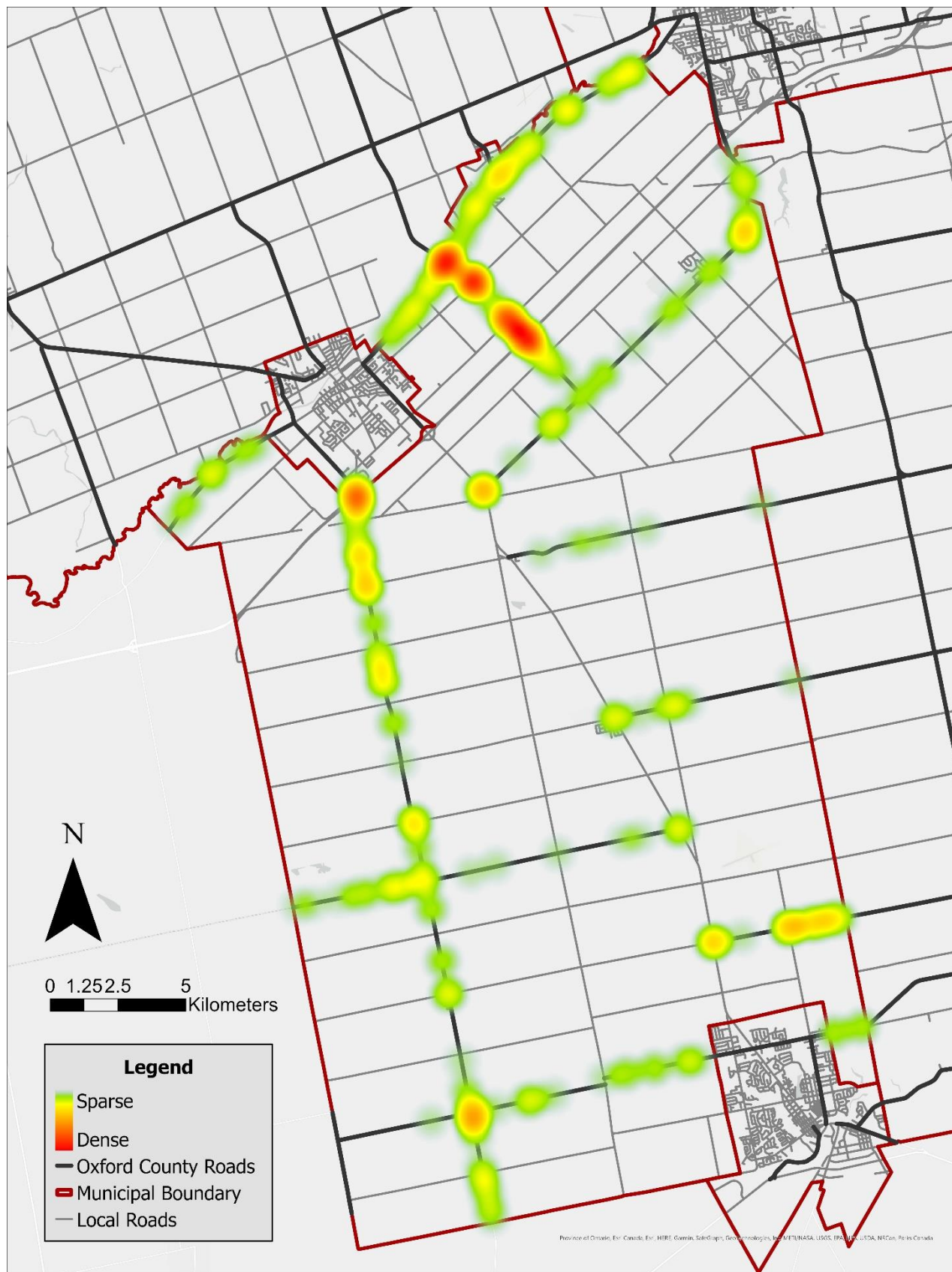


FIGURE D7: SOUTH-WEST OXFORD COLLISION HEAT MAP

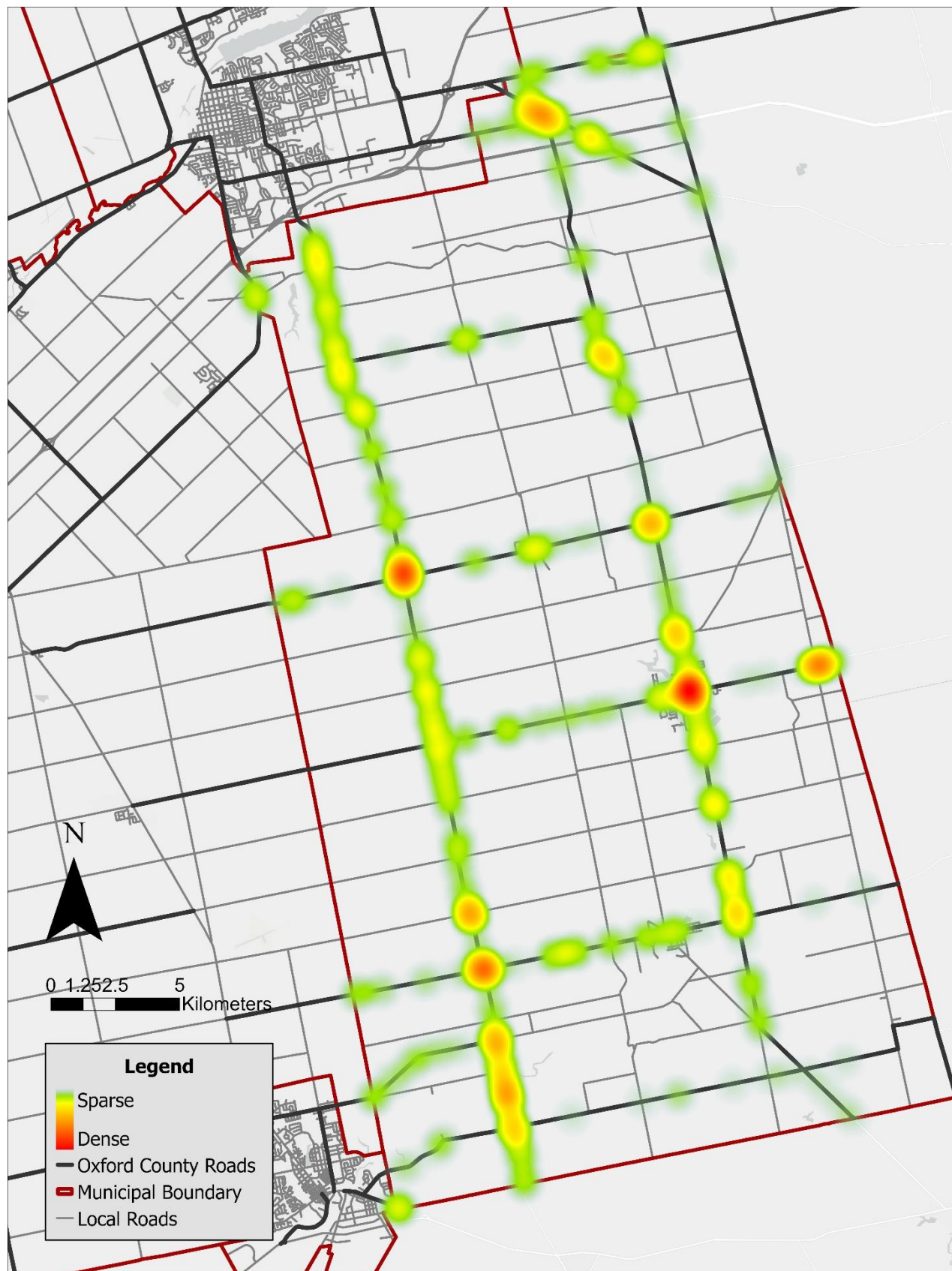


FIGURE D8: NORWICH COLLISION HEAT MAP



FIGURE D9: TOP 10 RURAL COLLISION LOCATIONS

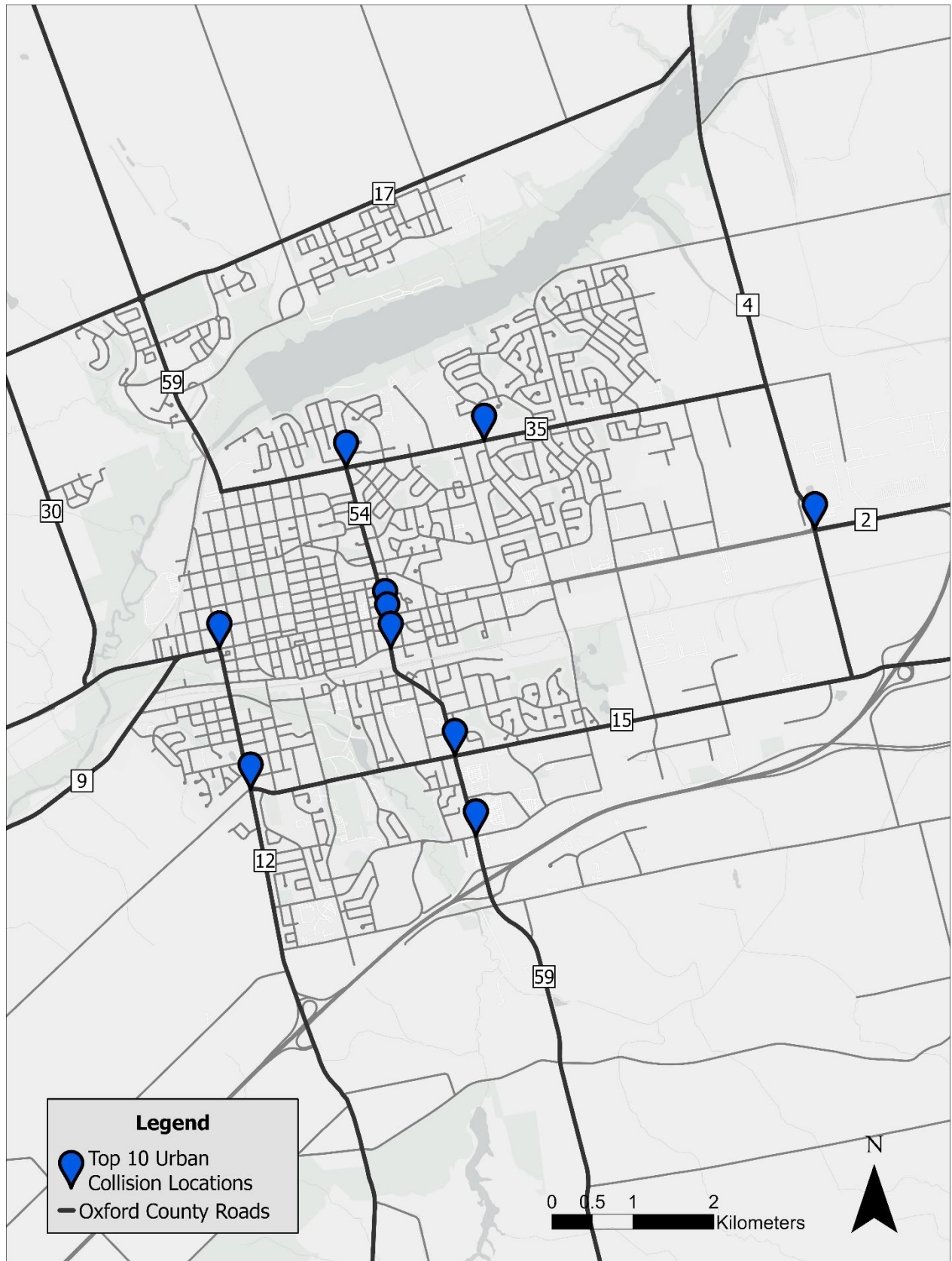


FIGURE D10: TOP 10 URBAN COLLISION LOCATIONS

APPENDIX E

Future Network Assessment



FIGURE E1: 2024 V/C ROAD NETWORK MODEL



FIGURE E2: 2028 V/C ROAD NETWORK MODEL

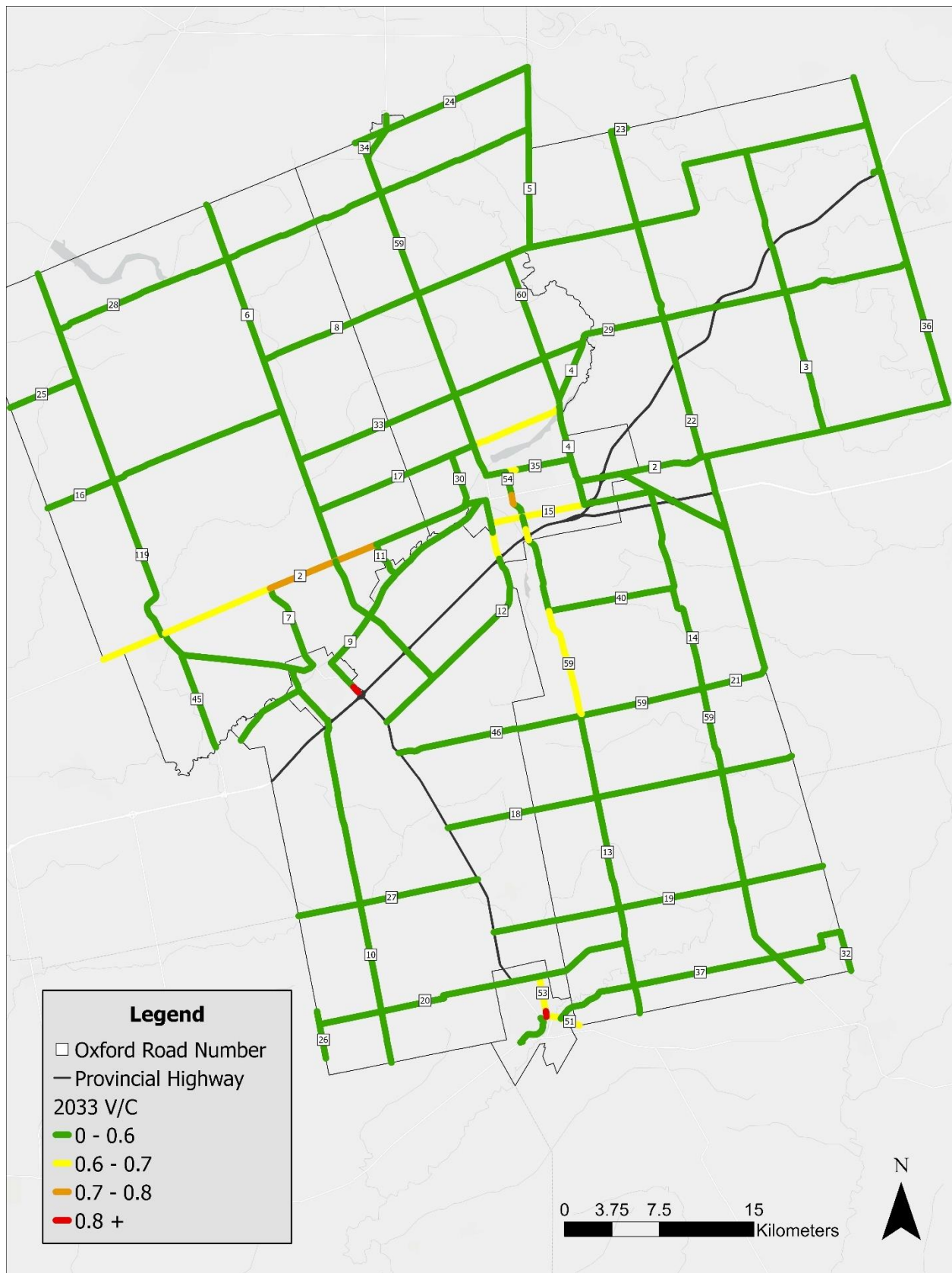


FIGURE E3: 2033 V/C ROAD NETWORK MODEL



FIGURE E4: 2046 V/C ROAD NETWORK MODEL

APPENDIX F

Road Rationalization Criteria

The road rationalization criteria were prepared by Paradigm Transportation Solutions Ltd. for the County's 2019 TMP and were based on the criteria developed by AECOM for the County's 2009 TMP. The eleven criteria are described below.

Criterion 1 Urban Centre Connector

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

Criterion 1 is considered to be the most important criterion, as County and Regional 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 Provincial Highway/Regional Connector

Provincial Highways and Regional Connectors are designed to connect major commercial and industrial areas, universities, hospitals, international border crossings and provincial boundaries to a Provincial Highway or County/Regional Road. This criterion is intended to extend the Provincial Highway or regional road to connect the mentioned facilities and is not meant to provide for lateral connections between highways/County roads. Where a municipal road appears as a connector but parallels an existing County/Regional or Provincial 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, a consistent major attractor or generator is defined as an operation, such as a gravel pit, that operates for 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 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 meter (66 foot) right-of-way. This criterion intends to identify roadways with a right-of-way equal to 20 meters (66 feet).

Criterion 11 Annual Load Restrictions

Provide service on roadways without annual load restrictions. This criterion intends to ensure goods movement within the County is permitted on roadways will full load connectivity.

APPENDIX G

Roundabout Feasibility and Screening Tool

Roundabout Feasibility Initial Screening Tool

The purpose of the Roundabout Feasibility Initial Screening Tool is to provide a relatively quick assessment of the feasibility of a modern roundabout at a particular intersection compared to other forms of traffic control or road improvements. The intended outcome of this tool is to provide enough information to assist staff in evaluating the feasibility of a roundabout at an intersection.

	Basic Info	Roundabout Supportive?
1)	Project name	
2)	Intersection location (Street/Road names, distance from a major intersection, etc.)	
3)	Is it a new intersection or a retrofit of an existing intersection? If existing, what is the existing traffic control?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>
Existing Intersection Operational and Physical Characteristics		
4)	Description of the existing intersection. (Number of Legs, Lanes on each leg, total AADT, AADT on each road, posted speed etc. Attach or sketch a diagram showing existing and horizon-year turning movements.)	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>
5)	What, if any, operational problems are currently being experienced at this location (Large queues, Level of Service issues)?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>

<p>6)</p>	<p>Is the intersection near a major intersection or a railroad crossing? If so, how close and what type of traffic control exists at the adjacent intersection(s)? Will queues be a problem? Describe the corridor (ie: average intersection spacing).</p>	<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p> <p>NEUTRAL <input type="checkbox"/></p>
<p>7)</p>	<p>What is the adjacent land use and access?</p>	<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p> <p>NEUTRAL <input type="checkbox"/></p>
<p>8)</p>	<p>Is the intersection located within a coordinated signal network?</p>	<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p> <p>NEUTRAL <input type="checkbox"/></p>
<p>Safety Considerations</p>		
<p>9)</p>	<p>What is the collision history of the intersection over the past five years? Is there a collision problem that needs to be addressed?</p>	<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p> <p>NEUTRAL <input type="checkbox"/></p>
<p>10)</p>	<p>Are there expected to be special users at this intersection shortly (ie: a person with a disability, pedestrians, cyclists, large agricultural machinery, horses, etc.)? If yes, what special considerations would be required?</p>	<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p> <p>NEUTRAL <input type="checkbox"/></p>

Design Considerations		
11)	Would the intersection be located on a preferred roundabout corridor? If yes, why?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>
12)	Is the intersection located within a corridor that is scheduled for improvements in the future?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>
13)	What traditional improvements are proposed for this intersection (traffic signals, all-way stop, auxiliary lanes, off-set re-alignment, etc.)?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>
14)	If traffic signals are considered, does it meet the warrant for the horizon year?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>
15)	What size of roundabout is being considered for this intersection (ie: single, two, three lane entry)? Please attach a Traffic Flow Worksheet, a lane configuration diagram, and a sketch of how a roundabout would fit into the right-of-way (ROW).	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>

16)	Are there property constraints at/near the intersection or is it restricted by a watercourse/parks/cemeteries/etc.? If yes, what are they?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>												
17)	Terrain – Is the area on a grade/flat/rolling?	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>												
Cost Estimation														
18)	20 Year Life Cycle Cost Estimate Injury Collision Cost (ICC): _____ Discount Rate (i): _____	YES <input type="checkbox"/> NO <input type="checkbox"/> NEUTRAL <input type="checkbox"/>												
20 YEAR LIFE- CYCLE COST COMPARISON														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Cost Item</th> <th style="width: 33%;">Other Traffic Control</th> <th style="width: 33%;">Roundabout</th> </tr> </thead> <tbody> <tr> <td>Implementation Cost</td> <td style="text-align: center;">\$</td> <td style="text-align: center;">\$</td> </tr> <tr> <td>Injury Collision Cost (Present Value)</td> <td style="text-align: center;">\$</td> <td style="text-align: center;">\$</td> </tr> <tr> <td>Total Life Cycle Cost</td> <td style="text-align: center;">\$</td> <td style="text-align: center;">\$</td> </tr> </tbody> </table>			Cost Item	Other Traffic Control	Roundabout	Implementation Cost	\$	\$	Injury Collision Cost (Present Value)	\$	\$	Total Life Cycle Cost	\$	\$
Cost Item	Other Traffic Control	Roundabout												
Implementation Cost	\$	\$												
Injury Collision Cost (Present Value)	\$	\$												
Total Life Cycle Cost	\$	\$												

	<p>Notes:</p> <ul style="list-style-type: none"> • Implementation Cost = sum of costs for construction, property, utility relocation, illumination, engineering (20%), contingency (20%) and maintenance (5%) • Present Value of 20 Year Injury Collision Cost = expected annual collision frequency x ICC $((1+i)^{20}-1)/i(1+i)^{20}$ • Monte Carlo Analysis may be required. If so, a range for the implementation cost (i.e. 10%, 50%, 90% probability) is required 	
	<p>Conclusion and Recommendations</p>	<p>Roundabout Feasibility?</p>
		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p> <p>Further Consideration Needed <input type="checkbox"/></p>

APPENDIX H

Cultural Heritage Report

Cultural Heritage Report: Desktop Baseline Conditions

2024 Transportation Master Plan and Oxford Road 4 Corridor Study

County of Oxford, Ontario

Draft Report

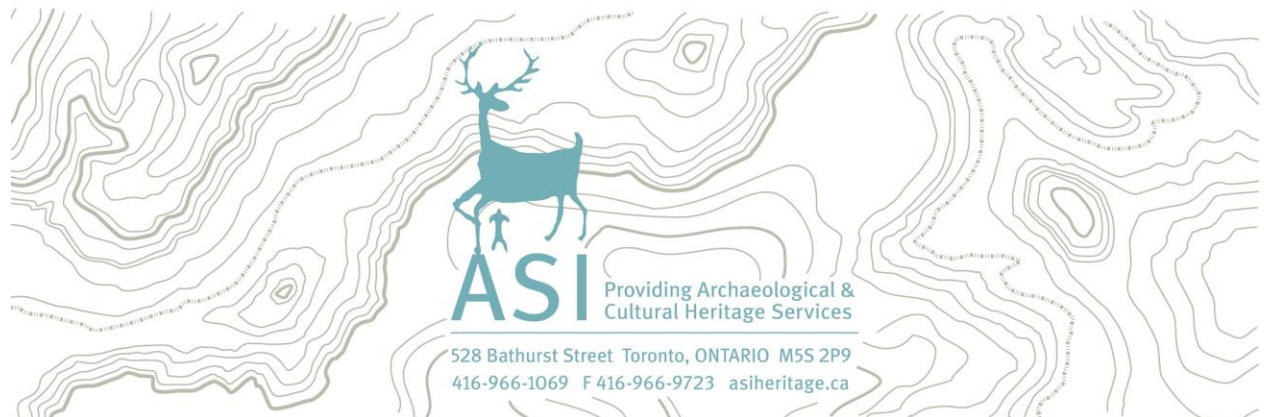
Prepared for:

Parsons, Inc.

540 Bingemans Centre Drive
Kitchener, ON N2B 3X9

Archaeological Services Inc. File: 21CH-199

October 2023



Executive Summary

Archaeological Services Inc. was contracted by Parsons Inc., on behalf of the County of Oxford, to conduct a Desktop Baseline Conditions Cultural Heritage Report as part of the 2024 Transportation Master Plan (T.M.P.) and Oxford Road 4 Corridor Study. The project aims to identify the path forward to comprehensively develop, evaluate, and select preferred long-term transportation strategies to support current and future levels of population and employment, and to identify the possible alternatives to move people and goods most efficiently from the Highway 401 and Highway 403 corridors to the northern part of the County. The project includes seven study areas:

1. Oxford Road 53 – from Highway 19 to Brock Street East (Tillsonburg)
2. Oxford Road 53 – from Brock Street East to Oxford Road 20 (Tillsonburg)
3. Oxford Road 119 – from Clarke Road to Highway 401 (Ingersoll)
4. Oxford Road 59 – from Dundas Street to Henry Street (Woodstock)
5. Oxford Road 60 – from Oxford Road 4 to Oxford Road 8 (East Zorra-Tavistock)
6. Oxford Road 17 – from Oxford Road 59 to Oxford Road 4 (East Zorra-Tavistock)
7. Oxford Road 4 – from Oxford Road 33 to Parkinson Road (East Zorra-Tavistock and Woodstock)

The purpose of this report is to present an inventory of known, previously-identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) to ensure that the T.M.P. is developed in a manner that avoids or minimizes adverse impacts to B.H.R.s and C.H.L.s.

The results of background historical research and a review of secondary source material, including historical mapping, indicate that the seven study areas have a mixed rural and urban land use history dating back to the mid-nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are five known B.H.R.s, two known C.H.L.s, and one



commemorative feature in the 2024 T.M.P. and Oxford Road 4 Corridor Study area.

The results presented in this desktop report are preliminary. As field work was not conducted as part of this assessment, the location and integrity of identified B.H.R.s and C.H.L.s could not be verified, and additional potential B.H.R.s and C.H.L.s. may be located within the study areas.

Based on the results of this desktop assessment, the following recommendations have been developed:

1. The results of this Cultural Heritage Report: Desktop Baseline Conditions should be used to help inform the development and evaluation of alternative solutions for the T.M.P. and Oxford Road 4 Corridor Study. Avoidance of direct and indirect adverse impacts to identified B.H.R.s and C.H.L.s is recommended.
2. Future work should include the commitment to complete a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment during the environmental assessment process and in advance of detail design, to ensure there are no negative direct or indirect impacts to known or potential B.H.R.s or C.H.L.s as a result of any T.M.P. recommendations.
3. This report should be submitted to municipal heritage staff at the City of Woodstock and Township of East Zorra-Tavistock for review and comment.



Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.



Project Personnel

- **Senior Project Manager:** Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Jessica Bisson, B.F.A. (Hon.), Dipl. Heritage Conservation, Cultural Heritage Technician, Project Administrator - Cultural Heritage Division
- **Project Manager:** John Sleath, M.A., Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Report Production:** Michael Wilcox, P.h.D., Historian - Cultural Heritage Division
- **Graphics Production:** Jonas Fernandez, M.S.c., Manager, Geomatics - Operations Division
- **Report Reviewer(s):** Lindsay Graves and John Sleath



Qualified Persons Involved in the Project

Lindsay Graves, M.A., C.A.H.P.

Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (M.A., Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at A.S.I. Lindsay is a member of the Canadian Association of Heritage Professionals.

John Sleath, M.A.

Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

The Project Manager for this Cultural Heritage Report is **John Sleath** (M.A.), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with A.S.I. He was responsible for the day-to-day management activities, including scoping of research activities and site surveys and drafting of study



findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 14 years, as an archaeologist and as a cultural heritage professional. An exposure to both land-based and underwater archaeology and above ground cultural heritage assessments has provided John with a holistic understanding of heritage in a variety of contexts. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted hundreds of cultural heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Michael Wilcox, P.h.D.
Historian - Cultural Heritage Division

The report writer for this report is **Michael Wilcox** (P.h.D., History), who is a historian within the Cultural Heritage Division. He was responsible for preparing and contributing to background historical research, reviewing existing heritage inventories, and technical reporting for this project. His current responsibilities focus on identifying and researching historical documents as well as background research, assessment, and evaluation of built heritage resources and cultural heritage landscapes in Ontario. He has over a decade of combined academic and workplace experience in conducting historical research and crafting reports, presentations, articles, films, and lectures on a wide range of Canadian history topics.



Glossary

Built Heritage Resource (B.H.R.)

Definition: "...a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)

Definition: "...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).



Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism Culture and Sport, 2006b). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Tourism Culture and Sport, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.



While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



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1.0 Introduction

Archaeological Services Inc. was contracted by Parsons, Inc., on behalf of the County of Oxford, to conduct a Cultural Heritage Report: Desktop Baseline Conditions (“the report”) as part of the 2024 Transportation Master Plan (T.M.P.) and Oxford Road 4 Corridor Study Municipal Class Environmental Assessment. The purpose of this report is to present a list of previously-identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) to ensure that the T.M.P. is developed in a manner that avoids or minimizes adverse impacts to B.H.R.s and C.H.L.s.

The results presented in this desktop report are preliminary. As field work was not conducted as part of this assessment, additional potential B.H.R.s and C.H.L.s may be located within the study areas, and future work should include the commitment to complete a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment to ensure there are no negative impacts to B.H.R.s or C.H.L.s as a result of any T.M.P. recommendations.

1.1 Project Overview

The 2024 Transportation Master Plan and Oxford Road 4 Corridor Study Municipal Class Environmental Assessment project aims to identify the path forward to comprehensively develop, evaluate, and select preferred long-term transportation strategies to support current and future levels of population and employment, and to identify the possible alternatives to move people and goods most efficiently from the Highway 401 and Highway 403 corridors to the northern part of the County. The project includes seven study areas:

1. Oxford Road 53 – from Highway 19 to Brock Street East (Tillsonburg)
2. Oxford Road 53 – from Brock Street East to Oxford Road 20 (Tillsonburg)
3. Oxford Road 119 – from Clarke Road to Highway 401 (Ingersoll)
4. Oxford Road 59 – from Dundas Street to Henry Street (Woodstock)



5. Oxford Road 60 – from Oxford Road 4 to Oxford Road 8 (East Zorra-Tavistock)
6. Oxford Road 17 – from Oxford Road 59 to Oxford Road 4 (East Zorra-Tavistock)
7. Oxford Road 4 – from Oxford Road 33 to Parkinson Road (East Zorra-Tavistock and Woodstock)

1.2 Description of Study Areas

This desktop report will focus on seven study areas with an additional 50-metre buffer around each one (Figure 1 for all study areas on one sheet and Figure 2 to Figure 8 for each individual study area). These study areas have been defined as inclusive of those lands that may contain B.H.R.s or C.H.L.s that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study areas are located in the Town of Tillsonburg, Town of Ingersoll, City of Woodstock, and Township of East Zorra-Tavistock, Ontario.



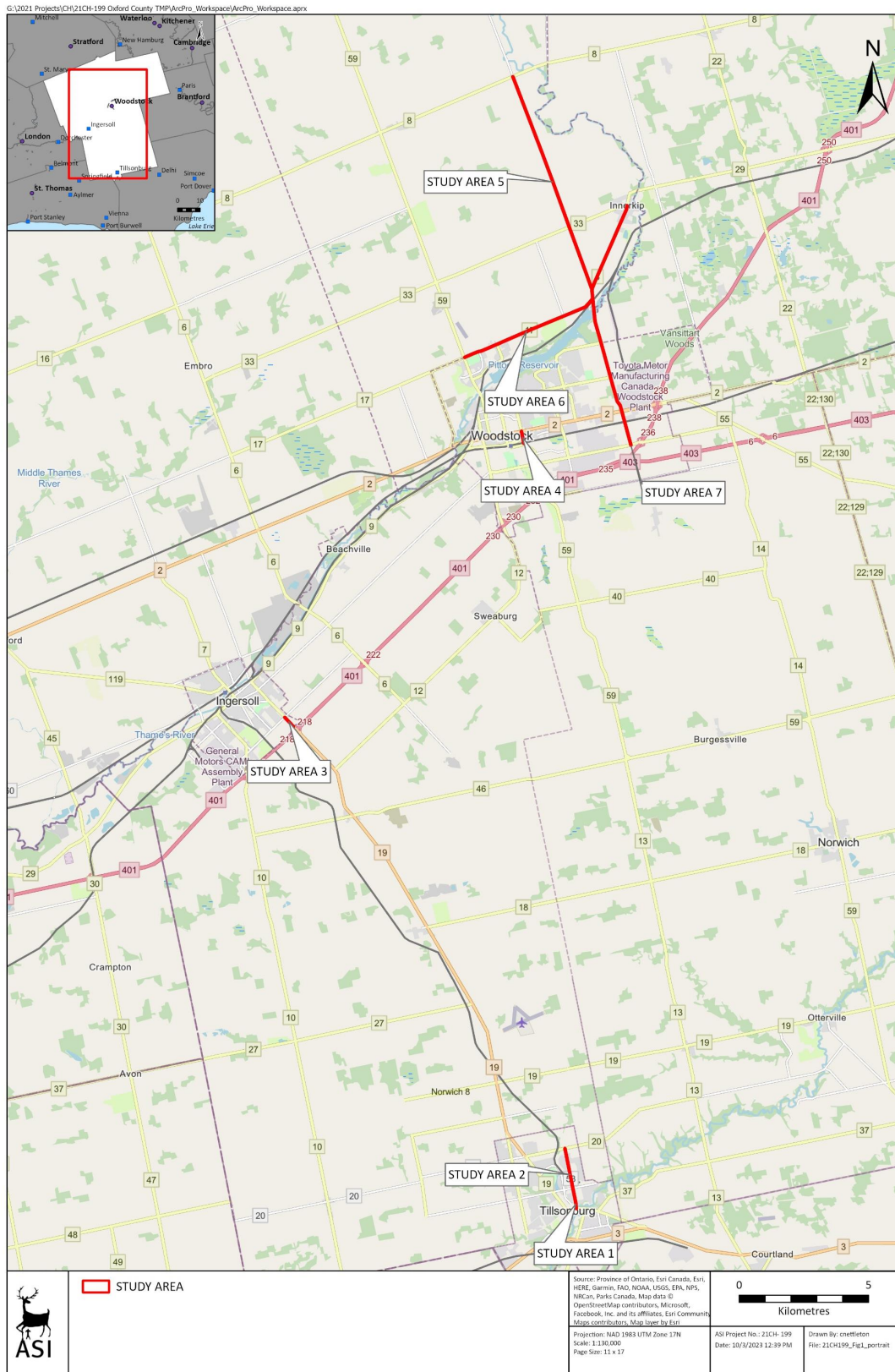


Figure 1: Location of the seven study areas (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

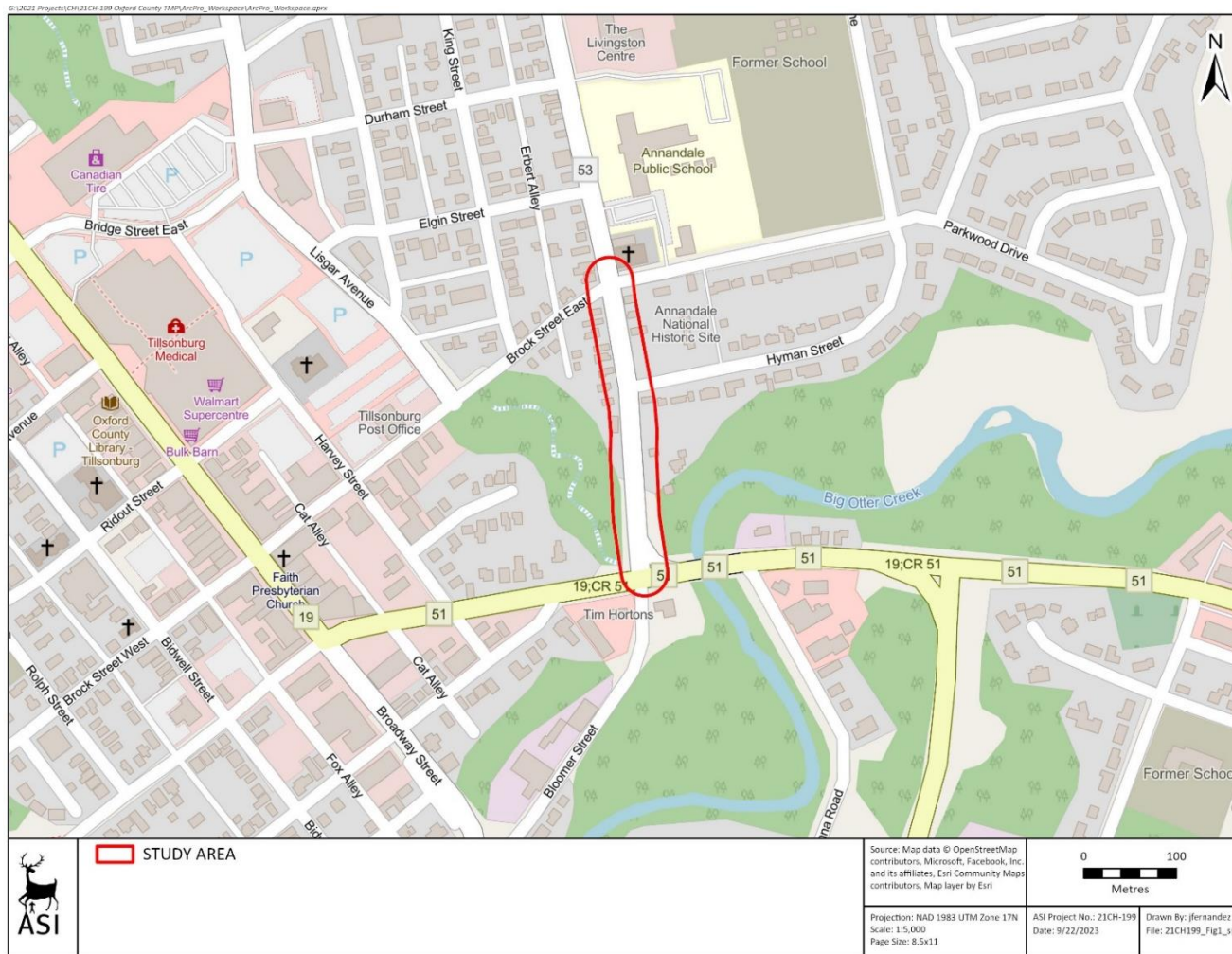


Figure 2: Location of Study Area 1 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))



Figure 3: Location of Study Area 2 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))



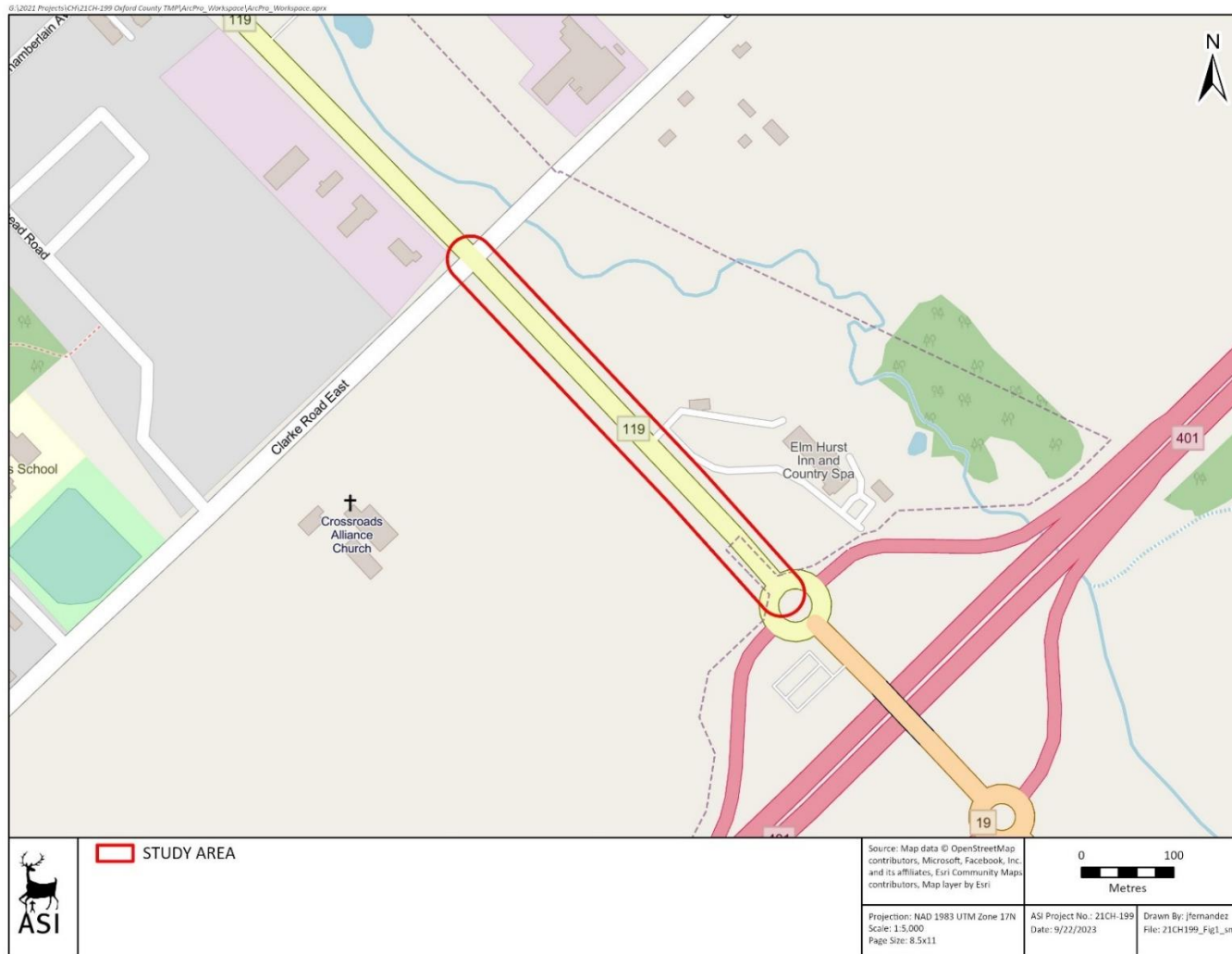


Figure 4: Location of Study Area 3 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

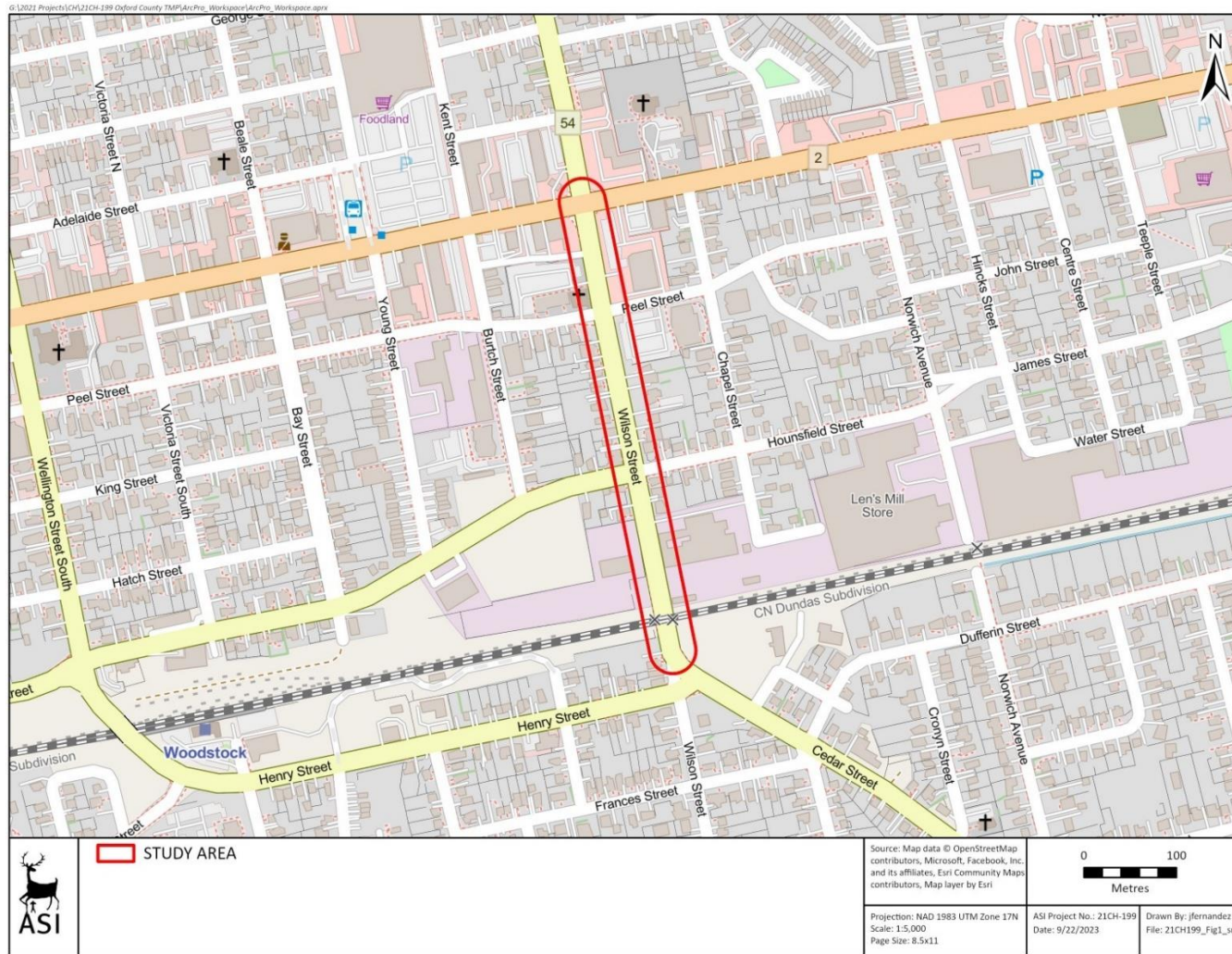


Figure 5: Location of Study Area 4 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))



Figure 6: Location of Study Area 5 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

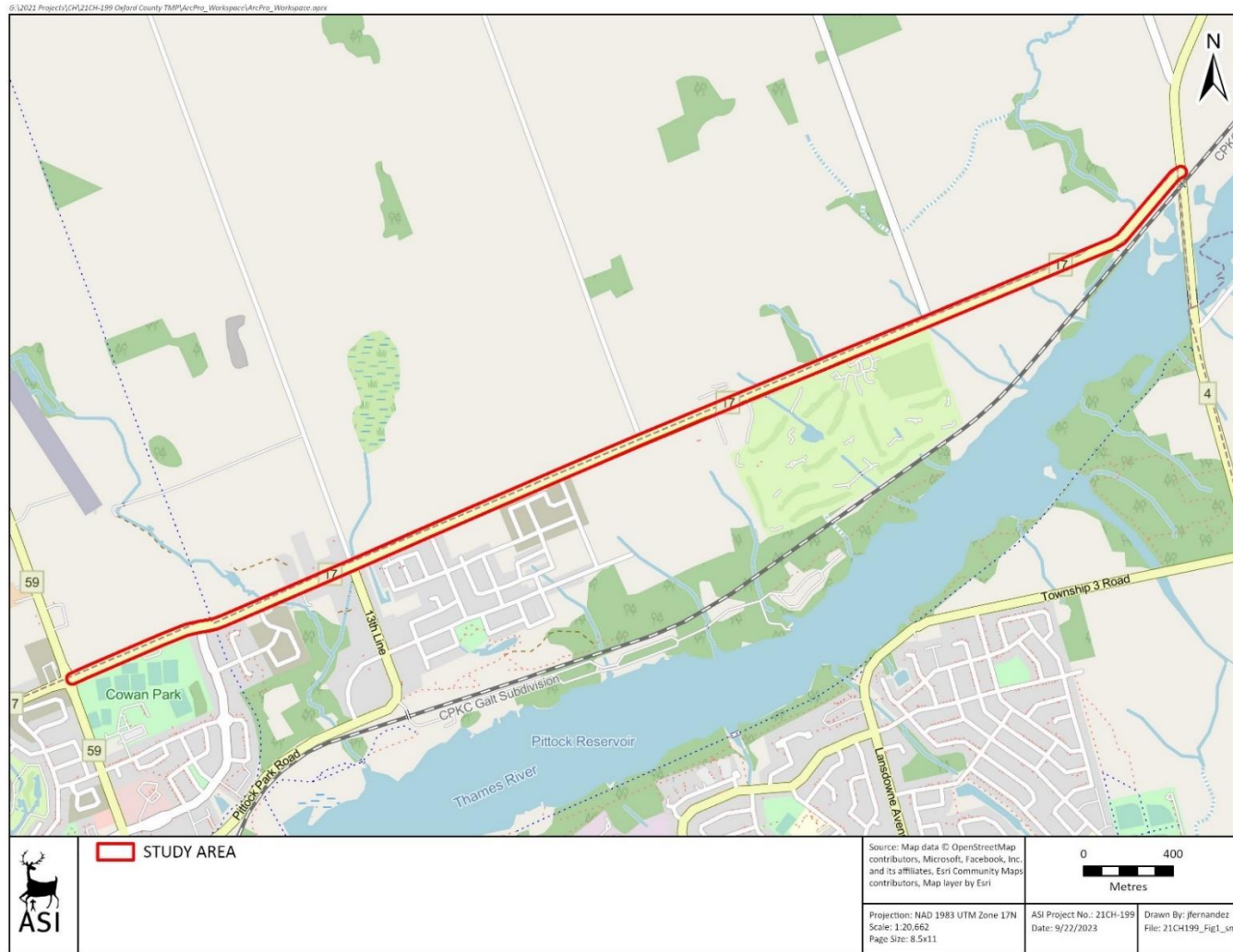


Figure 7: Location of Study Area 6 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

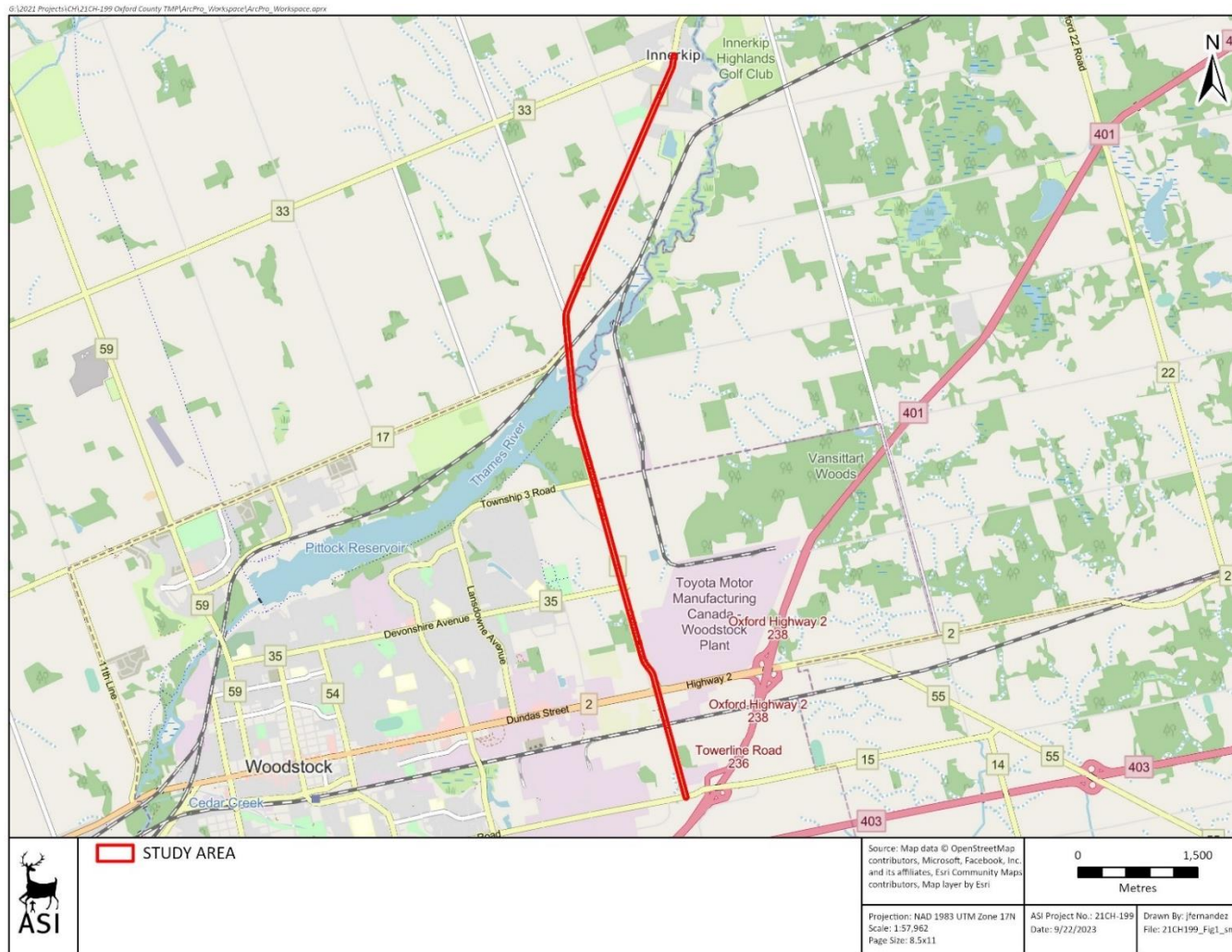


Figure 8: Location of Study Area 7 (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2022], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism Culture and Sport, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in the identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered. Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The road segments are located within the Town of Tillsonburg, Town of Ingersoll, City of Woodstock, and the Township of East Zorra-Tavistock. These municipalities all use the *Oxford County Official Plan* (County of Oxford, 2021) and, as such, policies relating to built heritage resources and cultural heritage landscapes were reviewed from the *Oxford County Official Plan*.



2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport, 2016). The objective of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected built heritage resources and cultural heritage landscapes are subject to identification and inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and



contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes. The field review is also used to identify potential built heritage resources and cultural heritage landscapes that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential built heritage resource or cultural heritage landscape based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 18 September 2023, include:



- Oxford County Heritage Resource Inventory, 2006 (Appendix 4 of the 2021 Oxford County Official Plan) (County of Oxford, 2021)
- The Heritage Property Database by the Heritage Advisory Committee (City of Woodstock Heritage Advisory Committee, n.d.);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2018);
- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).



2.4.2 Review of Previous Heritage Reporting

No additional cultural heritage studies undertaken within parts of the study area were available for review.

2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Ron Versteegen, Senior Planner, County of Oxford (email communication 14 and 17 April and 26 September 2023). Email correspondence in April acknowledged receipt, but no additional information was provided. Email correspondence in September noted that the email was forwarded to planners responsible for overseeing the municipalities in Woodstock, Tillsonburg, and East Zorra-Tavistock.
- Dustin Robson, Development Planner, County of Oxford (email communication 14 April and 26 September 2023). Email correspondence in April noted that Innerkip Presbyterian Church at 153 Blandford Street was not listed or designated but should be identified. Email correspondence in September confirmed the properties identified on the 2006 Heritage Resource Inventory. Further, information on additional church properties was provided. However, they were screened out from inclusion in this report as two were only recently constructed and the other appears to be beyond the study area limits.
- Eric Gilbert, Senior Planner, County of Oxford (email communication 17 and 18 April and 26 September 2023). Email correspondence in April provided addresses for properties on Wilson Street. Email correspondence in September confirmed that no additional built heritage resources or cultural heritage landscapes have been identified since initial communications in April.



- Samuel Bayefsky, Ontario Heritage Trust (email communication 26 September 2023). No response was provided by the time of report submission.
- Karla Barboza, Ministry of Citizenship and Multiculturalism (email communication 26 September 2023). Email correspondence confirmed that no properties have been designated by the Minister and no known Provincial Heritage Properties within or adjacent to the study areas.
- At project start-up in March 2023, A.S.I. made a request to the proponent that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential built heritage resources or cultural heritage landscapes that are of interest to the respective communities (email communications with Parsons, 8 March 2023). No feedback or concerns were received by the time of report submission.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism Culture and Sport, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:



- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metres of features on the property. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the Ministry (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and



legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.



3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Indigenous land use, and Euro-Canadian settlement.

3.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).¹ During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There

¹ While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.



Road Segments 1, 2, 3, 4, and 7 are all within Treaty 3, the Between the Lakes Purchase.² Following the 1764 Niagara Peace Treaty and the follow-up treaties with Pontiac, the English colonial government considered the Mississaugas to be their allies since they had accepted the Covenant Chain. The English administrators followed the terms of the Royal Proclamation and insured that no settlements were made in the hunting grounds that had been reserved for their use (Johnston, 1964; Lytwyn, 2005). In 1784, under the terms of the “Between the Lakes Purchase” signed by Sir Frederick Haldimand and the Mississaugas, the Crown acquired over one million acres of land in-part spanning westward from near modern day Niagara-on-the-Lake along the south shore of Lake Ontario to modern day Burlington (Aboriginal Affairs and Northern Development Canada, 2016).

The vast majority of Road Segments 5 and 6 are within Treaty 29, the Huron Tract Purchase. On October 16, 1818, John Askin, met at Amherstburg with various Anishinaabeg Chiefs who agreed to sell land south of Lake Huron. A provisional agreement was signed by the Chiefs of the Chenail Ecarte, St. Clair River, and Ausable River on March 30, 1819. The final agreement, Treaty 29, was not signed until eight years later, on July 10, 1827.

The Huron Tract comprises 23,054 acres (9,330 hectares.) of land south of Lake Huron up to the Nine Mile River and bordering, to the south and east, the land ceded in Treaties #7, 21, 6, and 3. It includes most of the drainage of the St. Clair River and the present communities of Stratford and Sarnia.

The Indigenous leaders retained land for the use of their communities below the St. Clair River rapids, at Sombra Township, at Kettle Point, and at the Ausable River. The signatory bands agreed on an annual payment of £1,100 to be distributed equally between the 460 persons inhabiting the tract in 1825.

² Note that the southern-most 0.5 kilometres of Road Segment 5 and the eastern-most 1.2 kilometres of Road Segment 6 are also within Treaty 3 territory.



The signees on the British side included Superintendent of Indian Affairs George Ironside, Captain Joseph de la Hay and Lieutenant William Taylor of the 70th regiment, Lieutenant H.D.C. Douglas, and M.P. Bailey.

The signees on the side of the Anishinaabeg included Wawanosh, Osawip, Shashawinibisie, Pukinince, Negig, Cheebican, Mukatuokijigo, Mshinikaibik, Animikinice, Peetawtick, Shawanipinissie, Saganash, Annotowin, Pinessiwagum, Shaiowkima, Chekateyan, Mokeetchewan, and Quaikeegon (Crown-Indigenous Relations and Northern Affairs, 2016; Surtees, 1984, pp. 80–85).

The study areas are also within the scope of the Treaty of Fort Albany (Nanfan), signed by the British Crown and the Haudenosaunee Confederacy in 1701 (Six Nations of the Grand River, 2008). The Haudenosaunee entered into this agreement with the British Crown to place their beaver hunting grounds under the protection of the King of Britain and to reject the French from building forts on their lands, which included most of southcentral and southwestern Ontario.

In the following years, the Haudenosaunee called upon the King to honour this Treaty. To confirm the Kings' commitment to the Five Nations and to allow their castles (forts) in the Five Nations lands as protection against the French, an affirming agreement was entered into on September 14, 1726. The protection of the Five Nations interests throughout their beaver hunting grounds is again affirmed in Article 15 of the Treaty of Utrecht between the British and the French, wherein the Five Nations specifically would not be molested between (Lakes) Ontario, Erie, and Huron (Six Nations of the Grand River, 2008).

3.2 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient



access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Historically, the road segments are located in the following historical townships within Oxford County:

1. Oxford Road 53 – from Highway 19 to Brock Street East
 - Former Township of Dereham
2. Oxford Road 53 – from Brock Street East to Oxford Road 20
 - Former Township of Dereham
3. Oxford Road 119 – from Clarke Road to Highway 401
 - Former Township of West Oxford
4. Oxford Road 59 – from Dundas Street to Henry Street
 - Former Township of East Oxford
5. Oxford Road 60 – from Oxford Road 4 to Oxford Road 8
 - Former Township of East Zorra
6. Oxford Road 17 – from Oxford Road 59 to Oxford Road 4
 - Former Township of East Zorra
7. Oxford Road 4 – from Oxford Road 33 to Parkinson Road
 - Former Townships of East Oxford, Blandford, and East Zorra

3.2.1 Oxford County

All Study Areas are located within Oxford County.

After the American Revolutionary War, the British began looking to the lands to the west of Lake Huron with an eye to securing additional lands for settlement, particularly by the United Empire Loyalists, and, in view of the uncertain political relations with the United States, an alternative route was required between Lake



Ontario and Lake Erie which did not follow the border between the two countries. With this in mind, a number of 'land surrenders' were negotiated with Anishinaabeg groups to the north and west of Lake Ontario. To accommodate these and future new lands, the former Province of Quebec was divided into four districts, one of which was the Western or Hesse District. Shortly after in 1791, the District became part of the Province of Upper Canada, administered by Colonel John Graves Simcoe.

As part of Simcoe's endeavor to settle Upper Canada, he created 19 counties. By 1798, the County of Oxford had been created within the London District, and the newly surveyed townships of Blandford and Blenheim appear on the 1800 Map of the Province of Upper Canada (Smyth, 1800).

The main trail used by Indigenous peoples travelling between the Niagara River to the St. Clair River ran through the centre of what later became East Oxford Township (Peers, 1967). In 1796, Governor Simcoe laid out Dundas Street, or the Governor's Road, following that trail. Although the road was created for military purposes, it also facilitated settlement along the route and the first white settlers arrived around this time (Peers, 1967).

The first grants in the County of Oxford were awarded in 1792 to American Thomas Watson in recognition of assistance rendered to Simcoe. In 1793, Concessions 1 to 3 of Blenheim were surveyed and settled by Thomas Horner on behalf of his uncle. Horner's sawmill near the village of Princeton was destroyed in 1795, soon after completion, but was rebuilt in 1797. The same year, another grant was awarded to William Kennedy Smith who built a sawmill in the first concession of Blenheim. General settlement began 1822 on the lands back from Dundas Street (Middleton, 1927).

By 1852, the population of the county was 32,500 (Walker and Miles, 1876). It was the arrival of the railroad in 1853, however, that led to a great increase in the development of agriculture and industry in the county (Dawe, 1980). By 1864, dairy production (both milk and cheese) boomed in the county and had a positive



effect on the county's economy. This rise in fortunes enabled farm families to improve their properties and erect large barns and other outbuildings during the 1860s; prior to 1860, 90% of all farm buildings and homes were still log structures.

The last quarter of the nineteenth century saw great progress in the agricultural industry in Oxford County. New crops were introduced, others abandoned, roads and bridges were built, and brick residences became popular (Wicklund & Richards, 1961).

3.2.2 Innerkip

The northern terminus of Study Area 7 is located within the village of Innerkip. The settlement of Innerkip is situated a few miles northeast of Woodstock. The original name of the settlement was Melrose but was changed as a different Melrose already existed. The village was founded in 1853 and the same year a post office was opened. By the late nineteenth century, the settlement had a pump maker, carpenter, millers, a physician, and Presbyterian church. The settlement continued to grow with the construction of the Port Credit Railway. In 1975, Innerkip's status as a police village was dissolved and the community became part of the East Zorra-Tavistock Township (Mika & Mika, 1981).

3.2.3 Woodstock

Study Area 4 and the southern part of Study Area 7 are located in the City of Woodstock. In 1793, Colonel John Graves Simcoe traveled through the area that would become Woodstock. Impressed by the elevated terrain, Simcoe planned a series of townsites in the area with a vision that the settlements would be connected through a system of military roads and systems of rivers and canals. The central location of Woodstock along a military road that ran from Burlington Bay through Woodstock to London provided a safe route to move troops and settlers to the area. Simcoe named this road Dundas Street (City of Woodstock, 2017b; Mika & Mika, 1983).



In 1800, Simcoe granted the first lots that of land to Americans Zacharias Burtch, who was granted Lot 18 Concession 1, and Levi Luddington, who was granted Lot 17 Concession 1. Both lots stretched north from the Thames River. Zacharias Burtch and his sons cleared 12.5 hectares and built the first log house on Dundas Street. In 1832, Captain Andrew Drew arrived in the area and purchased a large tract of land for Rear Admiral Henry Vansittart. Vansittart and Drew both built houses on the land, and when Vansittart arrived in the settlement in 1834, he also built a store and tavern and financed the construction of St. Paul's Church, which now sits at the corner of Dundas Street and Wilson Street (City of Woodstock, 2017b; Francis, 2012; Mika & Mika, 1983).

Several other retired military officers and immigrants from Britain began settling in the area. Newcomers to the area decided to name the settlement Woodstock after a village in Oxfordshire, England. In 1836, 200 people were living in the area of Woodstock, and by 1844 the population reached 940 with 160 homes. A library and post office were established in Woodstock in 1835, and a school was erected in 1839 with two additional schools opening in 1843 and 1848, the first newspaper was established in 1840, and by the end of the 1840s four churches had been constructed in the community. By 1846, Woodstock was the second largest community in Oxford County and it was incorporated as a village in 1851. The 1850s saw the coming of the Great Western Railway to Woodstock which spurred the community's development further. Woodstock became a town in 1857. Growth continued through the late-nineteenth century, and Woodstock petitioned the provincial legislature to become a city. It was incorporated as a city in 1901. In 1964, Woodstock's boundaries were expanded with the annexation of parts of the townships of Blandford, Oxford East, Oxford West, and Zorra East. More of Blandford and Oxford East were annexed in 1967 (City of Woodstock, 2017b; Francis, 2012; Mika & Mika, 1983).

Woodstock was in a rich farming area and was a milling centre in its early years. Other industries included rope making, woollens, barrels, soap, candles, carriages, furniture, and organs (Francis, 2012).



The City of Woodstock had a population of 46,705 according to the 2021 Census of Canada. It is the judicial and administrative centre for Oxford County with the County's courthouses located in Woodstock (Francis, 2012).

3.2.4 Ingersoll

Study Area 3 is located within the Town of Ingersoll. The Town of Ingersoll is named after Major Thomas Ingersoll, the area's first settler. Major Thomas Ingersoll was from a wealthy American family who came to the Niagara Peninsula in 1793 where the British government had promised Ingersoll and his associates 80,000 acres of land. Ingersoll's land became the site of the community of Oxford-on-the-Thames and Ingersoll established roads, a farm for him and his family, and settled dozens of other families in the area. In 1798, the British government revoked much of the promised land granted, limiting Ingersoll's own land to 486 hectares. Discouraged by this and the slow pace of settlement, Ingersoll moved his family to Port Credit (Emery, 2012; Mika & Mika, 1981).

After Ingersoll's death in 1812, his son Charles returned to the initial settlement and began laying the foundations for a hamlet which he called Ingersoll. Charles became the first postmaster of the village in 1821 and the settlement featured a school, tavern, mills, and distillery. In 1831, Charles laid out a town plot spurring the development of several stores and mills and higher levels of settlement. In 1852, Ingersoll was incorporated as a village and reached a population of 1,190. By the mid-1850s, the Great Western Railway arrived in Ingersoll and encouraged population and economic growth. Ingersoll became an important centre for wheat and lumber exports which could be transported out of the community via rail. Ingersoll was incorporated as a town in 1865 (Emery, 2012; Mika & Mika, 1981).

During the 1850s and 1860s, Ingersoll was a 'station' on the Underground Railroad which brought runaway slaves from America to a new life in Canada. Ingersoll's Methodist Church provided their basement as a refuge for those making the journey. There were also active anti-slavery organizations that



operated out of Ingersoll. By 1858, there were approximately 500 black settlers living in Ingersoll (Emery, 2012; Mika & Mika, 1981).

By the 1860s, Ingersoll's economy turned to focus mainly on agriculture and dairy work. In 1867, Canadian Dairyman's Association was established in Ingersoll by Adam Oliver, the first mayor of the town. In 1866, a group of cheesemakers in Ingersoll co-operated in the production of a mammoth wheel of cheese that measured 21 feet in circumference and weighed 7,300 pounds. The cheese wheel was exhibited at the New York State Fair and a fair in London to introduce the world to Canadian cheese. This cheese wheel helped establish Oxford County as the birthplace of Canada's commercial cheese industry (Emery, 2012; Mika & Mika, 1981).

By 1871, Ingersoll had 4022 residents and was continuing to grow rapidly, soon surpassing Woodstock in size. There were furniture manufacturers, planning mills, carriage works, three flour mills, two oatmeal mills, a meat packing industry, and the Ingersoll Cream Cheese Company, which shipped products across Canada. While Woodstock was the administrative seat of Oxford County, Ingersoll became the County's main industrial centre (Emery, 2012; Mika & Mika, 1981).

3.2.5 Tillsonburg

Study Areas 1 and 2 are located within the Town of Tillsonburg. In 1799, the area that would become Tillsonburg was first surveyed by William Hambly and was continued by Samuel S. Wilmot. The area was not subdivided into lots and concessions until 1921 when Peter Lossing laid out the remaining lots. In 1825, George Tillson, who operated the Normandale iron foundry in Norfolk County, purchased 600 acres of land around Otter Creek and built a dam, sawmill, and new forge with several partners. A settlement grew around these industries and became known as Dereham Forge. Tillson surveyed his land and built several shanties to house the labourers who worked at the various nearby industries. The settlements name was changed to Tillsonburg in honour of George Tillson, its founder. Benjamin Van Norman, one of Tillson's business partners, opened the



settlement's first store in 1836 and built his own grist mill (Mika & Mika, 1983; Town of Tillsonburg, 2019).

The first attempt at setting up local government occurred in 1836 when several settlers organized a meeting. George Tillson was appointed Commissioner of Roads and he immediately began building and improving roads within the settlement. Van Norman opened the settlement's first post office in 1841. E.D. Tillson, George's sixth son, became a prominent local businessman and began a milling complex that would become the mainstay of the settlement's economy (Mika & Mika, 1983; Town of Tillsonburg, 2019).

In 1865, Tillsonburg was incorporated as a police village and achieved town status by 1869. E.D. Tillson became the first mayor of the town of Tillsonburg. The town had a population of 1,000. By the end of the nineteenth century, Tillsonburg had a several churches, two newspapers, a mechanics institute, and two schools. In 1915, the community built a library through funds provided by the Carnegie Foundation (Mika & Mika, 1983; Town of Tillsonburg, 2019).

3.3 Review of Historical Mapping

The 1857 *Tremaine's Map of the County of Oxford* (Tremaine, 1857), and the 1876 *Illustrated Historical Atlas of the County of Oxford* (Walker and Miles, 1876) were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 9 and Figure 10).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any



property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

The 1857 Tremaine Map (Figure 9) depicts Study Area 1 within the village of Tillsonburgh³ along an historically-surveyed road. At its southern terminus, the roadway intersects with the primary road through the village (now Oxford Road 19). Study Area 2 is located along an historically-surveyed north-south road (now Tillson Avenue/Oxford Road 53). The roadway is located in a rural context north of Tillsonburgh and east of Campbellton in Dereham Township. Study Area 3 is located in a rural context south of the village of Ingersoll along the “Ingersoll and Port Burwell Plank Gravel Road” (now Oxford Road 119/Highway 19). Hall’s Creek runs parallel with the roadway along its north side. Study Area 4 is located within an urban context in the town of Woodstock and appears to be located at the northern terminus of the proposed route of the primarily north-south oriented Woodstock and Lake Erie Railway, at its intersection with the east-west oriented Great Western Railway, which had been completed through Woodstock in December 1853 (City of Woodstock, 2017a). The Woodstock and Lake Erie Railway was incorporated in 1847 and was established to transport timber, flour, and other goods to a yet to be completed harbour on the shores of Lake Erie and then loaded onto ships for transport to Buffalo, Cleveland, and other American cities (Woodstock and Lake Erie Railway Company, 1848). The railway was not ultimately completed until the 1870s, and then abandoned by 1936. Study Area 5 is located in a rural-agricultural context along an historically-surveyed north-south road near the eastern boundary of East Zorra Township. The Thames River is located to the north, south, and east of the roadway. Study Area 6 is located in a rural-agricultural context along an historically-surveyed east-west road near the southern boundary of East Zorra Township, north of the Thames River and the town of Woodstock. Study Area 7 is set in a rural-agricultural context. The

³ The ‘h’ at the end of Tillsonburgh was dropped at some point prior to 1876.



southern half, from what is now Parkinson Road in East Oxford Township, north through Blandford Township to approximately the Thames River, has a north-south orientation. After it crosses the Thames River into East Zorra Township, the roadway has a northeast-southwest orientation until it reaches Innerkip.

The 1876 Illustrated Historical Atlas (Figure 10) depicts Study Area 1 within an urban context along Cranberry Street in the village of Tillsonburg. This was likely an important north-south roadway at this time, given that it is one of only two named streets on the map in Tillsonburg. This study area's southern limit intersects with the "Plank Road," now known as Highway 19. Study Area 2 is the continuation of Cranberry Street north to the edge of the town's limits. It ran adjacent to the southern terminus of the Brantford, Norwich & Port Burwell Railway, which was completed in 1878. The northern limit of the study area is shown intersecting with the east-west oriented Canada Southern Railway, and a station was located close to the study area. Study Area 3 is located in a rural-agricultural context south of Ingersoll. Multiple members of the Harris family own properties on the north and south sides of the roadway. Study Area 4 is located within the town of Woodstock running parallel to the Port Dover & Lake Huron Rail Road and north of the east-west oriented Great Western Rail Road. Study Area 5 is located in a rural-agricultural context near the eastern boundary of East Zorra Township. A church is located on the west side of the northern limit of the study area. Study Area 6 is located in a rural-agricultural context near the southern boundary of East Zorra Township. The Port Dover & Lake Huron Rail Road crosses the study area near its western-most point. Study Area 7 remains in the same context as described in 1857, though with the addition of the Credit Valley Railway running parallel with the road southwest of Innerkip and then bisecting the road approximately where it curves to its north-south orientation at the Thames River.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1909/1914, 1935, 1954, 1971/1976,



and 1996 (Figure 11 to Figure 15).⁴ These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The 1909/1914 topographic map (Figure 11) depicts Study Area 1 on the eastern edge of the town of Tillsonburg, with St. Joseph's Lake to the east, and the Talbot Road at the southern-most point. Study Area 2 is located along the same road as Study Area 1, with a few houses lining both sides of the road, the Canadian Pacific Railway and railway spur lines located to the west, and agricultural land located to the east. The northern terminus is an unnamed concession road (now County Road 20), just north of the east-west oriented Michigan Central Railway. Study Area 3 is located southeast of Ingersoll's fairgrounds. A few rural farmhouses line the road, which remains in a rural-agricultural context, and an unnamed creek runs parallel with the roadway. Study Area 4 is located near the eastern edge of the urban town of Woodstock. The roadway is one of a few prominent north-south roads south of what is now Dundas Street, indicated by its metalled status and that fact that it continued north beyond the town limits. Study Area 5 is a metalled road with farmhouses, agricultural areas, and wooded areas lining the road. The small community of Walmer is located near the northern tip of the study area. Study Area 6 is an unmetalled road with farmhouses dotting the landscape adjacent to the road. The Grand Trunk Railway bisects the study area near its western terminus and a school is located at the western most point. Study Area 7 remains in a rural-agricultural context with its southern tip located at what is now Parkinson Road, where a Brick Yard was located, and its northern tip located in the village of Innerkip. From south to north, among the features along the side of the road include a hydro corridor running east-west at the

⁴ Note that due to the large geographic coverage of the study areas, the road segments were not all available on individual maps. Rather, they were stitched together using maps from the closest available dates. As such, the 1909 Tillsonburg sheet was stitched together with the 1914 Woodstock sheet to form one map. Similarly, the 1971 Tillsonburg sheet was stitched together with the 1976 Beachville and Woodstock East sheets.



southern tip of the study area, a school, farmhouses, the Grand Trunk Railway, a wooden bridge over the Thames River, as well as houses, a post office, and a hotel in Innerkip.

The 1935 topographic map (Figure 12) depicts Study Areas 1-4 in the same manner as described above. Study Area 5 is mostly the same as described above as well, except that the roadway north of what is now Oxford Road 33 is depicted as an “improved” road under 18 feet wide while the roadway south of there is a dirt road. Study Area 6 remains as described above, though the former Grand Trunk Railway is now depicted as part of the Canadian National Railway. Study Area 7 also remains as described above, except that it is an improved road 18 feet wide for its entire stretch except for a paved road surface in the village of Innerkip.

The 1954 aerial photograph (Figure 13) continues to depict Study Area 1 on the eastern edge of Tillsonburg. Residences line the roadway. The former St. Joseph’s Lake immediately east of the roadway now appears to be part of Otter Creek. Study Area 2 includes a mix of residential and educational contexts at the south portion of the study area, and residential, industrial, and agricultural contexts at the north end of the study area. Study Area 3 depicts Highway 401, still under construction, for the first time in this mapping review. Agricultural fields line the roadway except for a small, forested area near the southeast corner of the study area and an orchard near the northwest corner of the study area. Study Area 4, in the town of Woodstock, shows the roadway in a residential and commercial context. The Canadian National Railway bisects the study area near its southern terminus, and a branch line runs parallel on the west side of the study area. Study Areas 5 and 6 remain in rural-agricultural contexts as described above. Study Area 7 is also depicted in a rural-agricultural context, though pockets of forested areas are located adjacent to the roadway, particularly in the vicinity of the Thames River. The village of Innerkip is located at the most northern tip of this study area.

The 1971/1976 topographic map (Figure 14) depicts Study Areas 1 and 2 within the town of Tillsonburg. Residential neighbourhoods are located adjacent to the



roadway in Study Area 1 and the southern half of Study Area 2, and a large industrial area is located at the northern portion of Study Area 2. Study Area 3 is located along Highway 19, north of the cloverleaf interchange associated with Highway 401. An orchard remains visible near the northwest corner of this study area. Study Area 4 is located within the urban core of Woodstock. At this time, Highway 59 was located two streets east of the study area and terminated at Highway 2/Dundas Street. Study Area 4 was, at this time, located on Huron Street, with large industrial buildings on the east and west sides on the southern part of the study area and residential streets and a large church on the northern part. Study Area 5 is located on Line 16, a road described as having a “loose or stabilized surface, all weather” on the map. Farmsteads line the road from north to south. Study Area 6 has the same type of road as described for Study Area 5, and also has farmsteads lining the road from east to west. Study Area 7 is a paved two-lane road that continues to be set in a rural-agricultural context except for the village of Innerkip at the northern end of the roadway.

The 1996 topographic map (Figure 15) depicts Study Areas 1, 2, and 3 in the same manner as they were described above. Study Area 4 depicts Oxford Road 59 on its extant route, west of where it had been on earlier mapping. Study Areas 5 and 6 remain in the same rural-agricultural context as described above, though both roads now have paved surfaces. Study Area 7 now has more infrastructural development near its southern terminus, particularly in the new community of Bond’s Corners, where a shopping centre and reservoir are located at the northeast corner of the intersection of County Road 4 and Dundas Street.





Figure 9: The study area overlaid on the 1857 Tremain's Map of the County of Oxford (Tremain, 1857).

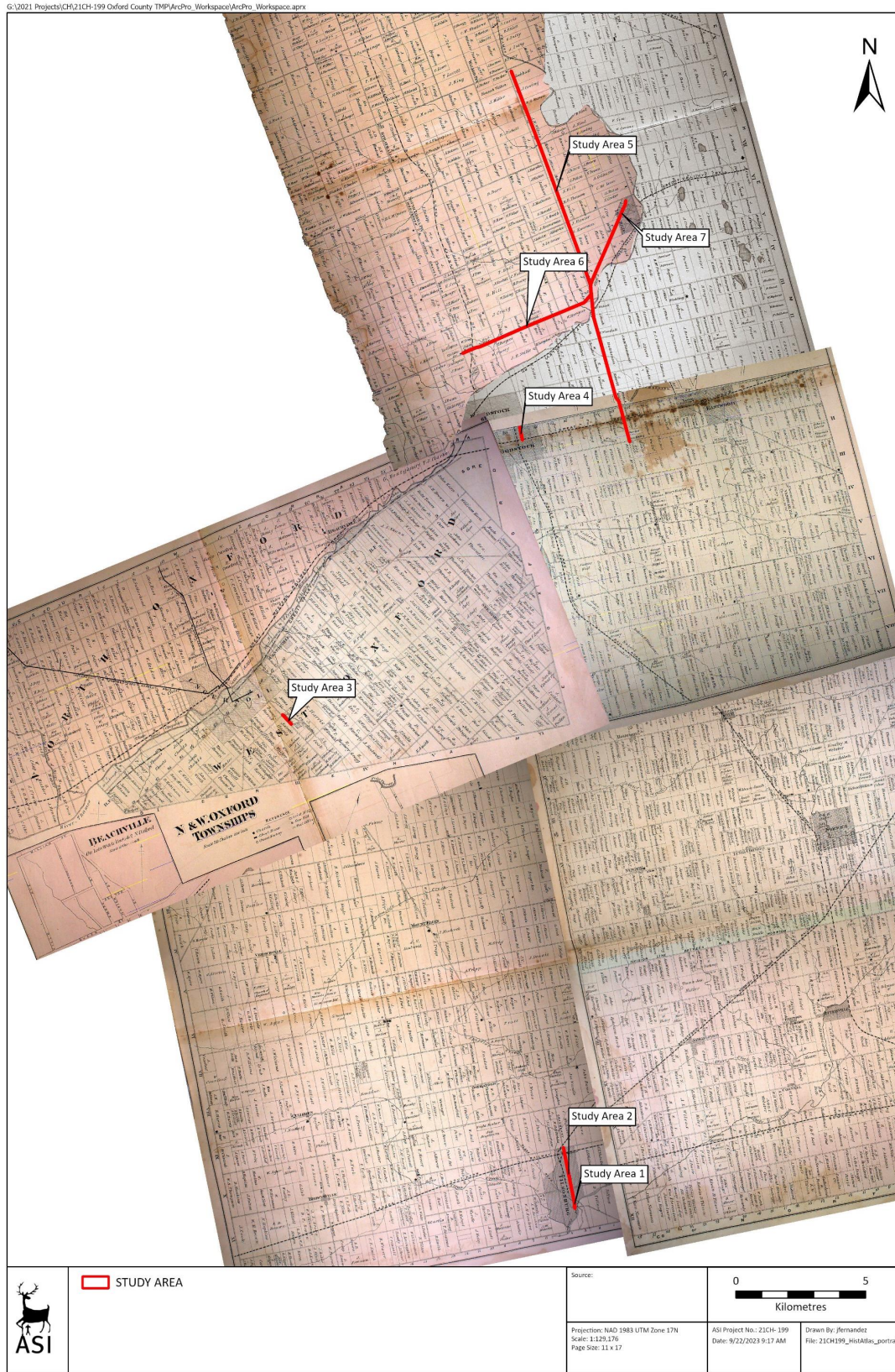


Figure 10: The study area overlaid on the 1876 Illustrated Historical Atlas of the County of Oxford (Walker and Miles, 1876).



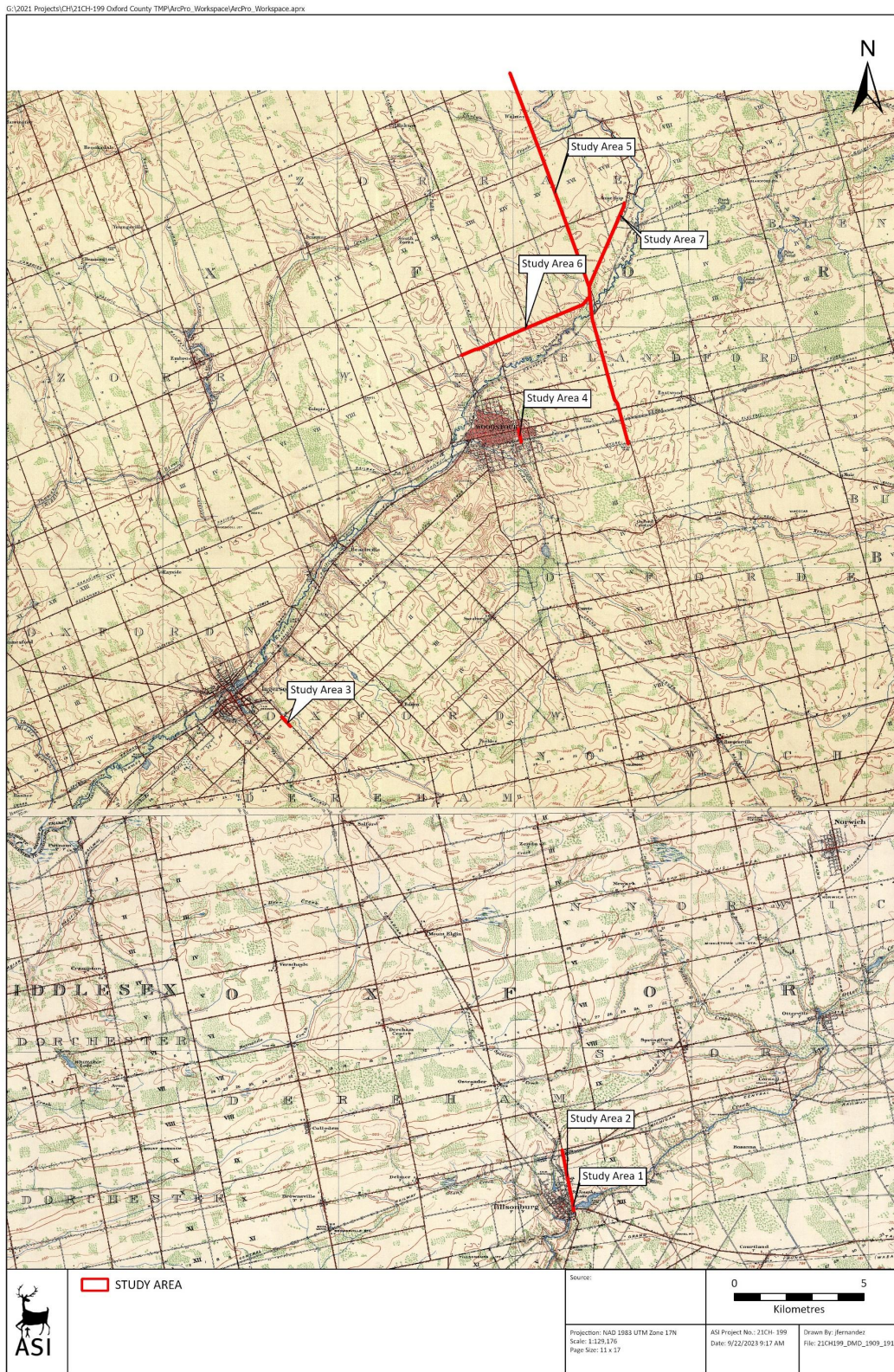


Figure 11: The study area overlaid on the 1909/1914 topographic map, Woodstock and Tillsonburg sheets (Department of Militia and Defence, 1909, 1914).

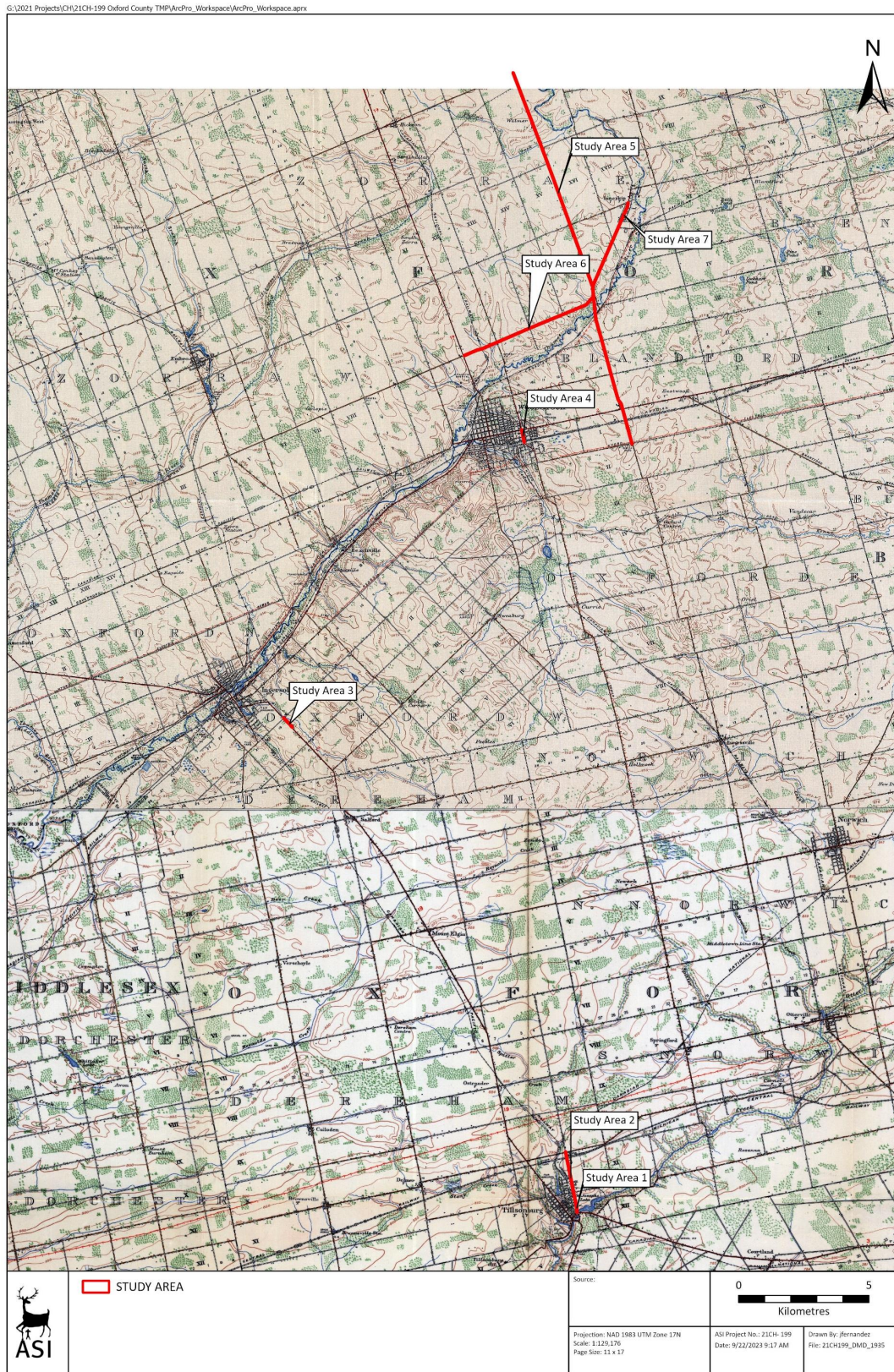


Figure 12: The study area overlaid on the 1935 topographic map, Woodstock and Tillsong sheets (Department of National Defence, 1935b, 1935a).

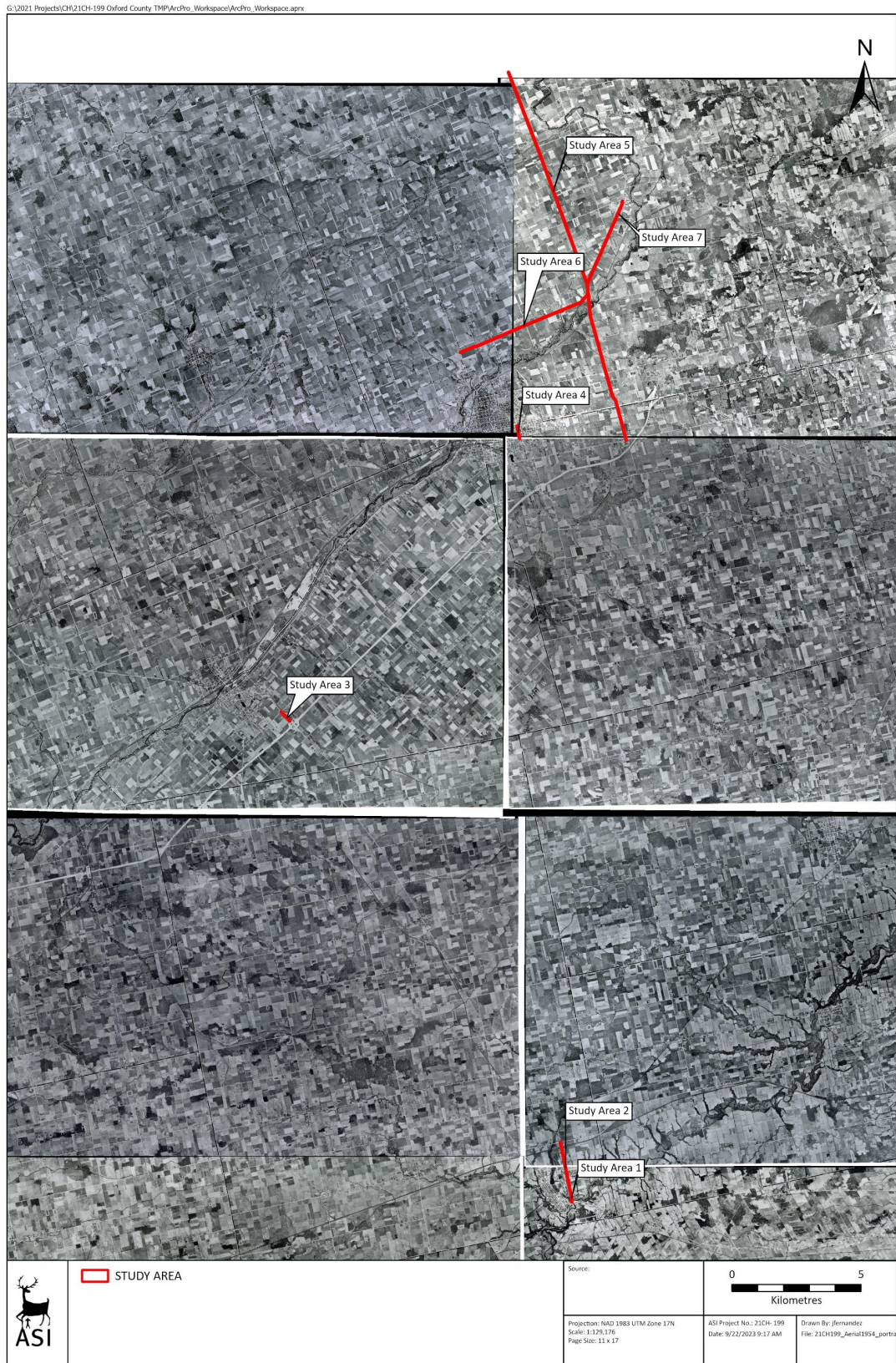


Figure 13: The study area overlaid on the 1954 aerial photograph (Hunting Survey Corporation Limited, 1954).



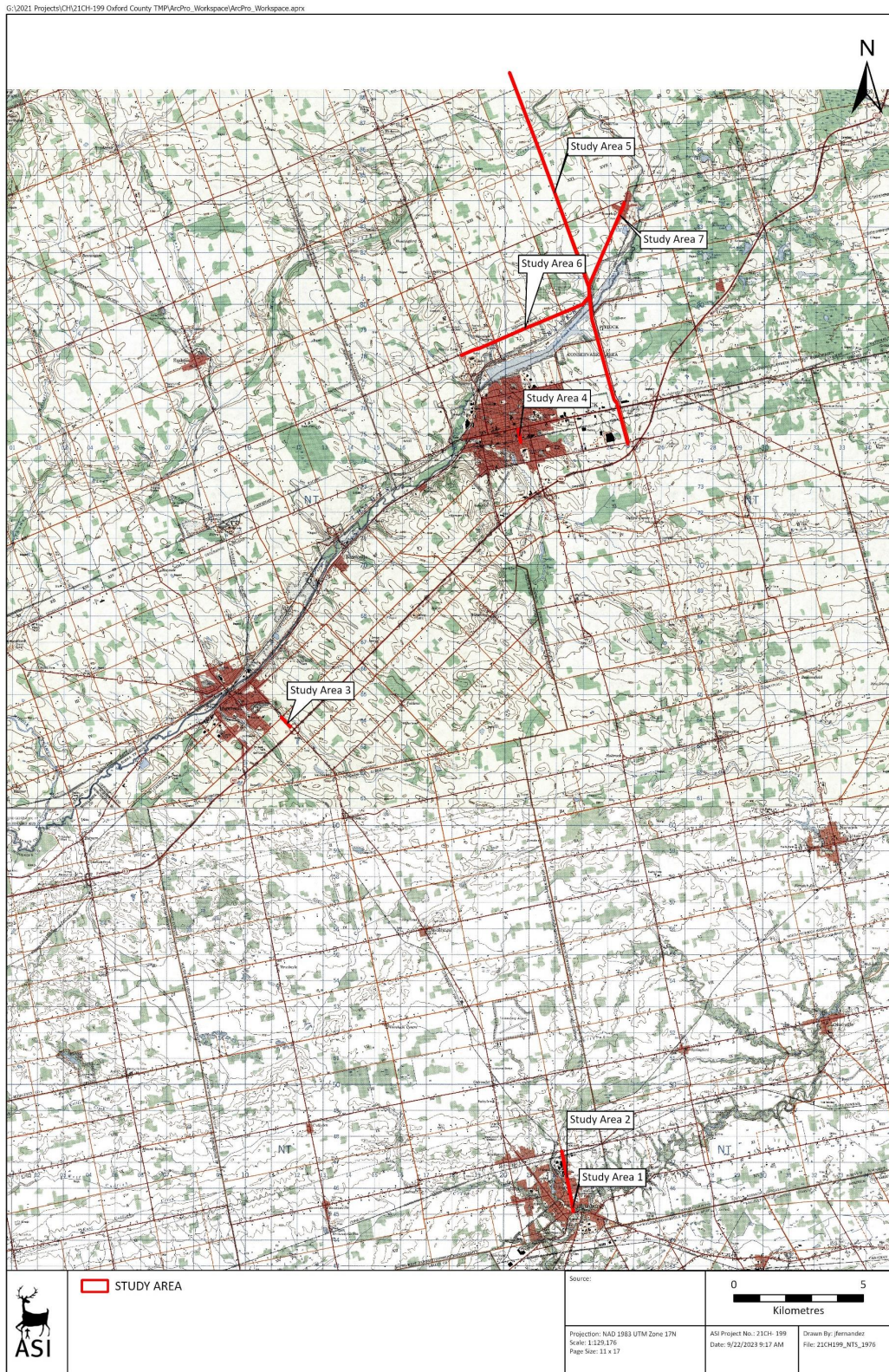


Figure 14: The study area overlaid on the 1971/1976 topographic map, Woodstock East, Tillsonburg, and Beachville sheets (Department of Energy, Mines and Resources, 1971, 1976a, 1976b).

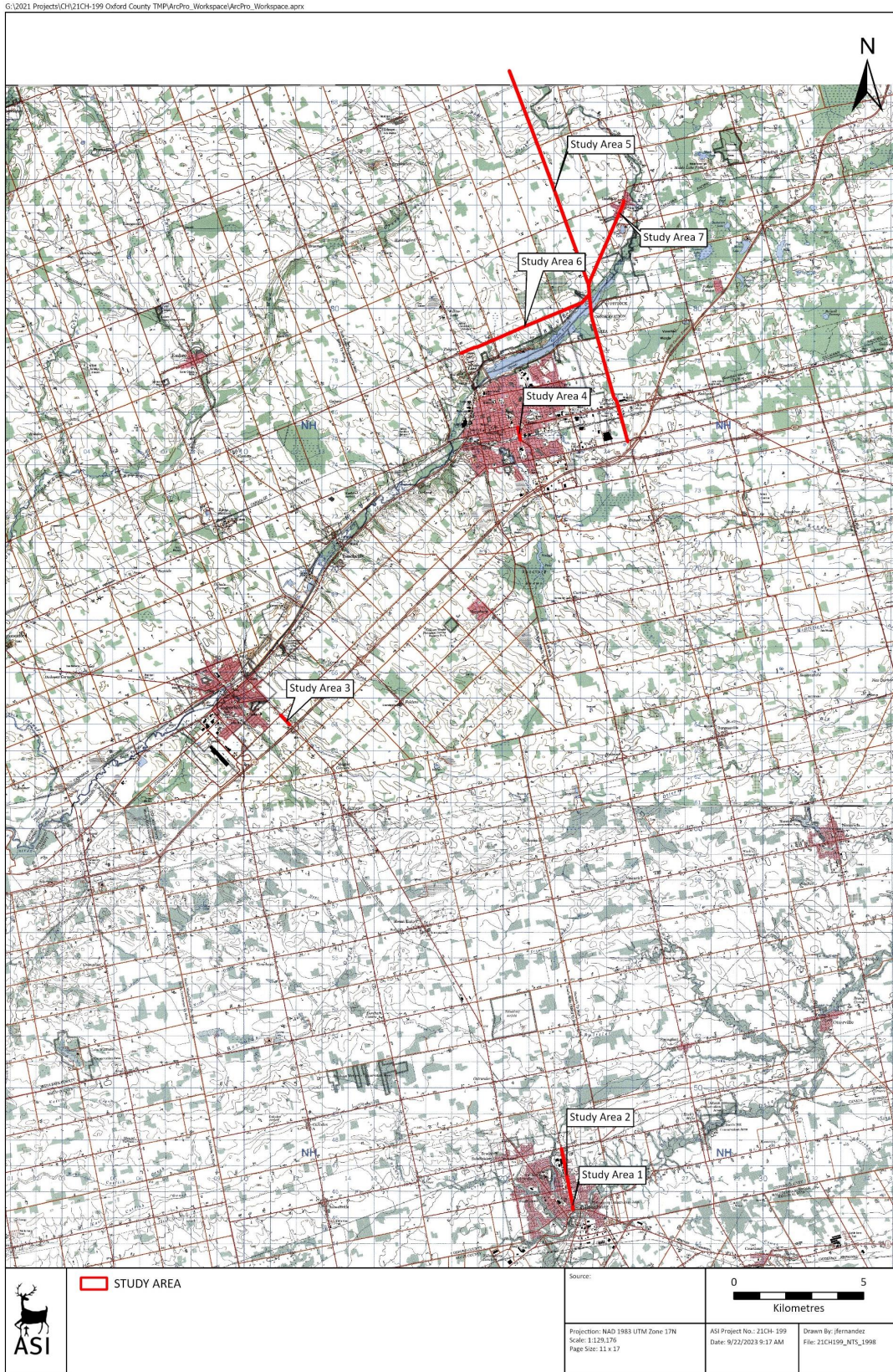


Figure 15: The study area overlaid on the 1996 topographic map, Woodstock and Tillsonburg sheets (Natural Resources Canada, 1996b, 1996a).



4.0 Desktop Results

Based on the results of background information review, including a review of historical development in the study areas, existing heritage inventories and databases and information gathering requests, five known built heritage resources (B.H.R.s), two known cultural heritage landscapes (C.H.L.s), and one commemorative feature were identified within the seven road segment study areas. A detailed inventory of these known B.H.R.s, C.H.L.s, and commemorative feature within the study areas is presented below in Table 1, with mapping depicting their locations in Figure 16 to Figure 21.



Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Brief Description of Property
B.H.R. 1 (Study Area 1)	Residential	30 Tillson Avenue	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act (By-Law 2258) and a National Historic Site of Canada	<p>Annandale House was erected between 1880 and 1883 by Edward Delevan (E.D.) Tillson, son of Tillsonburg’s founder George Tillson. E.D. Tillson was a leading businessman, postmaster, and the town’s first mayor, playing a leading role in its development in the 1860s and 1870s. In 1882, Tillson moved into his new residence on a 600-acre model farm, where he lived until his death in 1902. The house was later purchased by Dr. Charles VanDyke Corliss, a former chairman of Mond Nickle and the International Nickel Company (I.N.C.O.).</p> <p>The three-storey, buff brick residence was designed in the Queen Anne style, with Gothic elements, by architect William M. Woollett. The exterior heritage attributes include a slate roof, decorative chimneys, decorative woodwork on the eaves, a front verandah, and stained-glass windows. The interior heritage attributes include a marquetry floor, doors with stained glass windows, the woodwork, staircase, radiator covers, fireplaces, and painted ceilings. Additionally, features of the property also considered important include its location above the valley where E.D. Tillson’s factories were located; its proximity to the Otter Creek valley; the rear carriage house; its proximity to the lands surrounding the house that are the remnants of the former Annandale</p>



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Brief Description of Property
				Farm; and its park-like setting and setback from the road with numerous mature trees.
B.H.R. 2 (Study Area 1)	Religious	44 Tillson Avenue	Known B.H.R. – listed under the Places of Worship category in the Tillsonburg section of the Heritage Resource Inventory	The Tillsonburg Free Methodist Church, built between 1940 and 1970, is a brick structure with a front gable roof, and symmetrical fenestration on the north and south sides. The original front (west) facing windows have been covered with white aluminum siding. A flat-roofed rear addition was added at an unknown date.
C.F. 1 (Study Area 3)	N/A	415 Harris Street	Known Commemorative Feature – The Big Cheese 1866 Plaque.	The Big Cheese 1866 Plaque is located on the grounds of the Elm Hurst Inn and Spa. The plaque commemorates the origins and growth of cheese making in the Ingersoll area, including the establishment of Ingersoll’s first co-operative cheese factory on this property. In 1866, a 7,300-pound (3,311-kilogram) wheel of cheddar cheese was created by the Ingersoll Cheese Manufacturing Company of Oxford and helped to establish Oxford County as the birthplace of Canada’s commercial cheese industry.
C.H.L. 1 (Study Area 4)	Residential, Religious, and Commercial	Wilson Street, Dundas Street, Main	Known C.H.L. – Individual properties listed on the City of Woodstock’s Heritage Property Database but have been identified collectively as a	The portion of Wilson Street that runs between Dundas Street and Henry Street is part of the downtown area of the City of Woodstock. This area includes historical residential properties along Wilson Street, Peel Street,



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Brief Description of Property
		Street, Peel Street, and College Avenue	Cultural Heritage Landscape for this report.	<p>and Main Street, as well as commercial and institutional properties on Dundas Street and Wilson Street.</p> <p>The residential properties within this C.H.L. are located on Wilson Street, Peel Street, and Main Street. They range in scale and massing, architectural style, and date of construction. The area features simple one-storey vernacular cottages as well as two-and-a-half storey grand Second Empire and Italianate style residences. These include:</p> <ul style="list-style-type: none"> • 108 Wilson Street • 106 Wilson Street • 90 Wilson Street • 89 Wilson Street • 83 Wilson Street • 82 Wilson Street • 81 Wilson Street • 78 Wilson Street • 76 Wilson Street • 74 Wilson Street • 73 Wilson Street • 72 Wilson Street • 69 Wilson Street • 63 Wilson Street • 59 Wilson Street • 58 Wilson Street • 57 Wilson Street • 50-52 Wilson Street • 51 Wilson Street • 44 Wilson Street • 42 Wilson Street • 40 Wilson Street • 686 Peel Street • 682 Peel Street • 690 Peel Street • 671 Main Street

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Brief Description of Property
				<ul style="list-style-type: none"> • 68 Wilson Street • 64 Wilson Street • 669 Main Street • 668 Main Street <p>The institutional property within this C.H.L. is the College Avenue United Church at 22 Wilson Street. It is a Romanesque style church constructed circa 1889. The church is red brick and features a hipped roof with gable roof extensions, field stone foundation, single pane windows, and a square tower.</p> <p>The commercial properties within this C.H.L. are found at the following addresses:</p> <ul style="list-style-type: none"> • 101 Wilson Street • 100 Wilson Street • 97 Wilson Street • 692 Dundas Street • 694 Dundas Street • 696 Dundas Street • 700 Dundas Street
B.H.R. 3 (Study Area 5)	Religious	676241 16th Line	Known B.H.R. – listed under the Places of Worship category in the Township of East Zorra-	Hebron United Church was erected in the Gothic Revival style in 1899. It features red brick, with decorative buff brick voussoirs and concrete

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Brief Description of Property
			Tavistock section of the Heritage Resource Inventory	lintels. Gothic windows and a tower are two key architectural features of the church.
B.H.R. 4 (Study Area 6)	Educational	744993 Oxford Road 17	Known B.H.R. – listed under the Educational Institutions category in the Township of East Zorra-Tavistock section of the Heritage Resource Inventory	Tollgate Central Public School is a single-storey brick school located at the northwest corner of Oxford Road 17 and Oxford Road 59. A school was first erected at this location in 1848, and the extant building was constructed in 1954.
C.H.L. 2 (Study Area 7)	Natural Area	715570 Oxford Road 4	Known C.H.L. – listed under the Natural Areas and Parks category in the Township of East Zorra-Tavistock section of the Heritage Resource Inventory	The W. Leslie Dickson Arboretum is a ten-acre (four hectare) property and forms part of the Pittock Conservation Area. It was established by the Oxford County Council, which was led by W.L. Dickson, in 1974. Dickson had been a county warden as well as the former mayor of Norwich Township. As an avid conservationist, Dickson established the arboretum as a place for education and natural appreciation. It is now home to a trail network that meanders through more than 175 species of trees. The site is managed by the Upper Thames River Conservation Authority (Upper Thames River Conservation Authority, n.d.).



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Brief Description of Property
B.H.R. 5 (Study Area 7)	Religious	153 Blandford Street/ Oxford Road 4	Known B.H.R. – listed under the Places of Worship category in the Township of East Zorra-Tavistock section of the Heritage Resource Inventory	The Innerkip Presbyterian Church was built in 1881, though the congregation was established in 1852. The church features a buff brick exterior with a cut stone foundation, a gable roof, symmetrical windows with stained glass, and decorative brickwork around the windows and along the roof line. A rear addition was added at a later date.

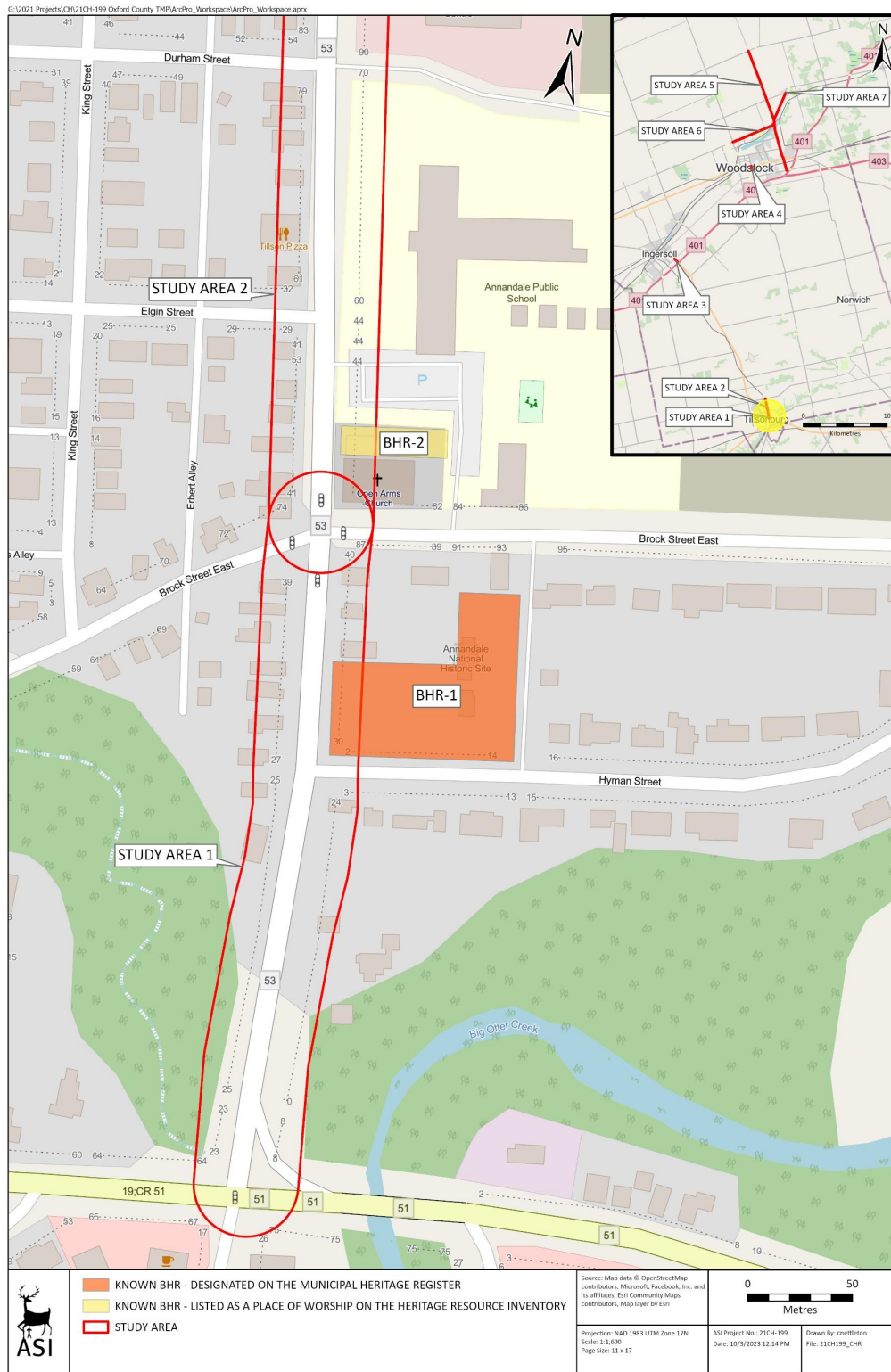


Figure 16: Location of Identified Built Heritage Resources in Study Areas 1 and 2

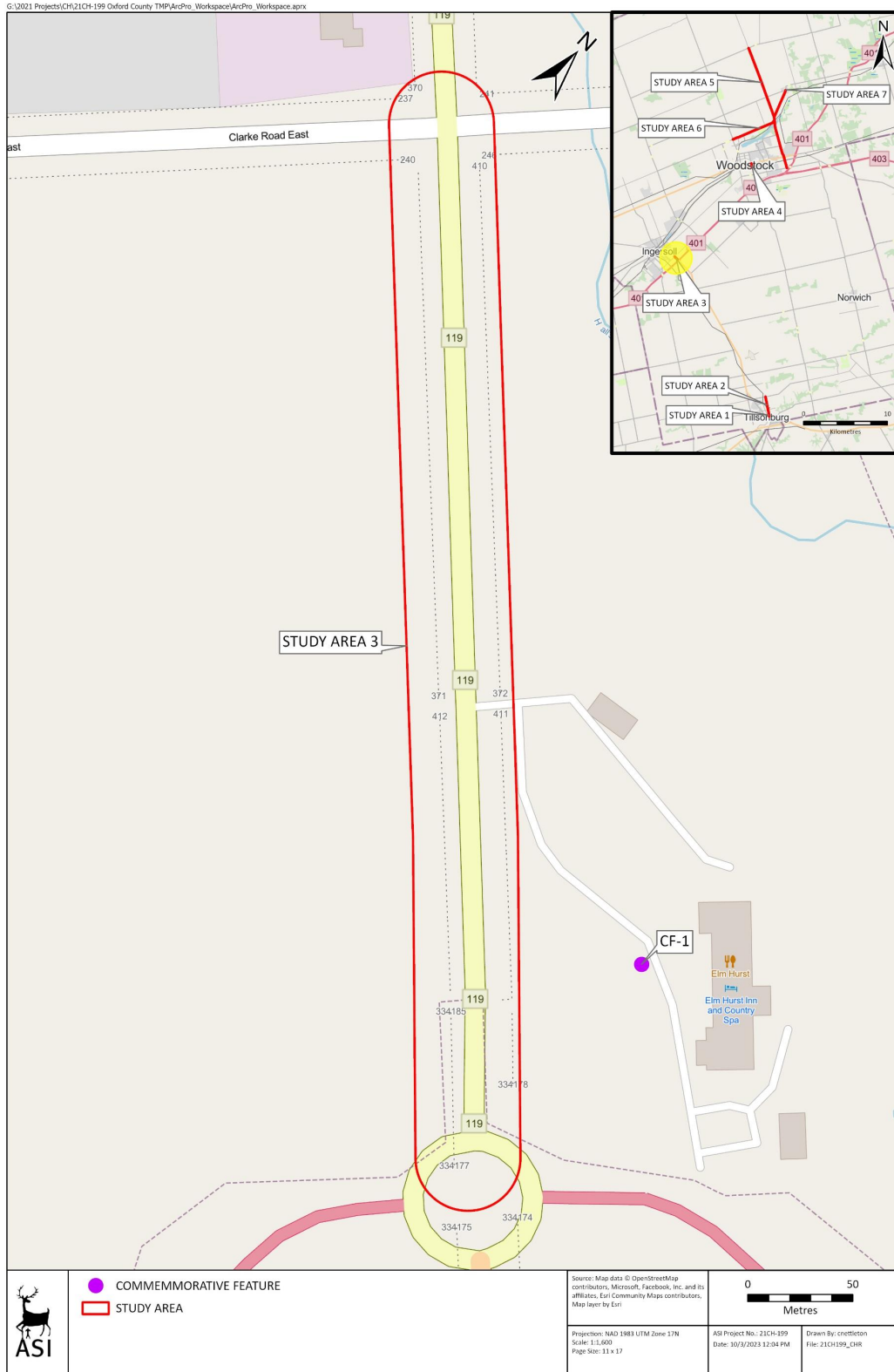


Figure 17: Location of Commemorative Feature in Study Area 3

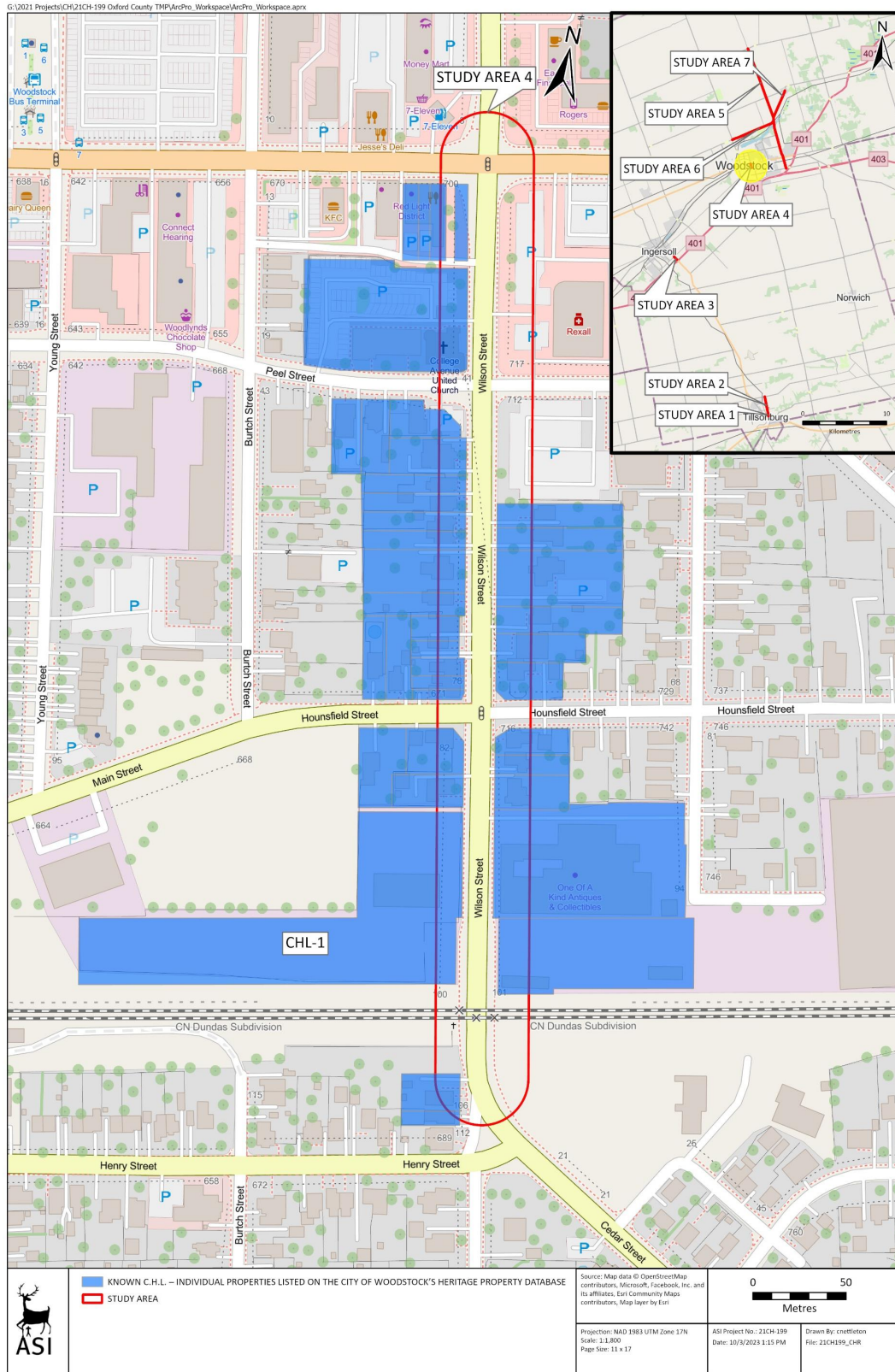


Figure 18: Location of Identified Cultural Heritage Landscape in Study Area 4

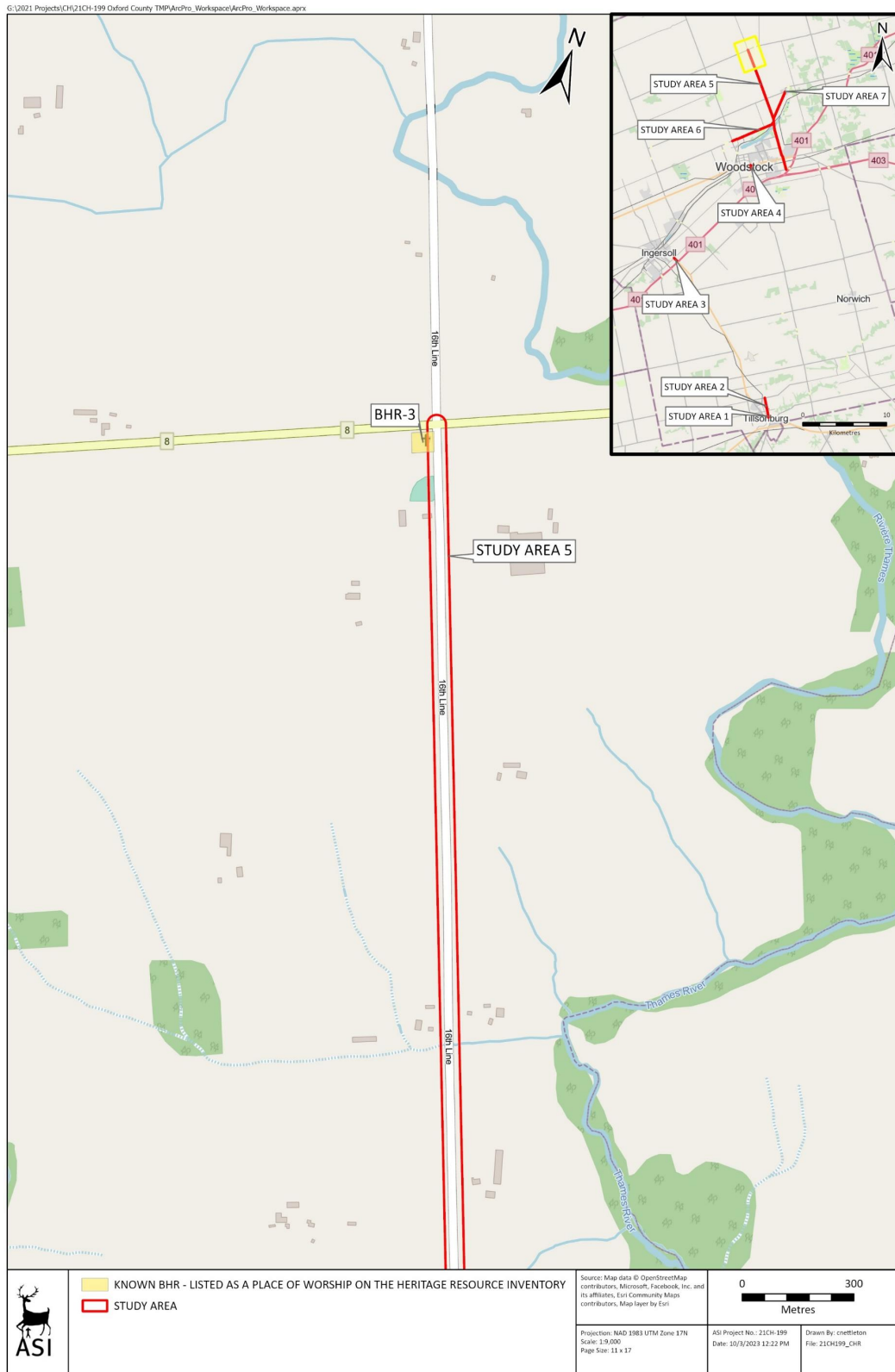


Figure 19: Location of Identified Built Heritage Resource in Study Area 5

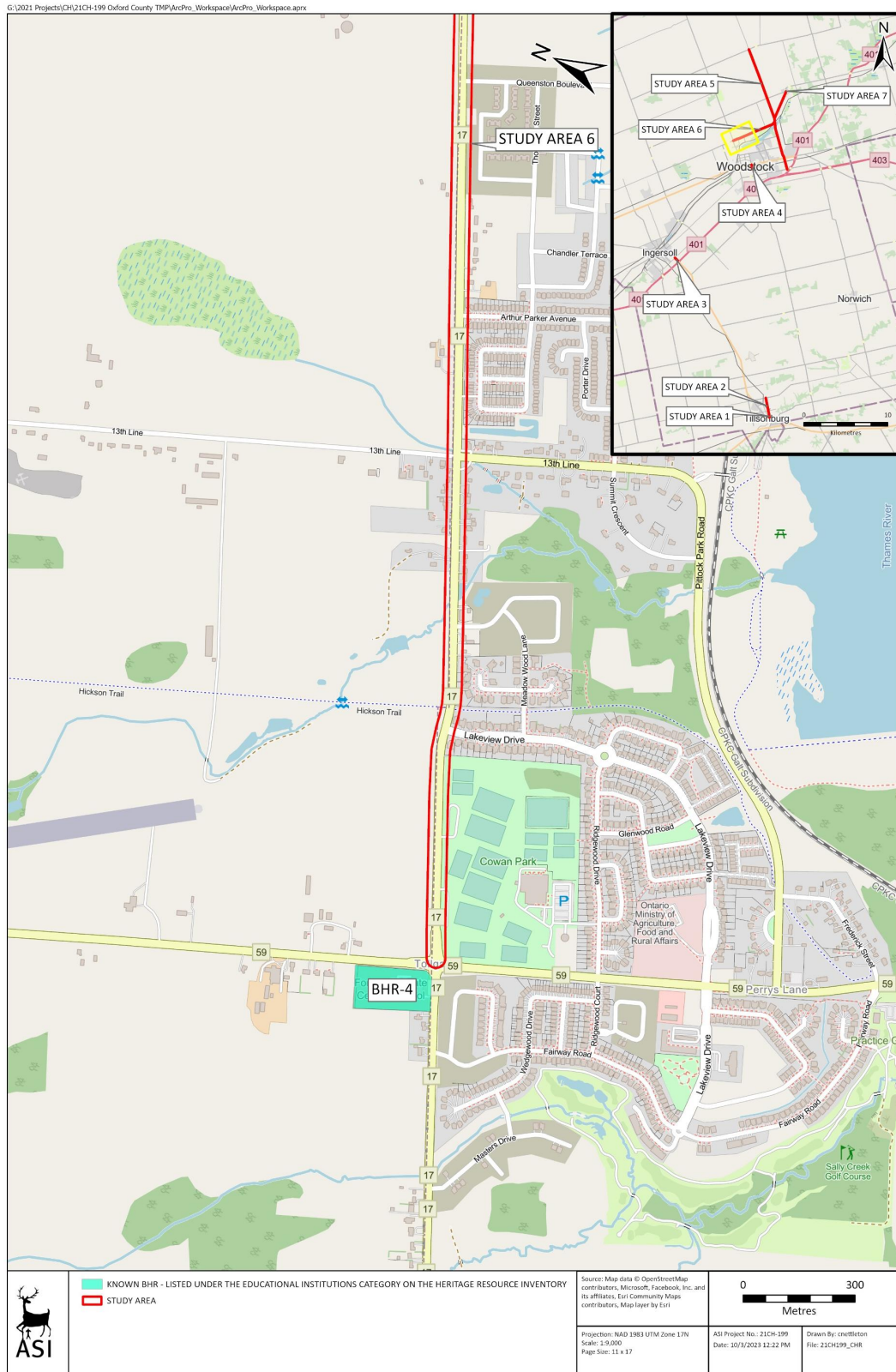


Figure 20: Location of Identified Built Heritage Resource in Study Area 6

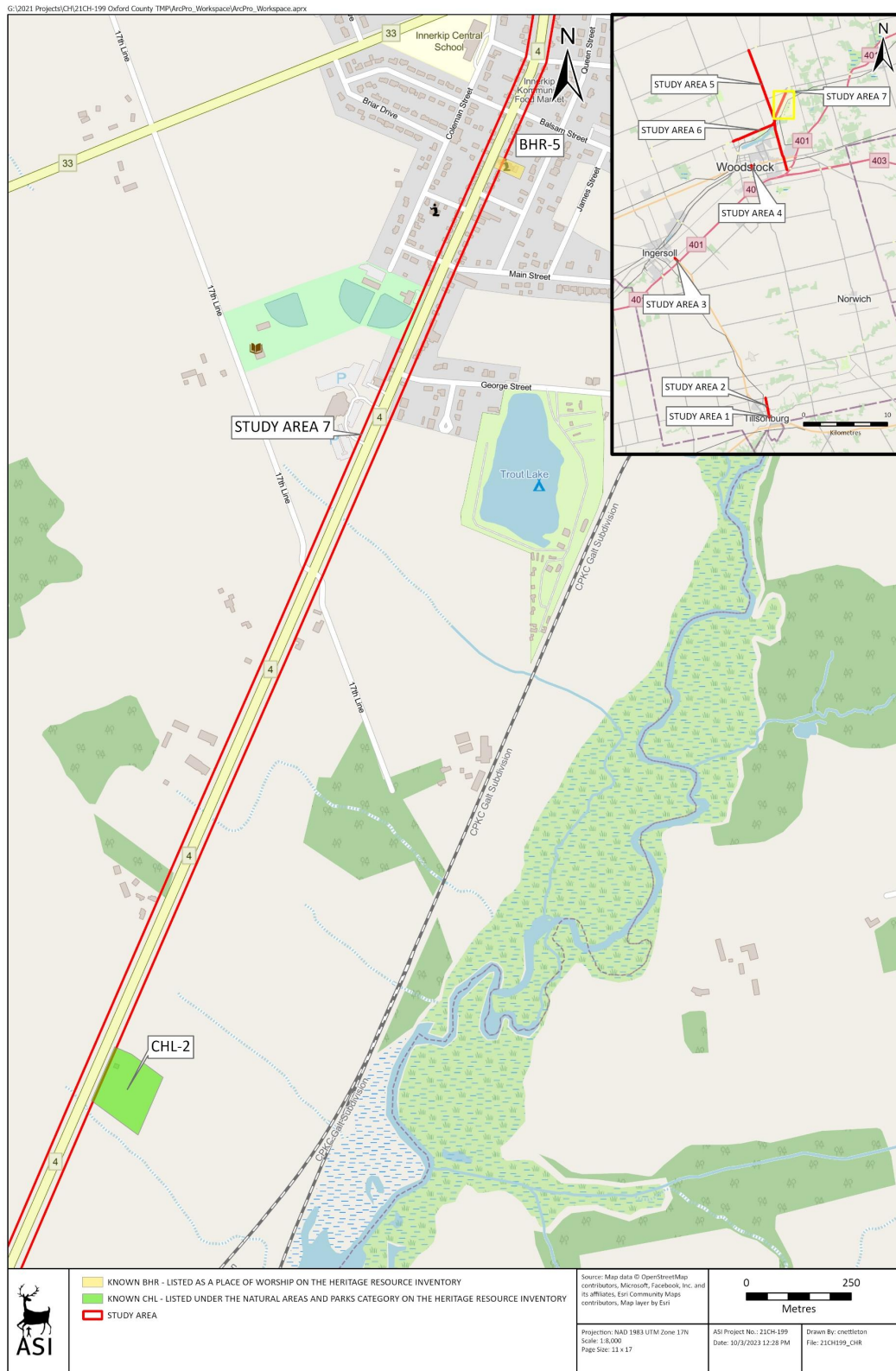


Figure 21: Location of Identified Built Heritage Resource and Cultural Heritage Landscape in Study Area 7

5.0 Results and Next Steps

The results of background historical research and a review of secondary source material, including historical mapping, indicate that the seven study areas have a mixed rural and urban land use history dating back to the mid-nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are five known built heritage resources (B.H.R.s), two known cultural heritage landscapes (C.H.L.s), and one commemorative feature in the 2024 Transportation Master Plan (T.M.P.) and Oxford Road 4 Corridor Study area.

5.1 Key Findings

A total of five B.H.R.s, two C.H.L.s, and one commemorative feature were identified within the seven study areas:

- Of the five identified B.H.R.s, one is designated on the municipal heritage register and is a National Historic Site (B.H.R. 1); three are listed under the Places of Worship category in the Heritage Resource Inventory (B.H.R. 2, 3, and 5); and one is listed under the Educational Institutions category in the Heritage Resource Inventory (B.H.R. 4).
- Of the two identified C.H.L.s, one is a collection of individual properties found on the City of Woodstock’s Heritage Property Database (C.H.L. 1) and one is listed under the Natural Areas and Parks category in the Heritage Resource Inventory (C.H.L. 2).
- The identified Commemorative Feature is a plaque noting the importance of the cheese making industry in Oxford County and particularly noting “The Big Cheese” of 1866.
- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with land use patterns in Oxford County.



5.2 High Level Preliminary Impact Assessment

The potential impacts on identified B.H.R.s and C.H.L.s, as well as potential mitigation measures, are presented below. They are being described at a high level and are sufficient for the purpose of informing the T.M.P.

The proposed design and construction activities related to this project should avoid direct or indirect adverse impacts to identified B.H.R.s and C.H.L.s and their known/potential heritage attributes. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, and issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s. For heritage properties within 50 metres of construction activities, vibration monitoring will be required to avoid indirect adverse impacts to identified B.H.R.s and C.H.L.s. Where the proposed alignments cannot be revised to avoid impacts, additional heritage work (i.e., property-specific Cultural Heritage Evaluation Reports and/or Heritage Impact Assessments) to determine cultural heritage value or interest, assess impacts, and recommend specific mitigation measures will be required.

5.3 Recommendations for Future Work

The results presented in this desktop report are preliminary. As field work was not conducted as part of this assessment, the location and integrity of identified B.H.R.s and C.H.L.s could not be verified, and additional potential B.H.R.s and C.H.L.s. may be located within the study areas.

Based on the results of this desktop assessment, the following recommendations have been developed:

1. The results of this Cultural Heritage Report: Desktop Baseline Conditions should be used to help inform the development and evaluation of alternative solutions for the T.M.P. and Oxford Road 4 Corridor Study. Avoidance of direct and indirect adverse impacts to identified B.H.R.s and C.H.L.s is recommended.



2. Future work should include the commitment to complete a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment during the environmental assessment process and in advance of detail design, to ensure there are no negative direct or indirect impacts to known or potential B.H.R.s or C.H.L.s as a result of any T.M.P. recommendations.
3. This report should be submitted to municipal heritage staff at the City of Woodstock and Township of East Zorra-Tavistock for review and comment.



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APPENDIX I

Implementation Plan

2024 Oxford County Transportation Master Plan - 20 Year Implementation Plan

Unit ID	Location	Action / Extent	2024' TMP Imp. Plan			Cost Estimate										
			2024-28	2029-33	2034-46	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034-46
			1-5 Years	6-10 Years	11 + Years	1-5 Years					6-10 Years					11 + Years
Bridge and Culvert Rehabilitations																
BC.01	Woodstock	Bridge Rehab. 59755 - OR 59, 0.4km N of 35	✓			\$8,500,000										
BC.02	Zorra	Culvert Repl. 843164 - OR 16, 1.9km E of 119	✓			\$665,000										
BC.03	Blandford-Blenheim	Culvert Rehab. 886609 - OR 8, 2.7km E of 22	✓			\$900,000										
BC.04	Zorra	Bridge Rehab. 784064 - OR 33, 0.4 km E of 6	✓			\$2,100,000										
BC.05	South-West Oxford	Culvert Repl. 263548 - OR 27, 0.1km E of 10	✓			\$850,000										
BC.06	Countywide	2024 Design Assignments (2026 Construction)	✓			\$350,000										
BC.07	Zorra	Bridge Rehab. 843613 - OR 16, 0.01km E of 31st Ln, with stream realignment	✓			\$40,000	\$700,000									
BC.08	Norwich	Bridge Rehab. 774050 - OR 14, 3.2km N of 21	✓			\$90,000	\$1,300,000									
BC.09	Blandford-Blenheim	Culvert Repl. 687045 - OR2, E of Middle Townline (Boundary Brant Led)	✓				\$30,000		\$280,000							
BC.10	Zorra	Bridge Rehab. 374623 - OR 6, 0.1km N of 9	✓			\$60,000	\$1,000,000									
BC.11	Norwich	Bridge Rehab. 225536 - OR 19/Main St, 2.1km W of 59	✓			\$90,000	\$1,300,000									
BC.12	Countywide	2025 Design Assignments (2027 Construction)	✓				\$385,000									
BC.13	Blandford-Blenheim	Bridge Rehab. 686843 - OR2, 1.3km W of 3 (Boundary Brant Led)	✓				\$40,000		\$1,100,000							
BC.14	Blandford-Blenheim	Culvert Rehab. 686444 - OR 2, 1.7km E of 22 (Boundary)	✓					\$550,000								
BC.15	West Zorra	Culvert Repl. 194950 - OR 119, 0.5km S of 2	✓					\$1,300,000								
BC.16	Norwich	Bridge Rehab. 773216 - OR 59, 0.15km S of 18	✓					\$1,100,000								
BC.17	Blandford-Blenheim	Bridge Rehab. 805907 - OR 29, 0.3km E of 4	✓					\$1,000,000								
BC.18	Countywide	2026 Design Assignments (2028 Construction)	✓					\$375,000								
BC.19	Zorra	Culvert Repl. 682563 - OR 2, 0.13km E of Cobble Hill Road (Boundary Middlesex Led)	✓						\$2,100,000							
BC.20	Norwich	Bridge Rehab. 814010 - OR 22, 0.5km S of Substation Rd (Boundary Brant Led)	✓						\$500,000							
BC.21	Zorra	Bridge Rehab. 682935 - OR 2, 0.15km E of 119	✓						\$1,200,000							
BC.22	South-West Oxford	Bridge Rehab. 224538 - OR 19, 2.8km E of 19	✓						\$650,000							
BC.23	Countywide	2027 Design (2029 Construction)	✓													
BC.24	Countywide	2028 Structures: 843927, 856645, 816765, 324873, 593175 & 963929	✓							\$5,550,000						
BC.25	Countywide	2028 Design (2030 Construction)	✓							\$300,000						
BC.26	Countywide	2029 Structures: 596279, 596020, 684656, 842608, 376551 & 686115	✓	✓						\$5,500,000						
BC.27	Countywide	2029 Design (2031 Construction)	✓	✓						\$285,000						
BC.28	Countywide	2030 Structures: 816111, 684200, 195840, 885646 & 465125	✓	✓							\$3,400,000					
BC.29	Blandford-Blenheim	Bridge Rehab. 975130 - OR36, 1.3km N of 47 (Boundary)	✓	✓							\$1,100,000					
BC.30	Countywide	2030 Design (2032 Construction)	✓	✓							\$410,000					
BC.31	Countywide	2031 Structures: 922773, 927566, 263226, 375488, 886117 & 592540	✓	✓								\$4,300,000				
BC.32	Countywide	2031 Design (2033 Construction)	✓	✓								\$270,000				
BC.33	Countywide	2032 Structures: 884114, 595880, 375739, 565718, 375770 & 375806	✓	✓									\$3,400,000			
BC.34	East Zorra-Tavistock	Bridge Rehab. 985320 - OR24, 1.5 km E of 59 (Boundary)	✓	✓									\$550,000			
BC.35	Blandford-Blenheim	Culvert Repl. 687425 - OR 2, 4.35km E of 25 (Boundary Brant Led)	✓	✓									\$1,500,000			
BC.36	Norwich	Culvert Rehab. 814230 - OR 22, 0.3km N of Gunn's Hill Rd (Boundary Brant Led)	✓	✓									\$450,000			
BC.37	Norwich	Bridge Rehab. 813810 - OR 22, 0.5km N of 21 (Boundary Brant Led)	✓	✓									\$850,000			
BC.38	Countywide	2032 Design (2034 Construction)	✓	✓									\$250,000			
BC.39	Countywide	2033 Structures: 715398, 856550 & 434825	✓	✓									\$2,500,000			
BC.40	Norwich	Bridge Rehab. 813911 - OR22 north of Beaconfield Road (Boundary)	✓	✓									\$240,000			
BC.41	Countywide	2033 Design (2035 Construction)	✓	✓											\$250,000	

