

# **APPENDIX A**

**Public and Stakeholder Consultation Materials**

## 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](http://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](http://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



## 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*.

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### 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](http://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](http://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](mailto:rvink@oxfordcounty.ca) | 1-800-755-0394, ext. 3023

John McGill, P.Eng., PTOE, RSP1  
Project Manager, Parsons  
[john.mcgill@parsons.com](mailto:john.mcgill@parsons.com) | 905-330-9569

Posted August 10, 2022 | Updated September 12, 2022

## 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](http://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](http://www.oxfordcounty.ca/speakup), and other advertisements.

### Contacts for information

Ryan Vink, P.Eng.  
Oxford County Project Manager  
[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca) | 1-800-755-0394, ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
[john.grieve@parsons.com](mailto: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](http://www.oxfordcounty.ca/2024tmp)

Oxford County Transportation Master Plan  
Agency and Utility Contact List

First Name	Last Name	Title	Company	Address 1	Address 2	City	Postal Code	Phone	Fax	Email
Jack	Carlo	Manager - Utilities and Flagging	Canadian Pacific Rail	8079 Springwater Road	RR #5	Aylmer	ON N5M 2R4	519-773-9037	519-765-1489	jack_carlo@cp_rail.ca
Dusty	Underhill	General Manager/Secretary-Treasurer	Carleton Place Conservation Authority	519 Dundas Street	P.O. Box 1539	Woodstock	ON N4S 7M5	519-537-2929	519-421-2818	generalmanager@carletonplace.ca
Harold	deHaan	Police Engineer	City of Woodstock	944 James Street	Woodstock	Woodstock	ON N4S 0A7	519-539-2342 ext. 3130	519-539-2342	harold@cityofwoodstock.ca
To Whom I May Concern		Police Fire Dispatcher	City of Woodstock	1 Huron Street	Courthouse	Woodstock	ON N4S 5S4	519-271-6551 x 120	519-271-6285	fire@cityofwoodstock.ca
To Whom I May Concern	Wolfe	Chief Administrative Officer	Cooperation of the County of Perth							wolfe@perthcounty.ca
Michael	Bradley	Chief Administrative Officer	County of Brant	31 Mechanic Street		Paris	ON N3L 1K1	519-442-7268		info@brant.ca
Deb	Fiddler	Director of Human Resources	Middlesex County	399 Ridout Street North	P.O. Box 1614	London	ON N6A 2P1	519-434-7321	519-421-4714	dfiddler@middlesex.ca
Ben	Adley	Interim Chief Administrative Officer	Oxford County	410 Buller Street		Woodstock	ON N4S 7Y3	519-539-9600 x 3155	519-539-6202	samith@oxfordcounty.ca
Trevor	Gord	Woodlands Conservation Commissioner	Oxford County	21 Reeve Street		Woodstock	ON N4S 7Y3	519-539-9600 x3000		adley@oxfordcounty.ca
Gord	Hough	Director of Community and Strategic Planning	Oxford County	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	21 Reeve Street	P.O. Box 1614	Woodstock	ON N4S 7Y3	519-539-9600 x 3007	519-421-4713	lbuchner@oxfordcounty.ca
Kelly	Black	Director of Human Services	Oxford County	21 Reeve Street	P.O. Box 1614	Woodstock	ON N4S 7Y3	519-539-9600 x 3301	519-421-4710	black@oxfordcounty.ca
Steve	Cho	Senior Biologist	Fisheries & Oceans Canada	867 Lakeshore Rd		Burlington	ON L7S 1A1	905-336-6248		fisheries@action@dc-mpo.gc.ca
John	Blakely	Senior Right-of-Way Agent	Enbridge Pipelines Inc.	1086 Modeland Road, Building 1050		Sarna	ON N9S 6A2	905-547-5237		john.blakely@enbridge.com
To Whom I May Concern		ERTH Power (Erie Thames Hydro)		145 Bell Street	P.O. Box 157	Ingersoll	ON N5C 3K5	519-485-1620	519-485-5838	info@erthpower.com
Jeff	Sodemann	Operations Supervisor	Excellink Telecom	615 Main Street North		Burlington	ON N0L 1C0			jeff.sodemann@excellink.com
To Whom I May Concern		Huron-Perth Student Transportation Services		82 Chaik Street		North Sealforth	ON N0K 1W0	519-527-0670	519-527-0288	jeff@hpsat.com
To Whom I May Concern		Impact Assessment Agency of Canada		65 York Street	6th Floor	Toronto	ON M5J 1R7	416-962-1576	416-962-1573	ontario@impactassessment.ca
Vince	Romeo	Director of Education	London District Catholic School Board	165 Elmwood Avenue	P.O. Box 5474	London	ON N6A 4K5	519-663-2088	519-663-9250	vromeo@london.ca
Judy	Maxwell	General Manager/Secretary-Treasurer	Long Point Region Conservation Authority	4 Elm Street		Tilsonburg	ON N4G 0C4	519-842-4242 ext. 225		jmaxwell@lora.on.ca
Melinda	Buira	Senior Manager, Network Planning	Ministry of Agriculture and Food	667 Exeter Road	8th Floor	London	ON N6E 1L5		416-325-6688	melinda_buira@maf.gov.on.ca
To Whom I May Concern	Grant	Rural Planner	Ministry of Economic Development, Trade & Tourism	900 Bay Street - Heest Block		Toronto	ON M7A 2E1	1-866-668-4249		info@maf.gov.on.ca
Key	Grant		Ministry of Municipal Affairs and Housing							key.grant@ontario.ca
Jasmin	Sasso	Senior Divisional Information Coordinator	Ministry of the Environment, Conservation and Parks	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	135 St. Clair Ave. W	7th Floor	Toronto	ON M4V 1P5	416-457-2155	416-457-2155	mark.badali@ontario.ca
Rob	Wipley	London District Manager	Ministry of the Environment, Conservation and Parks	733 Exeter Road		London	ON N6E 1L3	519-2610-3077	519-875-5020	rob.wipley@ontario.ca
Thomas	Hayter	Chief Administrative Officer	Municipality of Bayham	9344 Plank Road	Box 160	Stratfordville	ON N0U 1Y0	519-266-7334 x226	519-266-3928	thayter@bayham.on.ca
Mike	Thayer	Chief Administrative Officer	Municipality of Thames Centre	4305 Hamilton Rd		Dorchester	ON N0U 1F0	519-679-8577	519-679-6387	mthayer@thamescentre.on.ca
To Whom I May Concern	Menesses	Chief Administrative Officer	Nor-Du Cabrevelon	P.O. Box 340		Norwich	ON N0U 1F0	519-426-5870 ext. 1225	519-426-7633	menesses@nor-du-cabrevelon.on.ca
Al	Wilson	Chief Administrative Officer	Norfolk County	50 Cadborne Street South	P.O. Box 545	Sincoe	ON N3V 4N5	519-734-4770		al.wilson@norfolkcounty.ca
Mitch	Short	Aylmer District Manager	Norfolk Northern Development, Mines, Natural Resources and Forestry	615 John St N		Aylmer	ON N4H 2S8			mitch.wilson@ontario.ca
Sam	Barnett	Regional Planner	Natural Resources and Forestry					705-772-8329	705-772-8329	sam.barnett@ontario.ca
Nicole	Barnett	Administrator	Oxford County Federation of Agriculture (OCFA)					519-533-2208		nicole.oxfordagriculture@gmail.com
To Whom I May Concern		Ontario Southern Railway		47 - 101 Southgate Parkway		St Thomas	ON N5R 8L5	519-471-7334	519-471-7334	info@ontariosouthern.ca
To Whom I May Concern	Van Bruggen	Principal	Oxford County Paramedic Services	337 Bay St		Woodstock	ON N0L 1C0	519-539-9600 x 3464		info@oxfordcounty.ca
Walter	Bruce	Chief Administrative Officer	Regional Municipality of Waterloo	333 Bay St	P.O. BOX 87	Waterloo	ON N2L 1G6	516-575-4758		walter.bruce@waterloo.ca
Bruce	Lauckner	Chief Specialist - FSC, Civil Ontario	Rogers	150 Frederick Street, 1st Floor		Kitchener	ON N2G 4J3	(416) 450-9638	519-576-4440	bruce.lauckner@rogers.com
Ricche	Kurt	Economic Development Director	Rural Oxford Economic Development					519-619-8895		kurt.riche@oci.on.ca
Stewart	Pavletic	Program Manager, Environmental Health	Southwestern Public Health	410 Buller Street		Woodstock	ON N4S 4N2	519-421-9901 x3407		stewart@waterloo.ca
Amy	Mendes	Regional Land Representative (Eastern Region)	TC Energy (formerly Trans Canada Pipelines)	11200 Weston Road		Maple	ON L6A 1S7			amymendes@tcenergy.com
To Whom I May Concern	Fisher	Director of Education	Tilsonburg District School Board	1260 Dundas Street East	P.O. Box 8988	Levishon	ON N6A 5L1	(519) 452-2000 x 20222	519-452-2948	fisher@tdsb.org
To Whom I May Concern	Peltie	Mayor	Tilsonburg H240	10 Lisgar Ave		Tilsonburg	ON N4G 5A5	519-842-9200	519-888-0759	info@tilsonburg.ca
Michael	Graves	Chief Administrative Officer	Town of Ingersoll	130 Oxford Street	2nd Floor	Ingersoll	ON N5C 2V5			ingressoll@ingersoll.ca
Garlos	Reyes	Director of Operations and Development	Town of Ingersoll	130 Oxford Street	2nd Floor	Ingersoll	ON N5C 2V5	519-485-0120 ext. 6222	519-485-2520	engineering@ingersoll.ca
Shayne	Retiena	Manager of Engineering	Town of Tilsonburg	200 Broadway	Suite 204	Tilsonburg	ON N4G 5A7	519-688-3009 ext 4400		shayne@tilsonburg.ca
David	Drobtch	Manager of Parks and Facilities	Town of Tilsonburg			Tilsonburg	ON N4G 5A7	519-688-3009 ext 4271		drobtch@tilsonburg.ca
Ally	Stoddard	Transportation Planning	Township of Madoc			Tilsonburg	ON N4G 5A7	519-688-3009 ext 4461		ally.stoddard@tilsonburg.ca
Adam	Batteridge	Chief Administrative Officer	Township of Madoc	87 John Street South		Aylmer	ON N4H 2C3	519-773-5344 x223	519-773-5334	abatteridge@madoc.ca
Andrew	McBeey	Chief Administrative Officer/Clerk	Township of North Dumfries	2955 Greenfield Road	PO Box 1060	Avr	ON N0B 1E0	519-632-8800 x121	519-632-8700	andrew@northdumfries.ca
Kyle	Kruger	Chief Administrative Officer	Township of North Dumfries	286767 Airport Road		Norwich	ON N0U 1P0	519-468-2410 x 227	519-479-6385	kruger@northdumfries.ca
Michael	Givens	Chief Administrative Officer	Township of Perth South	25 Mill Street East	P.O. Box 485	Milverton	ON N0K 1M0	519-595-2800 x232	519-595-2801	mgivens@perth.ca
Rebecca	Clother	CAO/Treasurer / Deputy Clerk	Township of Perth South	3191 Road 122		St. Pauls	ON N0K 1M0	519-271-0619 Ext 227	519-271-0647	rebecca@perthsouth.ca
Mary Ellen	Grieb	Chief Administrative Officer	Township of South-West Oxford	312915 Derham Line	RR #3	Mount Elgin	ON N0U 1N0	519-485-0477 x7025	519-485-2932	mgrieb@swox.ca
Marion	Blambers	Chief Administrative Officer	Township of Wilford	976 Wilford Road West	R.R. #1	Baden	ON N5E 3J6	519-485-2024	519-485-2922	marion.blambers@wilford.ca
Phil	Schaefler	Councillor Ward 1	Township of East Zorra-Tavistock	90 Lovens Road	Box 100	Hickson East Zorra-Tavistock	ON N0U 1L0	(519) 855-3932	519-485-2520	phil.schaefler@eastzorra.ca
To Whom I May Concern	Karen	Land Use Regulations Officer	Upper Thames River Conservation Authority	4900 Yonge St		North York	ON M2N 6A5	1-800-305-2059		questions@uotra.ca
Tracy	Annet	General Manager/Secretary-Treasurer	Upper Thames River Conservation Authority	1424 Clarke Road		London	ON N5V 5B9	519-451-2800 x 237	519-451-1188	tracy@uotra.on.ca
Ben	Dafoe	Land Use Regulations Officer	Upper Thames River Conservation Authority	1424 Clarke Road		London	ON N5V 5B9	(519) 451-2800 EX 316		anneth@hamesriver.on.ca
Debra	Rasinger	Commercial Operations Manager	Upper Thames River Conservation Authority	3 Place Ville Marie	Senne Etage	Montreal	QB H3B 2G9	514-871-6232		debra_rasinger@harsat.ca
Jason	Kellor	General Manager, Transit Operations	Voyago	800 Juliana Drive		Woodstock	ON N4S 7W8	519-539-1492		kellor@voyago.ca
Carol	Verbeek	Principal	Woodstock Christian School	P.O. Box 1597		Woodstock	ON N4S 0A7	519-539-2342 ext. 312	519-421-3250	carol@woodstockchristian.ca
Harold	deHaan	City Engineer (Key project contact)	Woodstock Environmental Advisory Committee	944 James Street		Woodstock	ON N4S 0A7	519-539-2342 ext. 312		harold@cityofwoodstock.ca
Perry	Lang	President and CEO	Woodstock General Hospital	310 Juliana 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 Julietta Drive	Woodstock	ON	N4V 0A4			cmarion@woodstockhospital.ca
Allan	Hodgins	Corridor Management Planner	Ministry of Transportation			ON				allan.hodgins@ontario.ca
David	Secord	Chief Administrative Officer	Middlesex County	399 Robt Street North	London	ON	N6A 2P1	519-434-7321 Ext. 250	519-434-0638	David.Secord@ontario.ca
Bill	Rayburn	Contract manager	Bell			ON				bill.rayburn@bell.ca
Brian	Elbe	Chief	Woodstock Police			ON				brian.elbe@bell.ca
Rod	Wilkinson	Chief Administrative Officer	County of Elgin	450 Sunset Drive	St. Thomas	ON	N5R 5V1	519-421-2800 ext. 2231		rwilkinson@woodstockpolice.ca
Becky	Jonker	Team Lead - Heritage (Acting)	Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries)			ON				bjonker@woodstockpolice.ca
Julie	Gonyou	Chair	Ontario Regional Airport Advisory Committee			ON				julie.gonyou@elgin.ca
Karla	Barboza	President and Chief Executive Officer	Alexandra Hospital Ingersoll and Tilsonburg District Memorial Hospital	167 Robt Street	Tilsonburg	ON	N4G 3Y9	519-842-3611 ext. 5301		karla.barboza@ontario.ca
Mark	Renaud	Chief Operating Officer and VP Finance	Alexandra Hospital Ingersoll and Tilsonburg District Memorial Hospital	167 Robt Street	Tilsonburg	ON	N4G 3Y9			m.renaud@tilsonburg.ca
Nadia	Facca	Chief Administrative Officer/Clerk	Township of Blandford-Blenheim	47 Wilnot Street South	Drumbo	ON	N0J 1G0	519-463-5347 x 7427		Nadia.Facca@tdmh.on.ca
Mike	Baslow	Resource Planner (Direct Point of Contact)	Grand River Conservation Authority	407 Clyde Road	Cambridge	ON	N1R 5W6	519-821-2763 ext. 2237	519-463-5881	mike.baslow@tdmh.on.ca
Rodger	Mordue					ON				rmordue@blandfordblenheim.ca
Ben	Kisser					ON				pkisser@grandriver.ca
Todd	Natobichny					ON				tnatobichny@grandriver.ca
To Whom It May Concern			Canadian National Rail			ON				Proton@cnr.ca
To Whom It May Concern			Cogeco Inc. and Cogeco Communications Inc.	1, Place Ville-Marie	Montreal	QB	H3B 3N2			SecondaryLandUse@tytvc.ca
To Whom It May Concern			Hydro One Limited			ON				OPP.OxfordCounty@opp.ca
To Whom It May Concern			Ontario Provincial Police			ON				Jeff@Noblewoodkingstela.ca
Jeff		Owner	Noblewood/Kingstela Transport Ltd	Regional Rd 13	Burgessville	ON	N0J 1C0			Todd@noblewoodkingstela.ca
Todd		Owner	Noblewood/Kingstela Transport Ltd	Regional Rd 13	Burgessville	ON	N0J 1C0			kenwestgar@ymail.ca
Kenneth	Westcar	Secretary	Transport Action Ontario							rodton@oxfordcounty.ca
Ryan	Orton	Program Manager (A) - Community and Education	Oxford County Paramedic Services							rsweeney@oxfordcounty.ca
Doug	Spooner	Director, Transit Services	Grand River Transit							519-521-7350 (cell)

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](http://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](mailto: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 <a href="mailto:eanotification.sregion@ontario.ca">eanotification.sregion@ontario.ca</a> (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) <a href="mailto:Mark.Badali1@ontario.ca">Mark.Badali1@ontario.ca</a>	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) <a href="mailto:Erick.Boyd@ontario.ca">Erick.Boyd@ontario.ca</a>	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>	<p>Add Kay Grant to project contact list</p>
April 29, 2022	Transport Canada Canada WEBFeedback- <a href="mailto:Commentairesweb@tc.gc.ca">Commentairesweb@tc.gc.ca</a>	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) <a href="mailto:Erick.Boyd@ontario.ca">Erick.Boyd@ontario.ca</a>	Thanks Marianne – no need to keep me on the list.	<p>On April 29, 2022, Marianne Alden responds:</p> <p>Thanks for confirming!</p>	<p>Remove Erick Boyd from project contact list</p>
April 29, 2022	Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program <a href="mailto:fisheriesprotection@dfo-mpo.gc.ca">fisheriesprotection@dfo-mpo.gc.ca</a>	Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.	n/a	n/a
		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		



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May 3, 2022	Malvika Rudra Senior Manager, Network Planning Metrolinx Malvika.Rudra@metrolinx.com	<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> <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>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>	<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	Amy Humphries City Clerk/Director of Clerk Services City of Woodstock ahumphries@cityofwoodstock.ca	<p>n/a</p>	<p>n/a</p>	Replace Amy Humphries with Harold dehaan on contact list
May 10, 2022	Ronda Stewart Economic Development Director Rural Oxford Economic Development ronda@ruraloxford.ca	<p>n/a</p>	<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	Ronda Stewart Economic Development Director Rural Oxford Economic Development director@ruraloxford.ca	<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 impacted 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



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May 10, 2022	Kyle Kruger Chief Administrative Officer/Clerk The Township of Norwich kkruger@norwich.ca	n/a	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.  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.  On May 10, 2022, Ryan Vink sent:	n/a
May 16, 2022	Adam Sheldon Regional Land Representative (Eastern Region) adam_sheldon@tcenergy.com	I have copied my colleague Nelson, as he is now the Regional Land Representative for TC Energy in the area.	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 (EcdDev) 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.	Nelson Mendes added to the contact list
May 16, 2022	Adam Sheldon Regional Land Representative (Eastern Region) adam_sheldon@tcenergy.com	You can remove me. Thanks Marianne!	On May 16, 2022, Marianne Alden responds:  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?	Remove Adam Sheldon from contact list
May 18, 2022	Carlos Reyes Director of Operations and Development Town of Tillsonburg creyes@tillsonburg.ca	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, <a href="mailto:creyes@tillsonburg.ca">creyes@tillsonburg.ca</a> , 4400  Shayne Reitsma, Manager of Engineering, <a href="mailto:sreitsma@tillsonburg.ca">sreitsma@tillsonburg.ca</a> , 4410  David Drobitch, Manager of Parks and Facilities, <a href="mailto:ddrobitch@tillsonburg.ca">ddrobitch@tillsonburg.ca</a> , 4271  Ashley Taylor, Transit Coordinator, <a href="mailto:ataylor@tillsonburg.ca">ataylor@tillsonburg.ca</a> , 4461	Add to contact list : Carlos Reyes, Director of Operations and Development, <a href="mailto:creyes@tillsonburg.ca">creyes@tillsonburg.ca</a> , 4400  Shayne Reitsma, Manager of Engineering, <a href="mailto:sreitsma@tillsonburg.ca">sreitsma@tillsonburg.ca</a> , 4410  David Drobitch, Manager of Parks and Facilities, <a href="mailto:ddrobitch@tillsonburg.ca">ddrobitch@tillsonburg.ca</a> , 4271  Ashley Taylor, Transit Coordinator, <a href="mailto:ataylor@tillsonburg.ca">ataylor@tillsonburg.ca</a> , 4461  Remove from contact list: Kyle Pratt	

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May 20, 2022	Ronda Stewart Economic Development Director Rural Oxford Economic Development director@uraloxford.ca	<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"> <li>•Description of the existing conditions or sensitivities within the study area as they relate to the Town of Tillsonburg's interests; and</li> <li>•Specific issues, concerns and/or expectations that our group may have.</li> </ul> <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: <a href="https://trilliummfg.ca/trilliumgis">https://trilliummfg.ca/trilliumgis</a></p> <p>And their open asset GIS Mapping Tool with over 8000 Manufacturers in Ontario (including Oxford County): <a href="https://trilliumgis.ca">https://trilliumgis.ca</a></p> <p>I hope this helps your preliminary work. Please do hesitate to include <a href="mailto:director@uraloxford.ca">director@uraloxford.ca</a> 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 Saso. 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

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June 2, 2022	<p><a href="mailto:eanotification.swregion@ontario.ca">eanotification.swregion@ontario.ca</a> Ministry of the Environment, Conservation and Parks (MECP)</p>	<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 <a href="mailto:eanotification.swregion@ontario.ca">eanotification.swregion@ontario.ca</a>.</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>	<p>On June 2, 2022, Marianne Alden sent: Please find attached the PIF and Notice of Commencement for the above noted study.</p>	n/a
June 2, 2022	<p>Brian Elbe Contact Manager Bell Canada <a href="mailto:brian.elbe@bell.ca">brian.elbe@bell.ca</a></p>	<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>		<p>Add <a href="mailto:andrew.zuk@bell.ca">andrew.zuk@bell.ca</a> to contact list</p>
June 2, 2022	<p>Ben Kissner Resource Planner Grand River Conservation Authority (GRCA) <a href="mailto:bkissner@grandriver.ca">bkissner@grandriver.ca</a></p>	<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 Natolochmy, into the correspondence as well.</p>	<p>On June 2, 2022, Marianne Alden responds: Thanks for your response. We will add yourself and Fred Natolochmy 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	<p>Ben Kissner Resource Planner Grand River Conservation Authority (GRCA) <a href="mailto:bkissner@grandriver.ca">bkissner@grandriver.ca</a></p>	<p>Please substitute myself and Fred, for Samantha Lawson.</p>		<p>Add Ben Kissner (<a href="mailto:bkissner@grandriver.ca">bkissner@grandriver.ca</a>) and Fred Natolochmy (<a href="mailto:fnatolochmy@grandriver.ca">fnatolochmy@grandriver.ca</a>) to contact list. Remove Samantha Lawson (<a href="mailto:slawson@grandriver.ca">slawson@grandriver.ca</a>) Send future notices to <a href="mailto:secondarylanduse@hydroone.com">secondarylanduse@hydroone.com</a></p>
June 8, 2022	<p>Susan Hongxia Hydro One <a href="mailto:Susan.SUN@HydroOne.com">Susan.SUN@HydroOne.com</a> (<a href="mailto:secondarylanduse@hydroone.com">secondarylanduse@hydroone.com</a>)</p>	<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: We will be sure to include the email provided in the attached response (<a href="mailto:secondarylanduse@hydroone.com">secondarylanduse@hydroone.com</a>) 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>	

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		<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, water mains, 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>		

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		<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 <a href="mailto:secondarylanduse@hydroone.com">secondarylanduse@hydroone.com</a></p>		
June 14, 2022	Sam Short Regional Planner Ministry of Northern Development, Mines, Natural Resources and Forestry <a href="mailto:Sam.Short@ontario.ca">Sam.Short@ontario.ca</a>	Thank you for circulating the attached notice to our office. ND/MNR's Land Use Planning and Strategic Issues Section (LUPS) 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 MND/MDRF.	Add Sam Short ( <a href="mailto:Sam.Short@ontario.ca">Sam.Short@ontario.ca</a> ) to contact list.
June 23, 2022	ER-Public Works <a href="mailto:ER-Public-Works@cn.ca">ER-Public-Works@cn.ca</a>	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 <a href="mailto:Julianne.Meijaard@cn.ca">Julianne.Meijaard@cn.ca</a> (On Behalf Of ER-Public-Works)	Please send all EA notifications and information over to <a href="mailto:Proximity@cn.ca">Proximity@cn.ca</a> .  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 <a href="mailto:Proximity@cn.ca">Proximity@cn.ca</a> to contact list Remove <a href="mailto:ER-Public-Works@cn.ca">ER-Public-Works@cn.ca</a> from contact list
June 29, 2022	Canadian National Rail <a href="mailto:Proximity@cn.ca">Proximity@cn.ca</a>	n/a	Notice of Study Commencement sent via email by Marianne Alden.	n/a
June 29, 2022	Canadian National Rail <a href="mailto:Proximity@cn.ca">Proximity@cn.ca</a>	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

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July 27, 2022	Perry Lang President & CEO Woodstock General Hospital <a href="mailto:plang@woodstockhospital.ca">plang@woodstockhospital.ca</a>	Please include Chris Marion, Director of Capital Projects <a href="mailto:cmarion@woodstockhospital.ca">cmarion@woodstockhospital.ca</a> 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 ( <a href="mailto:cmarion@woodstockhospital.ca">cmarion@woodstockhospital.ca</a> ) to contact list
July 27, 2022	Loralee Heemskerck Executive Assistant Alexandra Hospital, Ingersoll Tilsonburg District Memorial Hospital <a href="mailto:Loralee.Heemskerck@tdmh.on.ca">Loralee.Heemskerck@tdmh.on.ca</a>	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 ( <a href="mailto:nadia.facca@tdmh.on.ca">nadia.facca@tdmh.on.ca</a> ) and Mike Bastow, Chief Operating Officer and VP Finance ( <a href="mailto:mike.bastow@tdmh.on.ca">mike.bastow@tdmh.on.ca</a> ) 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 ( <a href="mailto:mike.bastow@tdmh.on.ca">mike.bastow@tdmh.on.ca</a> ) to contact list
September 7, 2022	Michael Duben Chief Administrative Officer Oxford County <a href="mailto:mduben@oxfordcountytv.ca">mduben@oxfordcountytv.ca</a>	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 <a href="mailto:baddley@oxfordcountytv.ca">baddley@oxfordcountytv.ca</a> or 519-539-9800 extension 3000.		Remove Michael Duben ( <a href="mailto:mduben@oxfordcountytv.ca">mduben@oxfordcountytv.ca</a> ) and add Ben Addley ( <a href="mailto:baddley@oxfordcountytv.ca">baddley@oxfordcountytv.ca</a> ) or 519-539-9800 extension 3000) to contact list
September 7, 2022	Theresa Campbell Chief Administrative Officer Township of Perth East <a href="mailto:tcampbell@pertheast.ca">tcampbell@pertheast.ca</a>	Theresa has retired, please update email records to email the new CAO, Michael Givens at <a href="mailto:MGivens@pertheast.ca">MGivens@pertheast.ca</a>		Remove Theresa Campbell ( <a href="mailto:tcampbell@pertheast.ca">tcampbell@pertheast.ca</a> ) and add Michael Givens ( <a href="mailto:MGivens@pertheast.ca">MGivens@pertheast.ca</a> ) to contact list
September 7, 2022	Taylor Mooney Project and Communications Coordinator Middlesex County <a href="mailto:tmooney@middlesex.ca">tmooney@middlesex.ca</a>	This account is no longer monitored. For any inquiries related to Middlesex County Connects. Please contact Deb Fiddler at: <a href="mailto:dfiddler@middlesex.ca">dfiddler@middlesex.ca</a>		Remove Taylor Mooney ( <a href="mailto:tmooney@middlesex.ca">tmooney@middlesex.ca</a> ) and add Deb Fiddler ( <a href="mailto:dfiddler@middlesex.ca">dfiddler@middlesex.ca</a> ) to contact list
September 7, 2022	FHPP / PPPH (DFO/MPO) <a href="mailto:DFO.FHPP-PPPH.MPO2@dfo-mpo.gc.ca">DFO.FHPP-PPPH.MPO2@dfo-mpo.gc.ca</a>	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.		

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September 7, 2022	Daryl Longworth Chief Woodstock Police <a href="mailto:dlongworth@woodstockpolice.ca">dlongworth@woodstockpolice.ca</a>	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 <a href="mailto:bjonker@woodstockpolice.ca">bjonker@woodstockpolice.ca</a> or Chief Wilkinson at <a href="mailto:wilkinson@woodstockpolice.ca">wilkinson@woodstockpolice.ca</a> .		Remove Daryl Longworth ( <a href="mailto:dlongworth@woodstockpolice.ca">dlongworth@woodstockpolice.ca</a> ) and add Becky Jonker at ( <a href="mailto:bjonker@woodstockpolice.ca">bjonker@woodstockpolice.ca</a> ) or Chief Wilkinson at ( <a href="mailto:wilkinson@woodstockpolice.ca">wilkinson@woodstockpolice.ca</a> ) to contact list.
September 7, 2022	Andrew Zuk Bell <a href="mailto:andrew.zuk@bell.ca">andrew.zuk@bell.ca</a>	For all matters where you require a response please forward your email to <a href="mailto:519structures@bell.ca">519structures@bell.ca</a> .  This email will be monitored by the correct local contacts to ensure your note is received and a response is provided.		Add <a href="mailto:519structures@bell.ca">519structures@bell.ca</a> to contact list
September 8, 2022	Allan Hodgins Corridor Management Planner MTO <a href="mailto:Allan.Hodgins@ontario.ca">Allan.Hodgins@ontario.ca</a>	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 <a href="mailto:Allan.Hodgins@ontario.ca">Allan.Hodgins@ontario.ca</a>	General Comments: <ul style="list-style-type: none"><li>• 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"><li>○ 42.88483452935286, -80.75314164041099 visible change in pavement and speed limits change with small (C/L) sign in photo attached.</li></ul></li><li>• 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"><li>○ 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.</li></ul></li></ul>		Provide future PCC boards to MTO prior to finalizing and making available to the public.

Date	Contact Name	Comment Summary	Response	Actionable Items
September 14, 2022	Ben Dafoe Land Use Regulations Officer Upper Thames River Conservation Authority <a href="mailto:dafobe@thamesriver.on.ca">dafobe@thamesriver.on.ca</a>	<ul style="list-style-type: none"> <li>Board 6, same comment as on Board 3 with respect to the southerly limit of Highway 19, <ul style="list-style-type: none"> <li>42.884834522935286, - 80.75314164041099 visible change in pavement and speed limits change with small (C/U) sign in photo attached.</li> </ul> </li> <li>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.</li> </ul> <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>		Add Ben Dafoe ( <a href="mailto:dafobe@thamesriver.on.ca">dafobe@thamesriver.on.ca</a> ) to contact list.
September 21, 2022	Ben Kissner Resource Planner Grand River Conservation Authority <a href="mailto:bkissner@grandriver.ca">bkissner@grandriver.ca</a>	<p>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.</p> <p>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.</p>	<p>On October 18, 2022, Ryan Vink responds,</p> <p>Thanks for reaching out and apologies for our delayed response. Our first PCC was held virtually on September 27<sup>th</sup>, a video recording of this presentation is currently posted on our project website <a href="https://speakup.oxfordcounty.ca/2024tmp/[speakup.oxfordcounty.ca]">https://speakup.oxfordcounty.ca/2024tmp/[speakup.oxfordcounty.ca]</a> 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.</p>	
September 28, 2022	Ken Westcar Secretary Transport Action Ontario <a href="mailto:kenwestcar@sympatico.ca">kenwestcar@sympatico.ca</a>	<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:</p> <p><a href="https://ontario.transportaction.ca/federal-study-of-southwestern-ontario-passenger-rail-">https://ontario.transportaction.ca/federal-study-of-southwestern-ontario-passenger-rail-</a></p>	<p>On September 29, 2022, John McGill responds:</p> <p>Ken:</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.</p> <p>Very much appreciate this info. Very useful!</p>	



Date	Contact Name	Comment Summary	Response	Actionable Items
		<p><a href="#">enhancement-update/ontario.transportaction.ca</a></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 <a href="mailto:pschaefer@ezt.ca">pschaefer@ezt.ca</a>	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 ( <a href="mailto:pschaefer@ezt.ca">pschaefer@ezt.ca</a> ) 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 PCCFI.	Add Ryan Orton ( <a href="mailto:rorton@oxfordcounty.ca">rorton@oxfordcounty.ca</a> ) to contact list

Date	Contact Name	Comment Summary	Response	Actionable Items
	<p><a href="mailto:orton@oxfordcounty.ca">orton@oxfordcounty.ca</a></p>	<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"> <li>- 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)</li> <li>- Patients that require a stretched 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)</li> <li>- 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.</li> </ul> <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	<p>Harold dehaan City Engineer City of Woodstock <a href="mailto:hdehaan@cityofwoodstock.ca">hdehaan@cityofwoodstock.ca</a></p>	<p>Below are comments on the above from city staff:</p> <ul style="list-style-type: none"> <li>• Are warrants for traffic signals at Norwich and Pavey being met?</li> <li>• Springbank and Parkinson need turn lanes and traffic signal improvements</li> <li>• 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.</li> <li>• 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.</li> <li>• 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).</li> </ul>		
October 24, 2022	<p>Susan Hongxia Secondary Land Use Department Hydro One</p>	<p>Please see the attached for Hydro One's Response.</p>		<p>Notify for future project updates</p>

Date	Contact Name	Comment Summary	Response	Actionable Items
November 7, 2022	Ryan Orton Commander (A) – Community and Education Programs Oxford County Paramedic Services <a href="mailto:orton@oxfordcounty.ca">orton@oxfordcounty.ca</a>	Thank you for your time, and your consideration. Best of wishes with the project!		
January 18, 2023	Brian Petrie Mayor of Ingersoll <a href="mailto:mavor@ingersoll.ca">mavor@ingersoll.ca</a>	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	On January 19, 2023, Ryan V. responds: 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,	Add Brian Petrie ( <a href="mailto:mavor@ingersoll.ca">mavor@ingersoll.ca</a> ) 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 <a href="mailto:jkeillor@voyageurtransportation.ca">jkeillor@voyageurtransportation.ca</a>	Thank you very 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  We are happy to assist in any capacity		n/a
March 6, 2023	Transport Canada WEBFeedback- <a href="mailto:Commentairesweb@tc.gc.ca">Commentairesweb@tc.gc.ca</a>	Thank you for contacting the Transport Canada Web Feedback. Your request is not related to Transport Canada Safety or Security.  Kind regards, WEB Feedback/ Commentaires WEB	n/a	n/a
March 8, 2023	Jason Keillor General Manager Transit Operations Voyageur Transportation <a href="mailto:jkeillor@voyageurtransportation.ca">jkeillor@voyageurtransportation.ca</a>		On March 8, 2023, John G. sends the following email:  Good afternoon Jason,	

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 <a href="mailto:debra_rasinger@viarail.ca">debra_rasinger@viarail.ca</a>		<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 <a href="mailto:Malvika.Rudra@metrolinx.com">Malvika.Rudra@metrolinx.com</a>		<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
March 13, 2023	Malvika Rudra Senior Manager, Network Planning Metrolinx <a href="mailto:Malvika.Rudra@metrolinx.com">Malvika.Rudra@metrolinx.com</a>	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.	<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 30, 2023	Susan Hongxia Hydro One Networks Inc <a href="mailto:Susan.SUN@HydroOne.com">Susan.SUN@HydroOne.com</a>	Please see the attached for Hydro One's Response.		
April 6, 2023	Curtis Tighe <a href="mailto:curtis.tighe@ingersoll.ca">curtis.tighe@ingersoll.ca</a>	<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 Tillsosburg, 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	<p>Nicole Barnett Administrator Oxford County Federation of Agriculture Telephone: (519) 533-2208</p>	<p>Good afternoon Mr. Vink and Mr. Grieve, Please see the attached letter from the Oxford County Federation of Agriculture in regards to the 2024 Transportation Master Plan. Feel free to contact us if you have any further questions or concerns.</p>	<p>n/a</p>	<p>n/a</p>
April 14, 2023	<p>Meagan Lichti, RN BSCN Public Health Nurse, Chronic Disease and Injury Prevention SOUTHWESTERN PUBLIC HEALTH <a href="mailto:mlichti@swpublichealth.ca">mlichti@swpublichealth.ca</a></p>	<p>Please see the attached comments for the transportation master plan update. Thank you for the chance to provide comments and please reach out with any questions. Thanks!</p>	<p>On April 19, 2023, Ryan Vink responds: 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>	



**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](#)

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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](mailto:Mark.Badali1@ontario.ca) | (416) 457-2155



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**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>

**Sent:** March 8, 2022 3:59 PM

**To:** Badali, Mark (MECP) <[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca)>

**Cc:** Reuben Davis <[rdavis@oxfordcounty.ca](mailto:rdavis@oxfordcounty.ca)>; Melissa Abercrombie <[mabercrombie@oxfordcounty.ca](mailto:mabercrombie@oxfordcounty.ca)>; Frank Gross <[fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca)>; Shawn Vanacker <[svanacker@oxfordcounty.ca](mailto: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](mailto: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 14<sup>th</sup>** 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](http://WWW.OXFORDCOUNTY.CA) [[can01.safelinks.protection.outlook.com](mailto: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.

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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**

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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](mailto: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](http://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](http://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)**

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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](mailto:Erick.Boyd@ontario.ca)>  
**Sent:** Friday, April 29, 2022 1:11 PM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** April 29, 2022 1:10 PM  
**To:** Boyd, Erick (MMAH) <[Erick.Boyd@ontario.ca](mailto:Erick.Boyd@ontario.ca)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com);  
Grant, Kay (MMAH) <[Kay.Grant@ontario.ca](mailto: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](mailto:Erick.Boyd@ontario.ca)>  
**Sent:** Friday, April 29, 2022 12:57 PM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Grant, Kay (MMAH) <[Kay.Grant@ontario.ca](mailto: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](mailto:Erick.Boyd@ontario.ca)

*Please consider the environment before printing this email.*

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** April 29, 2022 12:36 PM  
**To:** Boyd, Erick (MMAH) <[Erick.Boyd@ontario.ca](mailto:Erick.Boyd@ontario.ca)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)  
**Subject:** 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.**

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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)  
M: 226-989-6532  
[Parsons \[can01.safelinks.protection.outlook.com\]](mailto:can01.safelinks.protection.outlook.com) [[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)] / [LinkedIn](#)



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

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**From:** FPP.CA / PPP.CA (DFO/MPO) <[fisheriesprotection@dfo-mpo.gc.ca](mailto:fisheriesprotection@dfo-mpo.gc.ca)>  
**Sent:** Friday, April 29, 2022 1:01 PM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto: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](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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](mailto: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](mailto: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](mailto:Monika.Filiks@parsons.com) <[Monika.Filiks@parsons.com](mailto:Monika.Filiks@parsons.com)>

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

**To:** Karla Avis-Birch <[Karla.Avis-Birch@metrolinx.com](mailto: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](mailto:monika.filiks@parsons.com). [Learn why this is important \[aka.ms\]](#)

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[Karla.Avis-Birch@metrolinx.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

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

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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](mailto:Monika.Filiks@parsons.com)

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

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**From:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** Thursday, May 19, 2022 2:28 PM  
**To:** Filiks, Monika [NN-CA] <[Monika.Filiks@parsons.com](mailto:Monika.Filiks@parsons.com)>  
**Cc:** Chan, Salina [NN-CA] <[Salina.Chan@parsons.com](mailto: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](mailto:ahumphries@cityofwoodstock.ca)>  
**Sent:** Tuesday, May 3, 2022 8:42 PM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Harold deHaan <[hdehaan@cityofwoodstock.ca](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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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## Alden, Marianne [NN-CA]

---

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

---

**From:** Amy Humphries <[ahumphries@cityofwoodstock.ca](mailto:ahumphries@cityofwoodstock.ca)>

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

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

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

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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 policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County ([rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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:** [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](mailto: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](mailto: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](mailto: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

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

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**From:** Web Feedback / Commentaires Web <[WEBFeedback-Commentairesweb@tc.gc.ca](mailto:WEBFeedback-Commentairesweb@tc.gc.ca)>  
**Sent:** Friday, April 29, 2022 12:56 PM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto: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](#)

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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

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**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](http://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](mailto:adam_sheldon@tcenergy.com)>  
**Sent:** Monday, May 16, 2022 10:52 AM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Nelson Mendes <[nelson\\_mendes@tcenergy.com](mailto:nelson_mendes@tcenergy.com)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](http://TCEnergy.com)

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

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

**To:** Adam Sheldon <[adam\\_sheldon@tcenergy.com](mailto:adam_sheldon@tcenergy.com)>

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](mailto: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	<a href="mailto:creyes@tillsonburg.ca">creyes@tillsonburg.ca</a>	4400
Shayne Reitsma	Manager of Engineering	<a href="mailto:sreitsma@tillsonburg.ca">sreitsma@tillsonburg.ca</a>	4410
David Drobitch	Manager of Parks and Facilities	<a href="mailto:ddrobitch@tillsonburg.ca">ddrobitch@tillsonburg.ca</a>	4271
Ashley Taylor	Transit Coordinator	<a href="mailto:ataylor@tillsonburg.ca">ataylor@tillsonburg.ca</a>	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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**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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** April 29, 2022 12:44 PM  
**To:** Kyle Pratt <kpratt@tillsonburg.ca>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](http://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](mailto: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](http://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](http://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](mailto:Mark.Badali1@ontario.ca)>  
**Sent:** Friday, May 27, 2022 3:28 PM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Cc:** Adrien, Pierre (MECP) <[Pierre.Adrien@ontario.ca](mailto: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](mailto: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](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

**Sent:** April 29, 2022 12:40 PM

**To:** Sasso, Jasmin (MECP) <[Jasmin.Sasso@ontario.ca](mailto:Jasmin.Sasso@ontario.ca)>

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)

**Subject:** 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.**

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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](#)

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

'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!

***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).

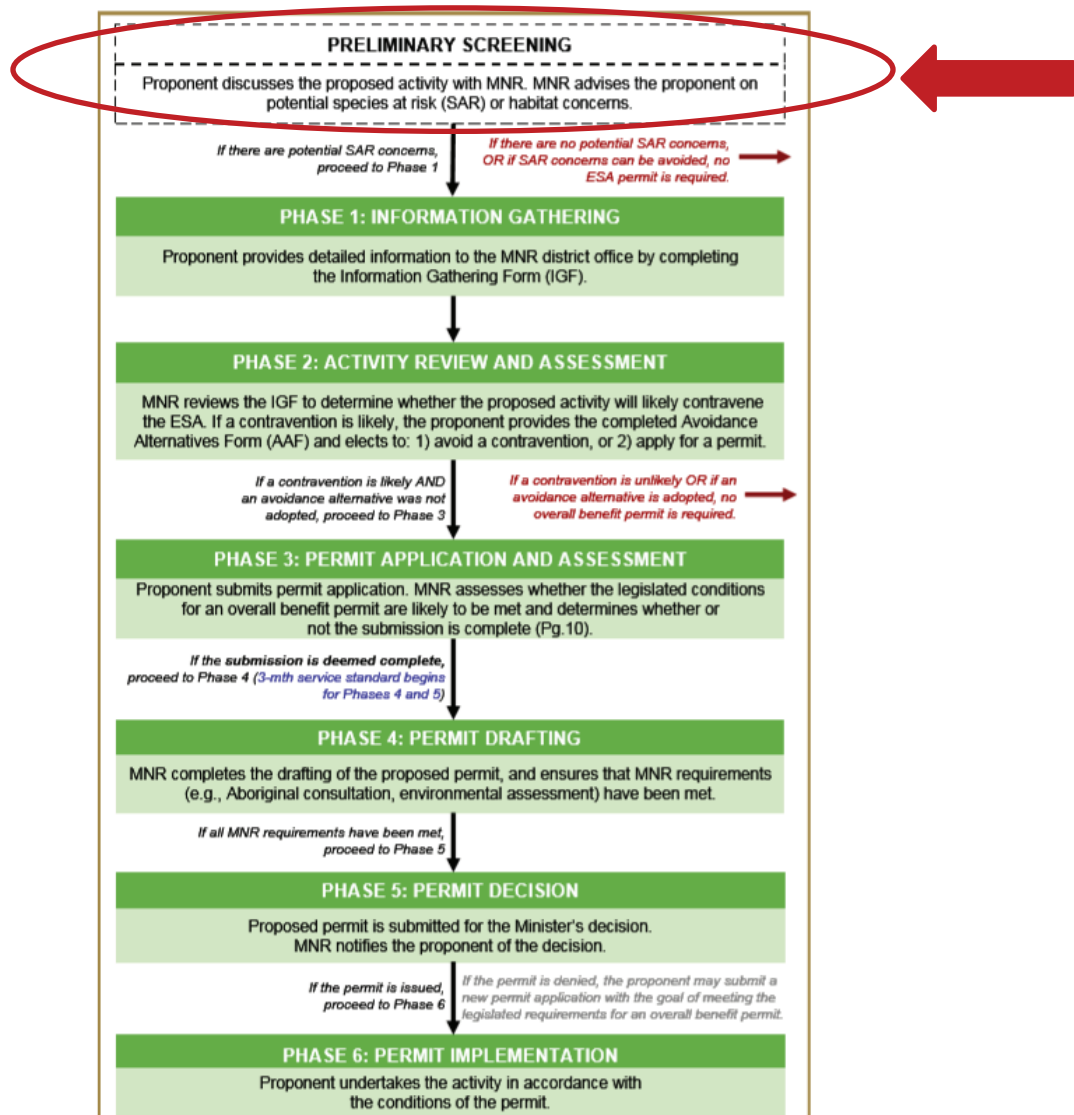
**To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.**

### 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](mailto: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](mailto: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](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*

1<sup>st</sup> Floor  
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](mailto:eanotification.cregion@ontario.ca)

Eastern Region – [eanotification.eregion@ontario.ca](mailto:eanotification.eregion@ontario.ca)

Northern Region – [eanotification.nregion@ontario.ca](mailto:eanotification.nregion@ontario.ca)

South West Region – [eanotification.swregion@ontario.ca](mailto:eanotification.swregion@ontario.ca)

West Central Region – [eanotification.wcregion@ontario.ca](mailto: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

<b>Column A</b>	<b>Column E</b>	<b>Column F</b>
<b>Streamline EA Process</b>	<b>Project Schedule</b>	<b>Project Type</b>
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

<b>Column A</b>	<b>Column E</b>	<b>Column F</b>
<b>Streamline EA Process</b>	<b>Project Schedule</b>	<b>Project Type</b>
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



<b>Column A</b>	<b>Column E</b>	<b>Column F</b>
<b>Streamline EA Process</b>	<b>Project Schedule</b>	<b>Project Type</b>
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  
environnementales

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto ON M4V 1P5  
**Tel.:** 416 314-8001  
**Fax.:** 416 314-8452

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
**Tél. :** 416 314-8001  
**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](http://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.

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**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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:eanotification.swregion@ontario.ca)  
**Cc:** [Mark.Badali1@ontario.ca](mailto: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](mailto: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

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**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](http://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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** Wednesday, June 1, 2022 4:26 PM  
**To:** Elbe, Brian <[brian.elbe@bell.ca](mailto:brian.elbe@bell.ca)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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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**External Email:** Please use caution when opening links and attachments / **Courriel externe:** Soyez prudent avec les liens et



*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](mailto:bkissner@grandriver.ca)>  
**Sent:** Thursday, June 2, 2022 3:42 PM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** [rvink@oxfordcounty.ca](#); [McGill, John \[NN-CA\]](#) <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; [Grieve, John \[NN-CA\]](#) <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; [Fred Natolochny](#) <[fnatolochny@grandriver.ca](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

**Sent:** June 1, 2022 4:38 PM

**To:** Samantha Lawson <[slawson@grandriver.ca](mailto:slawson@grandriver.ca)>

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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 policies to address them. Please reach out to Ryan Vink, Project Manager, Oxford County ([rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

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

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

Please see the attached for Hydro One's Response.

Hydro One Networks Inc

[SecondaryLandUse@HydroOne.com](mailto: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.

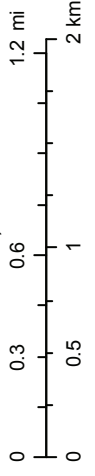
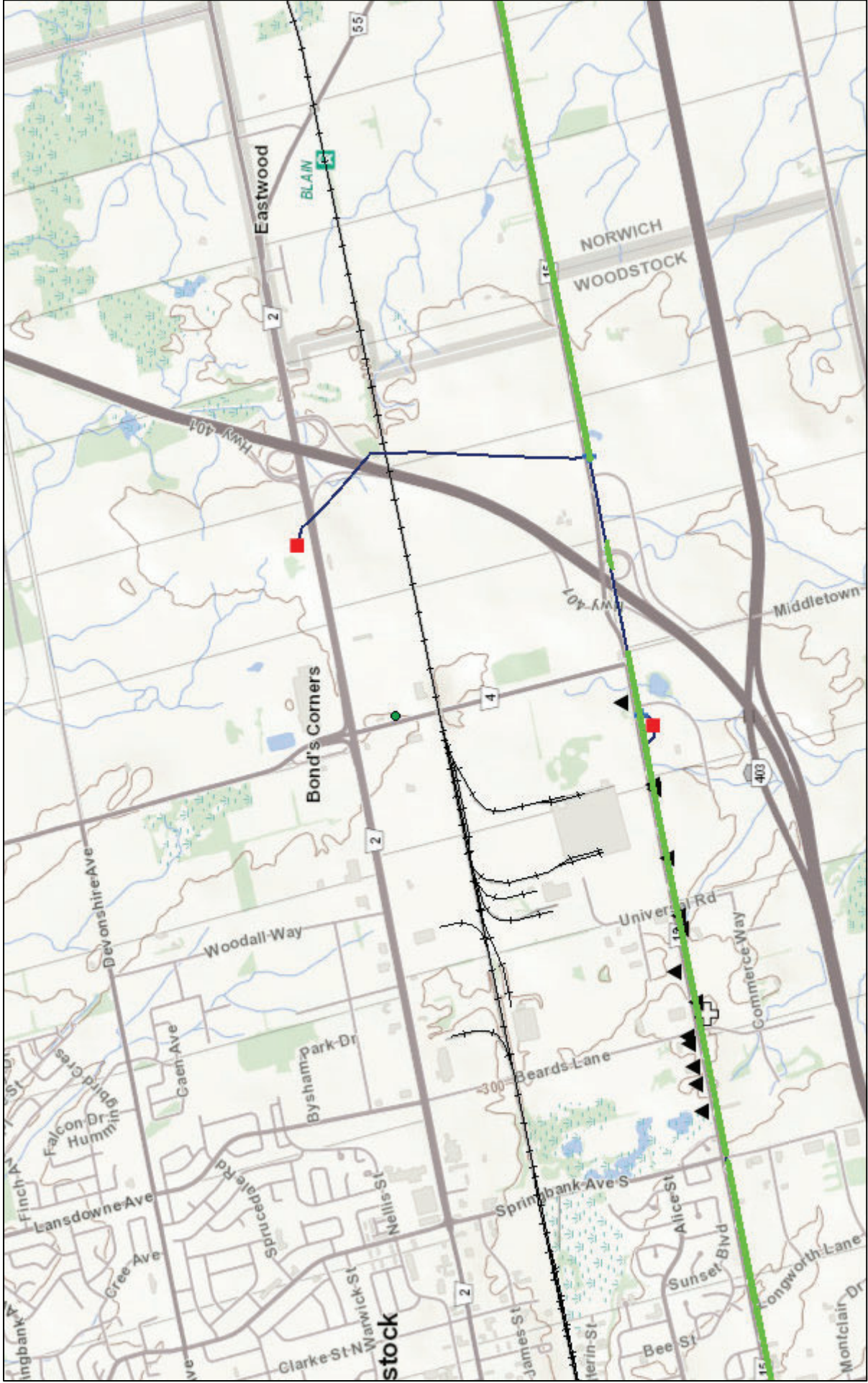
Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

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](mailto:secondarylanduse@hydroone.com)

Sent on behalf of,

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





**From:** [Ryan Vink](#)  
**To:** [Sam.Short@ontario.ca](mailto: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](#)

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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](http://www.oxfordcounty.ca) [[OXFORDCOUNTY.CA](#)] | T 519.539.9800 EXT 3023 | C 519.535.8471

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

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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](http://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 Resource 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](mailto: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](mailto: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 polices to address them. Please reach out to Ryan Vink, Project Manager, Oxford County ([rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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

---

Good Morning,

Please send all EA notifications and information over to [Proximity@cn.ca](mailto: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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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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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:** [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](mailto: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](mailto:acook@woodstockhospital.ca)>  
**Sent:** April 29, 2022 1:28 PM  
**To:** Perry Lang <[plang@woodstockhospital.ca](mailto: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](mailto:acook@woodstockhospital.ca)



Woodstock Hospital  
FOUNDATION

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

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

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

**To:** Info <[info@woodstockhospital.ca](mailto:info@woodstockhospital.ca)>

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](mailto: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](#)

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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](mailto:nadia.facca@tdmh.on.ca)) and Mike Bastow, Chief Operating Officer and VP Finance ([mike.bastow@tdmh.on.ca](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** June 1, 2022 4:37 PM  
**To:** Nadia Facca <[Nadia.Facca@tdmh.on.ca](mailto:Nadia.Facca@tdmh.on.ca)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

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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](mailto: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](mailto: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](mailto:bjonker@woodstockpolice.ca) or Chief Wilkinson at [rwilkinson@woodstockpolice.ca](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Thursday, September 8, 2022 2:58 PM  
**To:** Hodgins, Allan (MTO) <[Allan.Hodgins@ontario.ca](mailto:Allan.Hodgins@ontario.ca)>; Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Leyten, Martin (MTO) <[Martin.Leyten@ontario.ca](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://OXFORDCOUNTY.CA)] | T 519.539.9800 EXT 3023 | C 519.535.8471

**From:** Hodgins, Allan (MTO) <[Allan.Hodgins@ontario.ca](mailto:Allan.Hodgins@ontario.ca)>  
**Sent:** September 8, 2022 8:50 AM  
**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com); Leyten, Martin (MTO) <[Martin.Leyten@ontario.ca](mailto: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](mailto:allan.hodgins@ontario.ca) [[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)]



The Ministry of Transportation of Ontario

West Operations Branch | Corridor Management Section, West

1<sup>st</sup> Floor | 659 Exeter Road, London, Ontario, N6E 1L3

For General Inquiries, Pre-consultations or Permit Application, please see our automated system:

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

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

**Sent:** September 7, 2022 4:10 PM

**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

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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](mailto:allan.hodgins@ontario.ca) [[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)]



The Ministry of Transportation of Ontario  
West Operations Branch | Corridor Management Section, West  
1<sup>st</sup> Floor | 659 Exeter Road, London, Ontario, N6E 1L3  
For General Inquiries, Pre-consultations or Permit Application, please see our automated system:  
<https://www.hcms.mto.gov.on.ca> [[hcms.mto.gov.on.ca](https://www.hcms.mto.gov.on.ca)]

---

**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** September 8, 2022 2:58 PM  
**To:** Hodgins, Allan (MTO) <[Allan.Hodgins@ontario.ca](mailto:Allan.Hodgins@ontario.ca)>; Marianne.Alden@parsons.com  
**Cc:** John.McGill@parsons.com; John.Grieve@parsons.com; Leyten, Martin (MTO) <[Martin.Leyten@ontario.ca](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[CAN01.SAFELINKS.PROTECTION.OUTLOOK.COM](mailto:CAN01.SAFELINKS.PROTECTION.OUTLOOK.COM)] | T 519.539.9800 EXT 3023 | C 519.535.8471

**From:** Hodgins, Allan (MTO) <[Allan.Hodgins@ontario.ca](mailto:Allan.Hodgins@ontario.ca)>  
**Sent:** September 8, 2022 8:50 AM  
**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.McGill@parsons.com](mailto:John.McGill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com);  
Leyten, Martin (MTO) <[Martin.Leyten@ontario.ca](mailto: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](mailto:allan.hodgins@ontario.ca) [[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)]



The Ministry of Transportation of Ontario

West Operations Branch | Corridor Management Section, West

1<sup>st</sup> Floor | 659 Exeter Road, London, Ontario, N6E 1L3

For General Inquiries, Pre-consultations or Permit Application, please see our automated system:

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

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

**Sent:** September 7, 2022 4:10 PM

**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

[Parsons](https://www.parsons.com) [[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)] / [LinkedIn](#)

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

[[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)] / [Instagram](#) [[can01.safelinks.protection.outlook.com](mailto:can01.safelinks.protection.outlook.com)]





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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](https://speakup.oxfordcounty.ca)] after the virtual PCC1 on September 27<sup>th</sup>.

Thanks,

**Ryan Vink, P.Eng. | Project Engineer, Public Works**  
OXFORD COUNTY | 21 Reeve St., PO Box 1614, Woodstock, ON, N4S 7Y3  
[WWW.OXFORDCOUNTY.CA](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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](mailto: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](mailto:rvink@oxfordcounty.ca))  
**John McGill** – (via e-mail: [john.mcgill@parsons.com](mailto: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](mailto: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](#)

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Good afternoon Ben,

Thanks for reaching out and apologies for our delayed response. Our first PCC was held virtually on September 27<sup>th</sup>, 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](http://WWW.OXFORDCOUNTY.CA) [\[OXFORDCOUNTY.CA\]](http://OXFORDCOUNTY.CA) | T 519.539.9800 EXT 3023 |

**From:** Ben Kissner <[bkissner@grandriver.ca](mailto:bkissner@grandriver.ca)>  
**Sent:** September 21, 2022 1:37 PM  
**To:** Marianne.Alden@parsons.com  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto: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](http://www.grandriver.ca) [\[grandriver.ca\]](http://grandriver.ca) | [Connect with us on social \[grandriver.ca\]](#)

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

**Sent:** September 7, 2022 4:10 PM

**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)

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

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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

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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](http://www.oxfordcounty.ca) [[oxfordcounty.ca](http://oxfordcounty.ca)] | T 519.539.9800 EXT 3023 | C 519.535.8471

---

**From:** Phil Schaefer <[pschaefer@ezt.ca](mailto:pschaefer@ezt.ca)>  
**Sent:** October 3, 2022 8:00 PM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto: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](mailto:pschaefer@ezt.ca)  
[www.ezt.ca](http://www.ezt.ca) [[ezt.ca](http://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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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](mailto:rorton@oxfordcounty.ca)>

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

**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto: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](mailto: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](mailto: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](mailto:hdehaan@cityofwoodstock.ca)>  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

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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](mailto:dsimpson@oxfordcounty.ca)>

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

Subject: Ingersoll comments regarding 2024 TMP

To: Brian Petrie <[bpetrie@ingersoll.ca](mailto:bpetrie@ingersoll.ca)>

Cc: Ryan Vink <[rvink@oxfordcounty.ca](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://OXFORDCOUNTY.CA)] | T 519.539.9800 / 1-800-755-0394, ext 3100



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**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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://OXFORDCOUNTY.CA)] | T 519.539.9800 EXT 3023 | C 519.535.8471

**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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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](mailto:dsimpson@oxfordcounty.ca)>

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

Subject: Ingersoll comments regarding 2024 TMP

To: Brian Petrie <[bpetrie@ingersoll.ca](mailto:bpetrie@ingersoll.ca)>

Cc: Ryan Vink <[rvink@oxfordcounty.ca](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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:** [Grieve, John \[NN-CA\]](#)  
**To:** [jkeillor@voyageurtransportation.ca](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)) or John Grieve, Project Manager, Parsons ([john.grieve@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)  
M: 226-989-6532  
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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**From:** [Grieve, John \[NN-CA\]](#)  
**To:** [debra\\_rasinger@viarail.ca](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)) or John Grieve, Project Manager, Parsons

([john.grieve@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)  
M: 226-989-6532  
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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](#)

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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](mailto:john.grieve@parsons.com)

Mobile: +1 289.404.5363

---

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

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

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

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John Grieve, Project Manager, Parsons ([john.grieve@parsons.com](mailto: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](mailto:marianne.alden@parsons.com)

M: 226-989-6532

[Parsons \[can01.safelinks.protection.outlook.com\]](https://www.linkedin.com/company/can01-safelinks-protection-outlook-com/) / [LinkedIn](#)

[\[can01.safelinks.protection.outlook.com\]](https://www.twitter.com/can01-safelinks-protection-outlook-com/) / [Twitter \[can01.safelinks.protection.outlook.com\]](#) / [Facebook](#)

[\[can01.safelinks.protection.outlook.com\]](https://www.instagram.com/can01-safelinks-protection-outlook-com/) / [Instagram \[can01.safelinks.protection.outlook.com\]](#)



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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](mailto: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

C: (519) 688-4599

E: [curtis.tighe@ingersoll.ca](mailto:curtis.tighe@ingersoll.ca)



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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]	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] 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]	n/a	Add to contact list
May 3, 2022	[Redacted]	(Attachment sent. On file) 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
			<p>information about this study can be found at the following link: <a href="https://speakup.oxfordcounty.ca/2024tmp">https://speakup.oxfordcounty.ca/2024tmp</a>. 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).</p>	
June 2, 2022	[Redacted]	<p>Please update the contact info to myself [Redacted] as the [Redacted] Please see below for the info.</p>	<p>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]</p>	<p>Add [Redacted] to contact list</p>
June 2, 2022	[Redacted]	<p>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</p>	<p>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: <a href="https://speakup.oxfordcounty.ca/2024tmp">https://speakup.oxfordcounty.ca/2024tmp</a>.</p>	<p>n/a</p>
June 23, 2022	[Redacted]	<p>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.</p>	<p>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.</p>	<p>Add Dave Vink [Redacted] to contact list</p>
September 8, 2022	[Redacted]	<p>I have forwarded your email through to [Redacted] and [Redacted]. They are the owners of the company.</p>	<p>On September 8, 2022, Marianne Alden responds: Thanks. We will add them to the mailing list. Do you wish to remain on the list?</p>	<p>Add [Redacted] and [Redacted] to contact list</p>
September 8, 2022	[Redacted]	<p>Please remove me if possible.</p>		<p>Remove [Redacted] from contact list</p>
September 12, 2022	[Redacted]	<p>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</p>	<p>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.</p>	<p>n/a</p>
September 12, 2022	[Redacted]	<p>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.</p>		<p>Add [Redacted] to contact list.</p>
September 15, 2022	[Redacted]	<p>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.</p>	<p>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: <a href="https://uridefense.com/v3/">https://uridefense.com/v3/</a> <a href="https://speakup.oxfordcounty.ca/2024">https://speakup.oxfordcounty.ca/2024</a></p>	<p>Add [Redacted] to contact list</p>

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
September 27, 2022	[REDACTED]	<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><a href="mailto:tmp...!JmFAdMAm10xkIEE9UpISDWG6EJ-4V_ZD-PM333UvZAKNGA-6PmDEvZiv15V-wm6R0tVIL_L19YNv4foYBbFAmVWmHB9ea1Qg5j1\$">tmp...!JmFAdMAm10xkIEE9UpISDWG6EJ-4V_ZD-PM333UvZAKNGA-6PmDEvZiv15V-wm6R0tVIL_L19YNv4foYBbFAmVWmHB9ea1Qg5j1\$</a> 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.</p> <p>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> <p>n/a</p>	<p>Add [REDACTED] to contact list</p>
September 28, 2022	[REDACTED]	<p>I forgot to make a comment related to indigenous trails. Since a probable indigenous tree trail marker was found in Tilsonburg 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><a href="https://www.norfolkandtilsonburgnews.com/opinion/columnists/beechev-trail-trees-were-roads-of-the-past/wcm/0f564ebf-5802-431d-a77d-271c106e577d/amp?fbclid=IwAR3qZ8cMv9YrxwXNt831NjD9cc-MXh8xrpab00CDrkosMfM54NPYfo">https://www.norfolkandtilsonburgnews.com/opinion/columnists/beechev-trail-trees-were-roads-of-the-past/wcm/0f564ebf-5802-431d-a77d-271c106e577d/amp?fbclid=IwAR3qZ8cMv9YrxwXNt831NjD9cc-MXh8xrpab00CDrkosMfM54NPYfo</a></p> <p><a href="https://norfolkandtilsonburgnews.com">[norfolkandtilsonburgnews.com]</a></p> <p><a href="https://speakup.oxfordcountv.ca/2024tmp/maps/places/speakup.oxfordcountv.ca">https://speakup.oxfordcountv.ca/2024tmp/maps/places/speakup.oxfordcountv.ca</a></p>	<p>On September 29 ,2022, John McGill responds:</p> <p>[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.</p> <p>Very much appreciate this info. Very useful</p>	



Comment Date	Contact Name	Comment Summary	Response	Actionable Items
September 29, 2022	[REDACTED]	<p>Several months ago I suggested to the mayors of SWOX, EZT and Zorra that they consider lobbying for a new GO station at 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>	<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>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] – <a href="#">Advocating for Sustainable Public and Freight Transportation</a> and [REDACTED] – <a href="#">Canada's Leading Citizen Transportation advocacy group</a>. [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 October 4, 2022, Ryan Vink responds:</p> <p>Thanks for reaching out and your interest in providing this information to our 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 <a href="https://uridefense.com/v3/">https://uridefense.com/v3/</a> – <a href="https://speakup.oxfordcounty.ca/2024-tmp-!INFAmAnOvKIHI8e2Baw_8AnUOvKEda-qm-!mQ4GmP80bbkxIS6pc405sRvWauky5bt4k52nu7uEMPY08D7lcXlPK6GUZ5">https://speakup.oxfordcounty.ca/2024-tmp-!INFAmAnOvKIHI8e2Baw_8AnUOvKEda-qm-!mQ4GmP80bbkxIS6pc405sRvWauky5bt4k52nu7uEMPY08D7lcXlPK6GUZ5</a>) 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
October 16, 2022	[Redacted]	<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. 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. 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>	n/a
October 27, 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. Best wishes, [Redacted]</p> <p><a href="https://www.blogto.com/city/2022/10/toronto-area-transit-network-could-look-2040/">https://www.blogto.com/city/2022/10/toronto-area-transit-network-could-look-2040/</a> [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>On October 27, 2022, John McGill responds: [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. [Redacted]</p>	<p>On October 27, 2022, John McGill responds: 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: [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"> <li>1. Roundabouts article....we will be developing a policy for OC on roundabouts. This article is useful.</li> <li>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.</li> <li>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.</li> </ol> <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
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 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.</p> <p>Best wishes, [Redacted]</p>	<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 22, 2022	[Redacted]	<p>Hi Ryan - I just watched your presentation - Good job</p> <p>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.</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 [Redacted]</p>	<p>On November 28, 2022, Ryan Vink responds:</p> <p>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><b>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.</b></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. <b>Please confirm receipt of this request by return email.</b></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
December 1, 2022	[Redacted]	Thanks and regards	Thanks again,	
January 5, 2023	[Redacted]	Thanks and regards	<p>On January 5, 2023 David Simpson responds:</p> <p>Hi [Redacted]</p> <p>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:</p> <p>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: <a href="https://speakup.oxfordcounty.ca/2024tmp">https://speakup.oxfordcounty.ca/2024tmp</a> <a href="https://speakup.oxfordcounty.ca/">https://speakup.oxfordcounty.ca/</a></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, Mariame!		n/a

Comment Date	Contact Name	Comment Summary	Response	Actionable Items
March 27, 2023	[Redacted]	<p>Best regards,</p> <p>Hi Ryan,</p> <p>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?</p> <p>If so, can you provide me information on those plans?</p> <p>Thank you.</p> <p>Regards,</p> <p>[Redacted]</p>	<p>On March 28, 2023 Ryan Vink responds:</p> <p>Good morning [Redacted]</p> <p>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.</p> <p>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.</p> <p>Please let me know if you have any other questions or concerns.</p> <p>Thanks,</p>	n/a
April 13, 2023	[Redacted]	<p>Good morning Marianne,</p> <p>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.</p> <p>Thanks,</p>		
June 8, 2023	[Redacted]	<p>Forwarded from Phil Schaefer (Mayor of Township of East Zorra-Tavistock) on June 9, 2023:</p> <p>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]</p>	<p>On June 12, 2023, David Simpson Responds:</p> <p>Hi [Redacted]</p> <p>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.</p> <p>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</p>	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 <a href="https://urldefense.com/v3/https://speakup.oxfordcounty.ca/2024tmp...!1NFAQIMAnIDvkiBz5usa2YCK1WHB0UJUb_ar0S_UwP8661fPzShvcM_km9VxiQznI5RS-O97aDQXmir145s_TPIKR7IPqandE5o6tm\$">https://urldefense.com/v3/https://speakup.oxfordcounty.ca/2024tmp...!1NFAQIMAnIDvkiBz5usa2YCK1WHB0UJUb_ar0S_UwP8661fPzShvcM_km9VxiQznI5RS-O97aDQXmir145s_TPIKR7IPqandE5o6tm\$</a>. 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 David</p> <p>On August 2, 2023, Don Macleod (<a href="mailto:dmacleod@zorra.ca">dmacleod@zorra.ca</a>) 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</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>		

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  <span style="background-color: black; color: black;">[REDACTED]</span></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 (<a href="mailto:mrivan@zorra.ca">mrivan@zorra.ca</a>) 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 for any changes.</p> <p>Here is a link to the Master Transportation Plan where there is an opportunity for input:  <a href="https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx">https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx</a> <a href="https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx">https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx</a></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 <span style="background-color: black; color: black;">[REDACTED]</span></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"> <li>Collection of speed data (24hr/day)</li> <li>Review of existing traffic conditions (collision history, volume, intersection turning movements)</li> <li>Review of existing driving environment and geometric road design</li> <li>Assessment of posted speed using Transportation Association of Canada (TAC) guidelines</li> </ul>	

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. <b>The safety review through Brooksdale will be scheduled with several other study areas to be completed in 2024.</b></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: <a href="https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx">https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx</a>. 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	<p>██████████</p>	<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 ██████████ 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 (Embro, 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 (<a href="mailto:mryan@zorra.ca">mryan@zorra.ca</a>) 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 Transportation Plan where there is an opportunity for input: <a href="https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx">https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx</a></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 6/37<sup>th</sup> 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"> <li>- Collection of speed data (24hr/day)</li> <li>- Review of existing traffic conditions (collision history, volume, intersection turning movements)</li> <li>- Review of existing driving environment and geometric road design</li> <li>- Assessment of posted speed using Transportation Association of Canada (TAC) guidelines</li> <li>- Review of study findings with Area Municipality (Zorra Twp) representatives and Police (OPP)</li> <li>- Presentation to Zorra Twp Council</li> <li>- Public notification of draft recommendations (mailout to Residents within study area)</li> <li>- Recommendations presented to Oxford County Council for adoption</li> </ul> <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: <a href="https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx">https://www.oxfordcounty.ca/en/news/2024-oxford-county-transportation-master-plan.aspx</a> [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>	

**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](mailto: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](#)

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**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Wednesday, October 26, 2022 9:21 AM  
**To:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Cc:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://OXFORDCOUNTY.CA)] | T 519.539.9800 EXT 3023 |

**From:** [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com) <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Sent:** October 26, 2022 8:25 AM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Cc:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.Grieve@parsons.com](mailto: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, RSP<sub>1</sub>~~  
Senior Program Director, Mobility Solutions



[john.mcgill@parsons.com](mailto:john.mcgill@parsons.com)

Mobile: +1 905 330 9569

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



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**From:** [REDACTED]

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

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

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**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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

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



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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](mailto:John.Mcgill@parsons.com) <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Sent:** Thursday, October 27, 2022 10:50 AM  
**To:** [REDACTED]  
**Cc:** 'Ryan Vink' <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com);  
[Marianne.Alden@parsons.com](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto:john.mcgill@parsons.com)  
Mobile: +1 905 330 9569  
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---

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

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**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](mailto:John.Mcgill@parsons.com) <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Sent:** Thursday, September 29, 2022 7:53 AM  
**To:** [REDACTED]  
**Cc:** [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com); [Marianne.Alden@parsons.com](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca); McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto: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](https://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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions  
[john.mcgill@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca); McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto: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](https://ontario.transportaction.ca)]

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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](#)

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**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](mailto:John.Mcgill@parsons.com) <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Sent:** Monday, November 7, 2022 9:38 AM  
**To:** [REDACTED]  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.Grieve@parsons.com](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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:** [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](mailto:rvink@oxfordcounty.ca)>  
**Cc:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)>  
**Sent:** December 1, 2022 1:24 PM  
**To:** [REDACTED]  
**Cc:** [Marianne.Alden@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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](mailto:rvink@oxfordcounty.ca)>  
**Cc:** 'External link' <[john.mcgill@parsons.com](mailto: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](#)

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John McGill, P.Eng., PTOE, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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-MXd8rxpaB00CDrkosMtFMS4NPYfo\[norfolkandtillsonburgnews.com\]](https://www.norfolkandtillsonburgnews.com/opinion/columnists/beehey-trail-trees-were-roads-of-the-past/wcm/0f564ebf-5802-431d-a77d-77fc106e577d/amp/?fbclid=IwAR3q28cMyt9XYrxwIXNr83tN1D9cc-MXd8rxpaB00CDrkosMtFMS4NPYfo[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 6/37<sup>th</sup> 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](http://WWW.OXFORDCOUNTY.CA) [OXFORDCOUNTY.CA] | T 519.539.9800 EXT 3023 | C 519.535.8471

**From:** Marcus Ryan <[mryan@zorra.ca](mailto:mryan@zorra.ca)>

**Sent:** August 7, 2023 3:52 PM

**To:** [REDACTED]

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [john.grieve@parsons.com](mailto:john.grieve@parsons.com); Don Macleod <[dmacleod@zorra.ca](mailto:dmacleod@zorra.ca)>; Crystal Finch <[cfinch@zorra.ca](mailto:cfinch@zorra.ca)>; Steve Oliver <[soliver@zorra.ca](mailto:soliver@zorra.ca)>; Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [john.grieve@parsons.com](mailto: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](http://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](mailto:brommersmad@tremcar.com)> wrote:

Good morning,

I am writing this email to bring attention to the intersection of 37<sup>th</sup> 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

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**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Tuesday, March 28, 2023 11:07 AM  
**To:** [REDACTED]  
**Cc:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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](mailto: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:** [Engine 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\\_!!NFAdMANl0yk!B25usa2YCK1WHB0UUUb\\_aR0SUwP8661fPzjShvcM\\_km9VxiQZnl5RS-](https://urldefense.com/v3/___https://speakup.oxfordcounty.ca/2024tmp_!!NFAdMANl0yk!B25usa2YCK1WHB0UUUb_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](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

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

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$)

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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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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](mailto: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](mailto: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-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxPKG6U2\\$](https://urldefense.com/v3/https://speakup.oxfordcounty.ca/2024tmp_!!NFAdMAnI0yk!HJ8eg2Bdw_8AhtUOvKEda-qm-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxPKG6U2$)) 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-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxkQK8nsBS](https://urldefense.com/v3/http://WWW.OXFORDCOUNTY.CA_!!NFAdMAnI0yk!HJ8eg2Bdw_8AhtUOvKEda-qm-mq4GmpR0bkbJxIS6pc40SsRvWaujkuYsbsttx4k52nu7uEMPYQ8D7RcxkQK8nsBS) | 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](mailto: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](#)

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**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Friday, January 6, 2023 10:39 AM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Frank Gross <[fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca)>; Shawn Vanacker <[svanacker@oxfordcounty.ca](mailto: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](http://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](mailto:fgross@oxfordcounty.ca)>; Shawn Vanacker <[svanacker@oxfordcounty.ca](mailto:svanacker@oxfordcounty.ca)>; Laura Hamulecki <[lhamulecki@oxfordcounty.ca](mailto:lhamulecki@oxfordcounty.ca)>; Randie Wright <[rwright@oxfordcounty.ca](mailto:rwright@oxfordcounty.ca)>; David Simpson <[dsimpson@oxfordcounty.ca](mailto: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](https://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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[WWW.OXFORDCOUNTY.CA](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](#)] | T 519.539.9800 EXT 3023 | C 519.535.8471

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**From:** David Simpson <[dsimpson@oxfordcounty.ca](mailto:dsimpson@oxfordcounty.ca)>  
**Sent:** January 5, 2023 6:36 PM  
**To:** [REDACTED]  
**Cc:** Frank Gross <[fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca)>; Shawn Vanacker <[svanacker@oxfordcounty.ca](mailto:svanacker@oxfordcounty.ca)>; Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; Laura Hamulecki <[lhamulecki@oxfordcounty.ca](mailto:lhamulecki@oxfordcounty.ca)>; Randie Wright



<[rwright@oxfordcounty.ca](mailto: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

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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

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**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Monday, April 11, 2022 3:50 PM  
**To:** Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Shawn Vanacker <[svanacker@oxfordcounty.ca](mailto: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](http://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](#)

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**From:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>  
**Sent:** Tuesday, April 5, 2022 10:06 AM  
**To:** [REDACTED] [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)  
**Cc:** [REDACTED] Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)  
**Cc:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)  
**Cc:** [john.mcgill@parsons.com](mailto: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](mailto:John.Mcgill@parsons.com)>

**Sent:** Tuesday, April 5, 2022 10:12 AM

**To:** [REDACTED] [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)

**Cc:** [REDACTED]  
[REDACTED]

Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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 5:05 PM

**To:** [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)

**Cc:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto: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] [\[can01.safelinks.protection.outlook.com\]](mailto:[REDACTED]@can01.safelinks.protection.outlook.com)

[www.weloveyouconnie.com](http://www.weloveyouconnie.com) [\[can01.safelinks.protection.outlook.com\]](mailto:[REDACTED]@can01.safelinks.protection.outlook.com)

You may withdraw your consent to continue receiving emails at any time by replying to

[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](mailto:rvink@oxfordcounty.ca)>  
Sent: Monday, September 12, 2022 12:31 PM  
To: Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; McGill, John [NN-CA] <[John.McGill@parsons.com](mailto:John.McGill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>  
Cc: Frank Gross <[fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca)>; Shawn Vanacker <[svanacker@oxfordcounty.ca](mailto:svanacker@oxfordcounty.ca)>; Melissa Abercrombie <[mabercrombie@oxfordcounty.ca](mailto: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-](https://urldefense.com/v3/__http://WWW.OXFORDCOUNTY.CA__;!!NFAdMAnI0yk!EMXd-gObKb5Q7Ry-)

---

[k\\_TdnPrkvqwiYmSpeVLmsuDOqtwz0-495E1eSjj1UvDF0SH7VZXBi-yzYWOiJG9ohB9IRutz\\$](mailto:k_TdnPrkvqwiYmSpeVLmsuDOqtwz0-495E1eSjj1UvDF0SH7VZXBi-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](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** September 8, 2022 10:20 AM  
**To:** [REDACTED]  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** September 8, 2022 9:44 AM  
**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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:** [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]

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

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[REDACTED]

---

**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** Monday, March 6, 2023 10:05 AM  
**To:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)  
**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John Grieve, Project Manager, Parsons ([john.grieve@parsons.com](mailto: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](mailto: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](mailto:Marianne.Alden@parsons.com)>  
**Cc:** [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca); McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** June 2, 2022 11:33 AM  
**To:** [REDACTED]  
**Cc:** [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca); [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:Marianne.Alden@parsons.com)>  
**Cc:** [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca); McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca); McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](mailto:Marianne.Alden@parsons.com)>  
**Cc:** [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca); McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)>

**Sent:** Thursday, August 17, 2023 9:37 AM

**To:** [REDACTED]

**Cc:** Marcus Ryan <[mryan@zorra.ca](mailto:mryan@zorra.ca)>; Crystal Finch <[cfinch@zorra.ca](mailto:cfinch@zorra.ca)>; Steve Oliver <[soliver@zorra.ca](mailto:soliver@zorra.ca)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Frank Gross <[fgross@oxfordcounty.ca](mailto: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 6/37<sup>th</sup> 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](http://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](mailto:mryan@zorra.ca)>

**Sent:** August 3, 2023 8:38 AM

**To:** [REDACTED]

**Cc:** Crystal Finch <[cfinch@zorra.ca](mailto:cfinch@zorra.ca)>; Steve Oliver <[soliver@zorra.ca](mailto:soliver@zorra.ca)>; Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [john.grieve@parsons.com](mailto: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](http://www.zorra.ca) [[zorra.ca](http://www.zorra.ca)]

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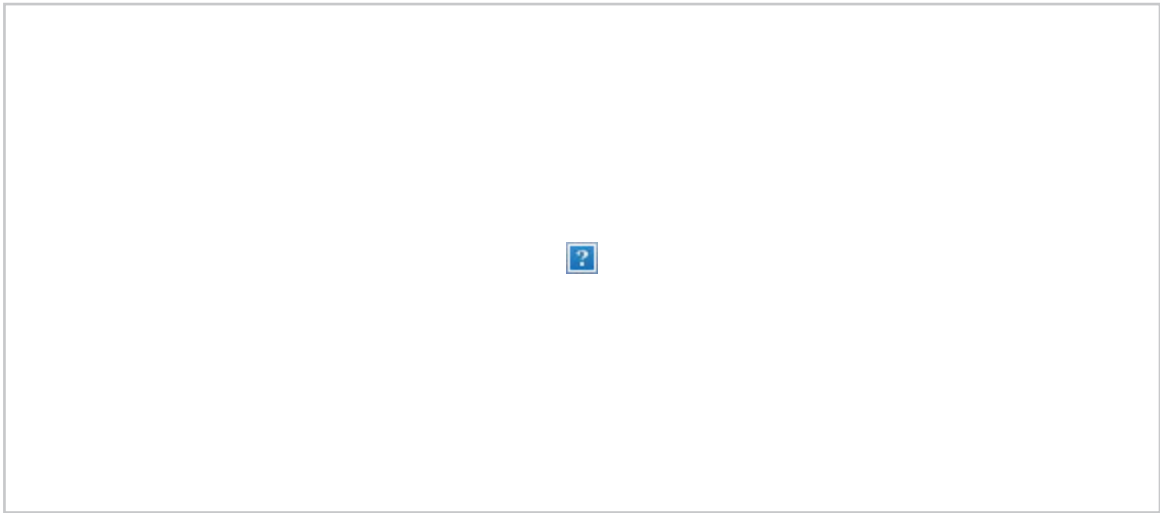
On Aug 2, 2023, at 8:15 AM, Don MacLeod <[dmacleod@zorra.ca](mailto:dmacleod@zorra.ca)> wrote:

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](mailto: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](mailto:rvink@oxfordcounty.ca)>

**Sent:** Tuesday, April 5, 2022 11:11 AM

**To:** [REDACTED]

**Cc:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>; Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>; Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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](mailto: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](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto:john.mcgill@parsons.com)

Mobile: +1 905 330 9569

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**From:** [REDACTED]  
**Sent:** Thursday, June 23, 2022 11:08 AM  
**To:** McGill, John [NN-CA] <[John.Mcgill@parsons.com](mailto: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](mailto:John.Mcgill@parsons.com) <[John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com)>

**Sent:** Monday, June 20, 2022 10:28 AM

**To:** [REDACTED]



[REDACTED]

**Cc:** [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca); [fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca); [pmichiels@oxfordcounty.ca](mailto:pmichiels@oxfordcounty.ca); [tconte@oxfordcounty.ca](mailto:tconte@oxfordcounty.ca); [mabercrombie@oxfordcounty.ca](mailto:mabercrombie@oxfordcounty.ca); [jlavallee@oxfordcounty.ca](mailto:jlavallee@oxfordcounty.ca); [John.McGill@parsons.com](mailto:John.McGill@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com); [Marianne.Alden@parsons.com](mailto: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, RSP<sub>1</sub>  
Senior Program Director, Mobility Solutions

[john.mcgill@parsons.com](mailto: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

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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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>

**Sent:** June 1, 2022 4:29 PM

**To:** [REDACTED]

**Cc:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](mailto: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

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**From:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** Thursday, April 13, 2023 11:28 AM  
**To:** Syeda, Prapti [NN-CA] <[Prapti.Syeda@parsons.com](mailto:Prapti.Syeda@parsons.com)>  
**Subject:** FW: Survey and map

---

**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Thursday, April 13, 2023 11:04 AM  
**To:** Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Cc:** Grieve, John [NN-CA] <[John.Grieve@parsons.com](mailto:John.Grieve@parsons.com)>; Tommasina Conte <[tconte@oxfordcounty.ca](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](mailto:OXFORDCOUNTY.CA)] | T 519.539.9800 EXT 3023 | C 519.535.8471

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**From:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com) <[Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com)>  
**Sent:** April 13, 2023 8:49 AM  
**To:** Tommasina Conte <[tconte@oxfordcounty.ca](mailto:tconte@oxfordcounty.ca)>; Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Cc:** [John.Grieve@parsons.com](mailto: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

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**From:** Tommasina Conte <[tconte@oxfordcounty.ca](mailto:tconte@oxfordcounty.ca)>  
**Sent:** Thursday, April 13, 2023 8:43 AM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>; Alden, Marianne [NN-CA] <[Marianne.Alden@parsons.com](mailto: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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Think about our environment. Print only if necessary.

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Updated	Title	First Name	Last Name	Community	Role	Address 1	Address 2	P. Code	Telephone	Email
3/1/2022	Chief	Chris	Plain	Aamijwansang First Nation	Chief	978 Tashmo Avenue	Sarnia, ON	N7T 7H5	519-336-8410 ext 236	Aamijwansang_chief@gmail.com
				Aamijwansang First Nation						chief.plain@aamijwansang.ca
3/1/2022		Cathleen	O'Brien	Aamijwansang First Nation	Environmental Coordinator	978 Tashmo Avenue	Sarnia, ON	N7T 7H5	587-644-0778	cohenl@aamijwansang.ca
9/14/2022		Courtney	Jackson	Aamijwansang First Nation	Environment Worker	978 Tashmo Avenue	Sarnia, ON	N7T 7H5		cjackson@aamijwansang.ca
3/1/2022	Grand Chief	Joel	Abraham	Association of Iroquois & Allied Indians	Grand Chief	387 Princess Avenue	London, ON	N6B 2A7	519-434-2761	jabraham@aiiaa.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@aiiaa.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				Caldwell First Nation	Environmental & Consultation Coordinator		Leamington, ON	N8H 3W4		ecol@calwellfirstnation.ca
3/1/2022	Chief	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	jacfrch@cnfn.ca
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.ca
2/2/2022		Jennifer	Mills	Chippewas of the Thames First Nation						jennmills@cnfn.ca
2/6/2022		Rochelle	Smith	Chippewas of the Thames First Nation						rochelle@cnfn.ca
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	519-692-5688	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	289 Jubilee Road, RR # 1	Muncey, ON	N0L 1Y0	519-289-5396 ext 226	rod@munsee.ca
3/1/2022	Chief	Adrian	Christjohn	Oneida Nation of the Thames	Chief	2212 Elm Avenue	Southwold, ON	N0L 2G0	519-318-4598	adrian.christjohn@oneida.on.ca
3/1/2022		Kalvee	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@unioi.on.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](mailto:rvink@oxfordcounty.ca).



Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Vink".

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:**

<b>Name:</b>	
<b>Address:</b>	
<b>Phone:</b>	
<b>Email:</b>	

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](mailto: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](mailto: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](mailto: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. n/a
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 Aamjiwnaang@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
April 29, 2022	mandy.wesley@oneida.on.ca 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@sfn.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
May 2, 2022	<p><a href="mailto:cbrien@asimjivnaang.ca">cbrien@asimjivnaang.ca</a></p> <p>Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation fburch@cottfn.com</p>	<p>could update your contacts to have me in there instead, that would be greatly appreciated.</p> <p>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.</p> <p>To register for NationsConnect, and submit your request, please visit <a href="https://nationsconnect.ca">NationsConnect.ca</a> [<a href="https://nationsconnect.ca">nationsconnect.ca</a>].</p> <p>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.</p> <p>If you have any technical questions about NationsConnect, please reach out to <a href="mailto:support@kwusen.ca">support@kwusen.ca</a>.</p>	n/a	Parsons to submit via NationsConnect
June 2, 2022	<p>Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation <a href="mailto:fburch@cottfn.com">fburch@cottfn.com</a></p>	<p>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.</p>	<p>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.</p> <p>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</p>	<p>Add Jennifer Mills (<a href="mailto:jmills@cottfn.com">jmills@cottfn.com</a>) and Rochelle Smith (<a href="mailto:rsmith@cottfn.com">rsmith@cottfn.com</a>) to contact list</p>

Comment Date	Contact and Indigenous Community	Comment Summary	Response	Actionable Items
June 23, 2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation <a href="mailto:no-reply-cottfn@knowledgekeeper.ca">no-reply-cottfn@knowledgekeeper.ca</a>	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 Windmaegwin, please find attached invoice #0327. Please do not hesitate to contact me if you have any questions.	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.  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 <a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a> or John McGill, Parsons Project Manager by phone at 905-330-9569 or <a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>	Respond to email
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.	On June 2, 2022 Ryan Vink responds:  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?  On June 23, 2022 Marianne Alden responds:  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.	Respond via Nations Connect

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 COITFN area but suggested we can resend the Notice to <a href="mailto:chiefmaryduckworth@caldwellfirsnation.ca">chiefmaryduckworth@caldwellfirsnation.ca</a> 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 <a href="mailto:landsassistant@explornet.ca">landsassistant@explornet.ca</a> .		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 <a href="mailto:chief@munsee.ca">chief@munsee.ca</a> .		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 <a href="mailto:tammymartin@sixnations.ca">tammymartin@sixnations.ca</a> 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 <a href="mailto:janet.macbeth@wifn.org">janet.macbeth@wifn.org</a> , <a href="mailto:larissa.wrightman@wifn.org">larissa.wrightman@wifn.org</a> and copy Dean.		Prapti to draft letters and update mailing list. Marianne to send letter
July 14, 2022	Chief Roger Thomas Munsee-Delaware Nation <a href="mailto:chief@munsee.ca">chief@munsee.ca</a>	Notice of Study Commencement sent via Email	n/a	n/a
July 14, 2022	Janet Macbeth Project Review Coordinator Walpole Island First Nation <a href="mailto:janet.macbeth@wifn.org">janet.macbeth@wifn.org</a>	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
July 14, 2022	Walpole Island First Nation <a href="mailto:larissa.wrightman@wifn.org">larissa.wrightman@wifn.org</a>	Notice of Study Commencement sent via Email	n/a	n/a
July 14, 2022	Tammy Martin Chief of Staff Six Nations of the Grand River Territory <a href="mailto:tammymartin@sixnations.ca">tammymartin@sixnations.ca</a>	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
September 9, 2022	Cheyenne Hopkins Lands and Resources Consultation Manager Delaware Nation <a href="mailto:landsassistant@explornet.ca">landsassistant@explornet.ca</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Chief Chris Plain Aamijwnaang First Nation Aamijwnaang.chief@gmail.com	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Chief Chris Plain Aamijwnaang First Nation chief.plain@aamijwnaang.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Cathleen O'Brien Environmental Coordinator Aamijwnaang 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) execassistant@sfn.on.ca	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Haudenosaunee Confederacy Chiefs Council info@hdl.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 <a href="mailto:tammymartin@sixnations.ca">tammymartin@sixnations.ca</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Cheyenne Hopkins Lands and Resources Consultation Manager Delaware Nation <a href="mailto:landsassistant@explornet.ca">landsassistant@explornet.ca</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Janet Macbeth Project Review Coordinator Walpole Island First Nation <a href="mailto:janet.macbeth@wifn.org">janet.macbeth@wifn.org</a>	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
September 9, 2022	Political Office and Community Planning Assistant Walpole Island First Nation <a href="mailto:larissa.wrightman@wifn.org">larissa.wrightman@wifn.org</a> Chief Jacqueline French Chippewas of the Thames First Nation <a href="mailto:jfrench@cottfn.com">jfrench@cottfn.com</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Fallon Burch Consultant Coordinator Chippewas of the Thames First Nation <a href="mailto:fburch@cottfn.com">fburch@cottfn.com</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Jennifer Mills Chippewas of the Thames First Nation <a href="mailto:jmills@cottfn.com">jmills@cottfn.com</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 9, 2022	Rochelle Smith Chippewas of the Thames First Nation <a href="mailto:rsmith@cottfn.com">rsmith@cottfn.com</a>	Notice of PCC#1 sent via Email	n/a	n/a
September 13, 2022	Mark LaForme Director Mississaugaas 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 <a href="https://speakup.oxfordcounty.ca/2024tmp">https://speakup.oxfordcounty.ca/2024tmp</a> after the virtual PCC on September 27 <sup>th</sup> , 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 <a href="mailto:tammymartin@sixnations.ca">tammymartin@sixnations.ca</a>	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 <a href="mailto:cobrien@aamjiwnaang.ca">cobrien@aamjiwnaang.ca</a>	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 ( <a href="mailto:cjackson@aamjiwnaang.ca">cjackson@aamjiwnaang.ca</a> ) to contact list
March 7, 2023	Chief Chris Plain Aamjiwnaang First Nation <a href="mailto:Aamjiwnaang.chief@gmail.com">Aamjiwnaang.chief@gmail.com</a>	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
March 7, 2023	Abby LaForme@mmcnf.ca Adam LaForme Archaeological Coordinator Mississaugas of Credit First Nation Abby.LaForme@mmcnf.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@mmcnf.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	London District Chiefs Council (Southern First Nations Secretariat) execassistant@sfn.on.ca	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Haudenosaunee Confederacy Chiefs Council info@hdl.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 <a href="mailto:tammymartin@sixnations.ca">tammymartin@sixnations.ca</a>	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Cheyenne Hopkins Lands and Resources Consultation Manager Delaware Nation <a href="mailto:landsassistant@xplornet.ca">landsassistant@xplornet.ca</a>	Notice of PCC#2 sent via Email	n/a	n/a
March 7, 2023	Janet Macbeth Project Review Coordinator Walpole Island First Nation <a href="mailto:janet.macbeth@wifn.org">janet.macbeth@wifn.org</a>	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 <a href="mailto:larissa.wrightman@wifn.org">larissa.wrightman@wifn.org</a>	Notice of PCC#2 sent via Email	n/a	n/a
March 8, 2023	Kailey Thomson CAO <a href="mailto:cao@oneida.on.ca">cao@oneida.on.ca</a>	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 <a href="mailto:tammymartin@sixnations.ca">tammymartin@sixnations.ca</a>	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
March 27, 2023	<p>Rob Lukacs CKSPFN Consultation Chippewas of Kettle and Stony Point First Nation <a href="mailto:Consultation@kettlepoint.org">Consultation@kettlepoint.org</a></p>	<p>with the Consultation and Accommodation Team. If they have questions, they will be in touch.</p> <p>Aanii Boozhoo Ryan, I hope you're having a good day.</p> <p>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 (<a href="mailto:consultation@kettlepoint.org">consultation@kettlepoint.org</a>) and Verma George (cc'd above)? Further, please address all letters to Chief Kimberly Bressette.</p> <p>Miigwetch,</p>	<p>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.</p> <p>Please let me know if you have any other questions or concerns. Thanks again,</p>	<p>Add Verma George (<a href="mailto:Verma.George@kettlepoint.org">Verma.George@kettlepoint.org</a>) to the contact list.</p>

**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

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

**From:** Fawn Sault <[Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca)>  
**Sent:** April 29, 2022 1:43 PM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Subject:** Automatic reply: 2024 Oxford County Transportation Master Plan - Notice of Study Commencement

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

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](mailto:Adam.LaForme@mncfn.ca) and any Consultation inquiries to [Abby.LaForme@mncfn.ca](mailto:Abby.LaForme@mncfn.ca) (Acting Consultation Coordinator) and CC [Mark.LaForme@mncfn.ca](mailto: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](#)

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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](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Friday, April 29, 2022 11:35 AM  
**To:** Sharilyn Johnston <[sjohnston@aamjiwnaang.ca](mailto:sjohnston@aamjiwnaang.ca)>  
**Cc:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com); [John.McGill@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or *John McGill, Project Manager, Parsons* ([john.mcgill@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://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:** [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](#)

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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](https://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](mailto: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](http://www.cottfn.com/consultation) [[cottfn.com](http://cottfn.com)]**

This email or documents accompanying this email contain information belonging to the Chippewas of the Thames First Nation. Which may be confidential and/or legally privileged. The information is intended only for the addressed recipient(s). If you are not an intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this email. Is strictly prohibited. If you have received this email in error, please advise my office and delete it from your system.

---

**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** April 29, 2022 1:21 PM  
**To:** Fallon Burch <[fburch@cottfn.com](mailto:fburch@cottfn.com)>  
**Cc:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.Grieve@parsons.com](mailto:John.Grieve@parsons.com); [John.Mcgill@parsons.com](mailto: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](mailto: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](mailto:rvink@oxfordcounty.ca)) or *John McGill, Project Manager, Parsons* ([john.mcgill@parsons.com](mailto: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:** [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](http://WWW.OXFORDCOUNTY.CA) | [OXFORDCOUNTY.CA](mailto:OXFORDCOUNTY.CA) | T 519.539.9800 EXT 3023 | C 519.535.8471

**From:** Consultation <[Consultation@kettlepoint.org](mailto:Consultation@kettlepoint.org)>  
**Sent:** March 27, 2023 4:13 PM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Cc:** Verna George <[Verna.George@kettlepoint.org](mailto: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](mailto: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](mailto: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](http://www.cottfn.com/consultation) [[cottfn.com](http://cottfn.com)]

This email or documents accompanying this email contain information belonging to the Chippewas of the Thames First Nation. Which may be confidential and/or legally privileged. The information is intended only for the addressed recipients(s). If you are not an intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this email. Is strictly prohibited. If you have received this email in error, please advise my office and delete it from your system.

---

**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** June 2, 2022 3:23 PM  
**To:** Chippewas of the Thames First Nation <[no-reply-cottfn@knowledgekeeper.ca](mailto:no-reply-cottfn@knowledgekeeper.ca)>; Fallon Burch <[fburch@cottfn.com](mailto:fburch@cottfn.com)>; Jennifer Mills <[jmills@cottfn.com](mailto:jmills@cottfn.com)>; Rochelle Smith <[rsmith@cottfn.com](mailto:rsmith@cottfn.com)>  
**Cc:** [salina.chan@parsons.com](mailto:salina.chan@parsons.com); [henry.huotari@parsons.com](mailto:henry.huotari@parsons.com); [John.McGill@parsons.com](mailto:John.McGill@parsons.com); [John.McGill@parsons.com](mailto:John.McGill@parsons.com); [Marianne.Alden@parsons.com](mailto: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](mailto:no-reply-cottfn@knowledgekeeper.ca)>

**Sent:** May 25, 2022 4:56 PM

**To:** [fburch@cottfn.com](mailto:fburch@cottfn.com); [jmills@cottfn.com](mailto:jmills@cottfn.com); [rsmith@cottfn.com](mailto:rsmith@cottfn.com); [salina.chan@parsons.com](mailto:salina.chan@parsons.com); [henry.huotari@parsons.com](mailto:henry.huotari@parsons.com); Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>

**Subject:** Decision regarding consultation: - Oxford County Transportation Master Plan Update

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**From:** [Alden, Marianne \[NN-CA\]](#)  
**To:** [fburch@cottfn.com](mailto:fburch@cottfn.com); [jmills@cottfn.com](mailto:jmills@cottfn.com); [rsmith@cottfn.com](mailto:rsmith@cottfn.com)  
**Cc:** [Mark.Badali1@ontario.ca](mailto: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](#)

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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](mailto: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](mailto:no-reply-cottfn@knowledgekeeper.ca)>  
**Sent:** May 25, 2022 4:56 PM  
**To:** [fburch@cottfn.com](mailto:fburch@cottfn.com); [jmills@cottfn.com](mailto:jmills@cottfn.com); [rsmith@cottfn.com](mailto:rsmith@cottfn.com); [salina.chan@parsons.com](mailto:salina.chan@parsons.com); [henry.huotari@parsons.com](mailto:henry.huotari@parsons.com); Ryan Vink <[rvink@oxfordcounty.ca](mailto: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](mailto:fburch@cottfn.com)

Sent via email to [fburch@cottfn.com](mailto:fburch@cottfn.com) and through *NationsConnect* ([nationsconnect.ca](http://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](mailto: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 Ziiibing**  
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](mailto: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](mailto: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](http://mncfn.ca)]

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[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](https://www.google.ca/maps/place/MNCFN-DOCA/@42.9718566,-80.0429177,15z/data=!4m5!3m4!1s0x0:0xd52b4642633e9aa2!8m2!3d42.9718566!4d-80.0429177)]

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**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Friday, September 9, 2022 11:11 AM  
**To:** Mark LaForme <[Mark.LaForme@mncfn.ca](mailto:Mark.LaForme@mncfn.ca)>  
**Cc:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.Mcgill@parsons.com](mailto:John.Mcgill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto:john.mcgill@parsons.com)).

Thanks,

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

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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](mailto:tammymartin@sixnations.ca)  
cell 519.717.5637

---

**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** March 8, 2023 9:52 AM  
**To:** Tammy Martin <[tammymartin@sixnations.ca](mailto: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](mailto:rvink@oxfordcounty.ca)) or John Grieve, Project Manager, Parsons ([john.grieve@parsons.com](mailto: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  
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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](mailto:tammymartin@sixnations.ca)  
cell 519.717.5637

---

**From:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Sent:** September 9, 2022 11:12 AM  
**To:** Tammy Martin <[tammymartin@sixnations.ca](mailto:tammymartin@sixnations.ca)>  
**Cc:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.McGill@parsons.com](mailto:John.McGill@parsons.com); [John.Grieve@parsons.com](mailto: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.

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](mailto:rvink@oxfordcounty.ca)) or John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) | [OXFORDCOUNTY.CA](http://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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://OXFORDCOUNTY.CA)] | T 519.539.9800 EXT 3023 | C 519.535.8471

**From:** Cathleen O'Brien <[cobrien@aamjiwnaang.ca](mailto:cobrien@aamjiwnaang.ca)>  
**Sent:** September 12, 2022 4:09 PM  
**To:** Ryan Vink <[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)>  
**Cc:** Courtney Jackson <[cjackson@aamjiwnaang.ca](mailto:cjackson@aamjiwnaang.ca)>  
**Subject:** RE: Oxford County Transportation Master Plan Update - Notice of Public Consultation Centre #1

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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](mailto:rvink@oxfordcounty.ca)>  
**Sent:** Friday, September 9, 2022 11:18 AM  
**To:** Cathleen O'Brien <[cobrien@aamjiwnaang.ca](mailto:cobrien@aamjiwnaang.ca)>  
**Cc:** [Marianne.Alden@parsons.com](mailto:Marianne.Alden@parsons.com); [John.McGill@parsons.com](mailto:John.McGill@parsons.com); [John.Grieve@parsons.com](mailto: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](mailto:rvink@oxfordcounty.ca)) or

John McGill, Project Manager, Parsons ([john.mcgill@parsons.com](mailto: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](http://WWW.OXFORDCOUNTY.CA) [[OXFORDCOUNTY.CA](http://OXFORDCOUNTY.CA)] | T 519.539.9800 EXT 3023 | C 519.535.8471



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 Think about our environment. Print only if necessary.

**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	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanacker@oxfordcounty.ca">svanacker@oxfordcounty.ca</a>
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	<a href="mailto:mabercrombie@oxfordcounty.ca">mabercrombie@oxfordcounty.ca</a>
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	<a href="mailto:fgross@oxfordcounty.ca">fgross@oxfordcounty.ca</a>
David Simpson		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dsimpson@oxfordcounty.ca">dsimpson@oxfordcounty.ca</a>
Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:rdavis@oxfordcounty.ca">rdavis@oxfordcounty.ca</a>
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dford@oxfordcounty.ca">dford@oxfordcounty.ca</a>
Jennifer Luvallie		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:jluvallie@oxfordcounty.ca">jluvallie@oxfordcounty.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	<a href="mailto:tcont@oxfordcounty.ca">tcont@oxfordcounty.ca</a>
Paul Michiels		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:pmichiels@oxfordcounty.ca">pmichiels@oxfordcounty.ca</a>
		Cycling Advisory Committee								
Cynthia St. John	Chief Executive Officer	SW Public Health		1230 Talbot Street		St Thomas	Ontario	NSP 1G9	519-631-9900 x 1207	<a href="mailto:csjohn@swpublichealth.ca">csjohn@swpublichealth.ca</a>
Jim Barton	Director of Public Works	Township of Blandford-Blenheim	Public Works	47 Wilmet Street South	P.O. Box 100	Dumbo	Ontario	N0J 1G0	519-463-5347 x 226	<a href="mailto:jbarton@blandfordblenheim.ca">jbarton@blandfordblenheim.ca</a>
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	<a href="mailto:tblightfo@east.ca">tblightfo@east.ca</a>
Ramesh Unmat	Town Engineer & Director of Operations	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	Ontario	N5C 2V5	519-485-0120 x 6236	<a href="mailto:ramesh.unmat@ingersoll.ca">ramesh.unmat@ingersoll.ca</a>
Doug Witluk	Works Manager	Town of Ingersoll					Ontario		519-485-2931	<a href="mailto:dwitluk@ingersoll.ca">dwitluk@ingersoll.ca</a>
Ken Farkas	Manager of Public Works	Township of Norwich	Public Works	285767 Alport Road		Norwich	Ontario	N0J 1P0	519-468-2410 x 228	<a href="mailto:kfarkas@norwich.ca">kfarkas@norwich.ca</a>
Adam Prouse	Works Superintendent	Township of South-West Oxford	Public Works	312915 Dereham Line	R.R. #1	Mount Elgin	Ontario	N0J 1N0	519-485-0477 x 260	<a href="mailto:aprouse@swox.org">aprouse@swox.org</a>
Carlos Reyes	Director of Operations	Town of Tillsonburg		200 Broadway, 2nd Floor		Tillsonburg	Ontario	N4G 5A7	519-688-3009 x 4400	<a href="mailto:creyes@tillsonburg.ca">creyes@tillsonburg.ca</a>
Richard Sparham	Manager of Public Works	Town of Tillsonburg		20 Spruce Street		Tillsonburg	Ontario	N4G 4Y5	519-688-3009 x 4420	<a href="mailto:rsparham@tillsonburg.ca">rsparham@tillsonburg.ca</a>
Shayne Reitsma	Manager of Engineering	Town of Tillsonburg		200 Broadway, 2nd Floor		Tillsonburg	Ontario	N4G 5A7	519-688-3009 x 4410	<a href="mailto:sreitsma@tillsonburg.ca">sreitsma@tillsonburg.ca</a>
Harold deHaan	City Engineer	City of Woodstock		944 James Street	P.O. Box 40	Woodstock	Ontario	N4S 7W5	519-539-2382 x	<a href="mailto:hdehaan@cityofwoodstock.ca">hdehaan@cityofwoodstock.ca</a>
Steve Oliver	Director of Public Works	Township of Zorra	Public Works	274620 27th Line	P.O. Box 306	Ingersoll	Ontario	N5C 2V5	519-485-2490 x 7227	<a href="mailto:soliver@zorra.ca">soliver@zorra.ca</a>
Allan Hodgins	Corridor Management Planner	Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3		<a href="mailto:allan.hodgins@ontario.ca">allan.hodgins@ontario.ca</a>
David Secord		Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3	1 (226) 960-8915	<a href="mailto:David_Secord@ontario.ca">David_Secord@ontario.ca</a>
To Whom It May Concern		Town of Ingersoll		130 Oxford Street	2nd Floor	Ingersoll	ON	N5C 2V5		<a href="mailto:eng@ingersoll.ca">eng@ingersoll.ca</a>
To Whom It May Concern		Town of Tillsonburg		200 Broadway, 2nd Floor		Tillsonburg	Ontario	N4G 5A7		<a href="mailto:jrahama@tillsonburg.ca">jrahama@tillsonburg.ca</a>
Doug	Spoooner									<a href="mailto:dsponner@regionofwaterloo.ca">dsponner@regionofwaterloo.ca</a>



# 1 Introduction

**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

# 2 Attendees

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	jlavallee@oxfordcounty.ca
John Grieve	Parsons	john.grieve@parsons.com
Marianne Alden	Parsons	marianne.alden@parsons.com
Prapti Syeda	Parsons	prapti.syeda@parsons.com

# 3 Topics and Discussions

## 3.1 Introductions

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A round of introductions was held and included the role of each attendee.

## 3.2 Introductory Presentation

---

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

### 3.3 Discussion

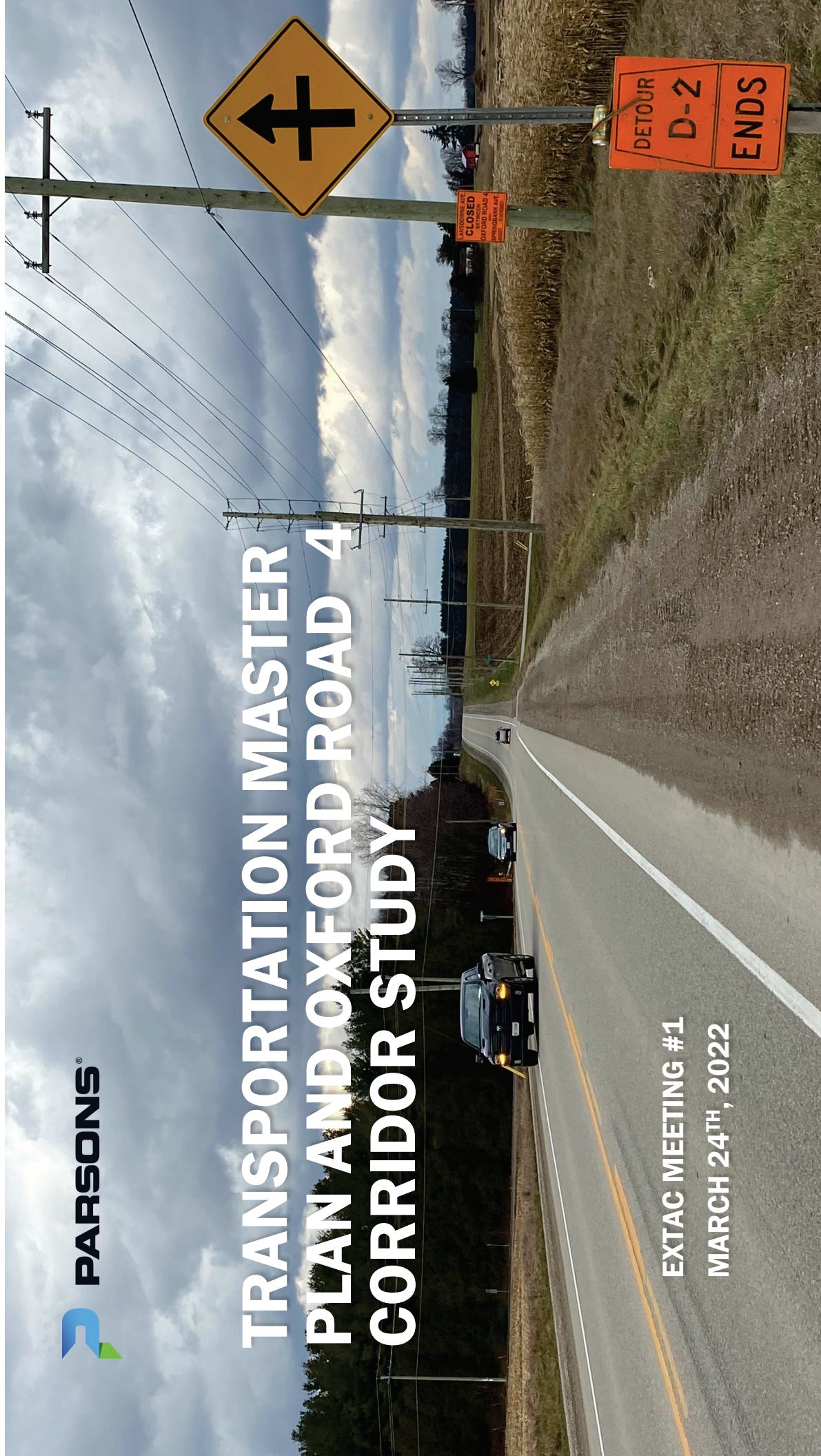
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- Ryan V. mentioned the proposed projects are shown in 10-year windows but for the final window, it will be adjusted into 5-year windows.
- David S. from MTO mentioned that there are concerns with the 1-10 years window for Oxford Road 4 and 15, Parkinson 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.



# TRANSPORTATION MASTER PLAN AND OXFORD ROAD 4 CORRIDOR STUDY

EXTAC MEETING #1  
MARCH 24<sup>TH</sup>, 2022







# 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





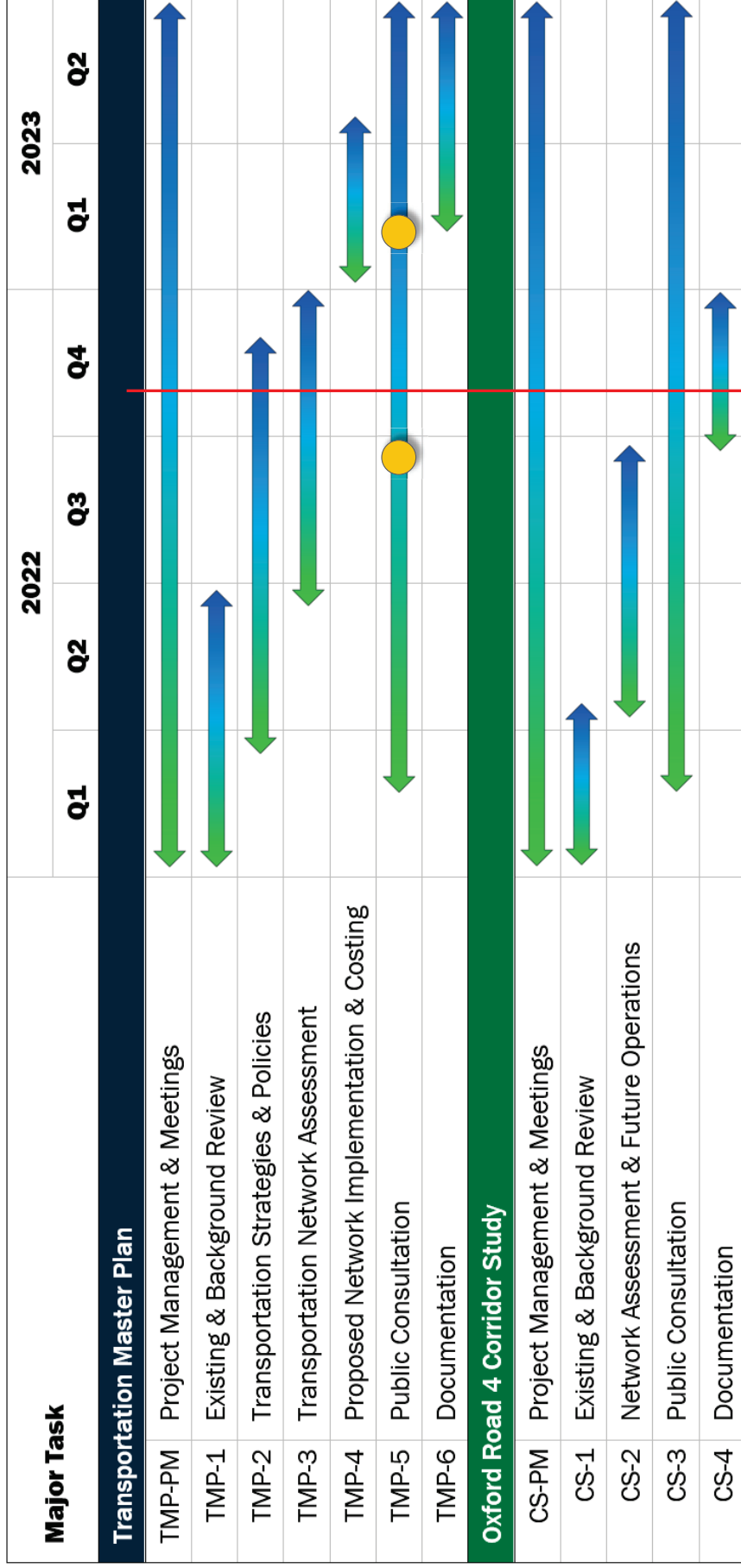
# PROJECT BACKGROUND, GOALS AND SCHEDULE

- 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**

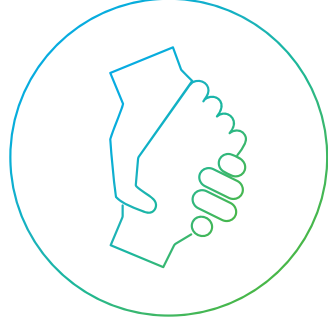




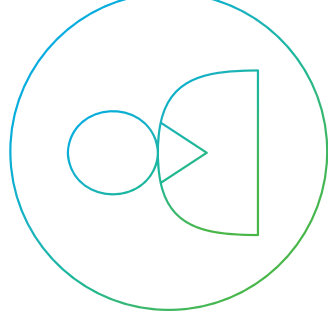


# ROLE OF EXTERNAL TECHNICAL ADVISORY COMMITTEE (EXTAC)

- 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%

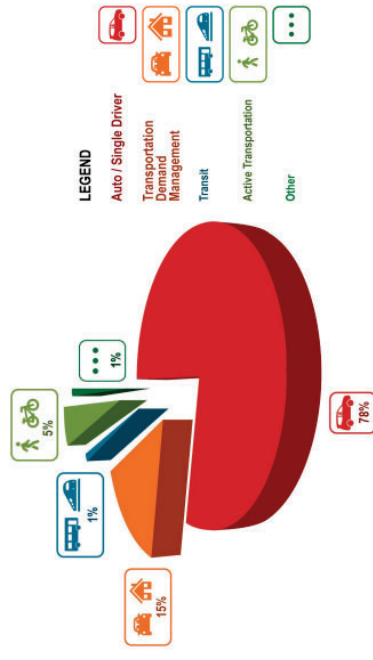


FIGURE ES.1: EXISTING TRANSPORTATION MODE SHARE

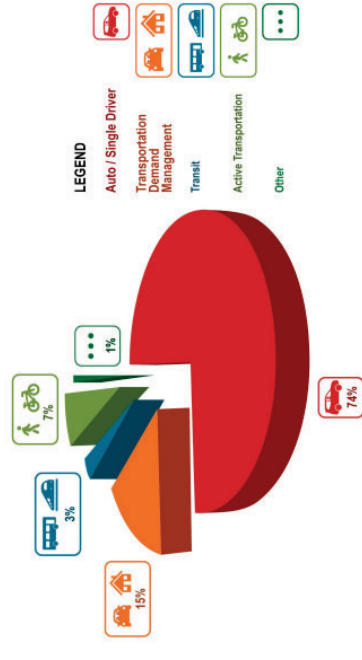


FIGURE ES.4: TRANSPORTATION MODE SHARE TARGET (2038)

# 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

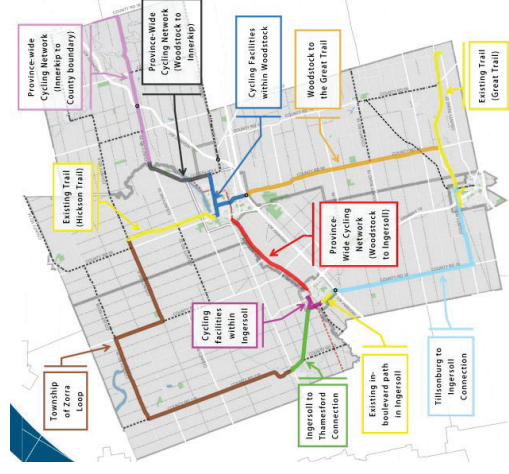


Figure 8. Primary Network Priorities

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
Province-wide Cycling Network (Woodstock to Inneskip)	8.5	\$2.6M
Priority #5 Ingersoll to Thameford Connection	0.5	\$2.0M
Priority #6 Woodstock to The Great Trail	25.1	\$7.5M
Priority #7 Thilsoburg to Ingersoll Connection	28.4	\$8.5M
Priority #8 Province-wide Cycling Network (Inneskip to County boundary)	21.0	\$6.3M
Priority #9 Township of Zorra Loop	46.1	13.8M
<b>Total</b>	<b>198.0</b>	<b>\$49.3M</b>

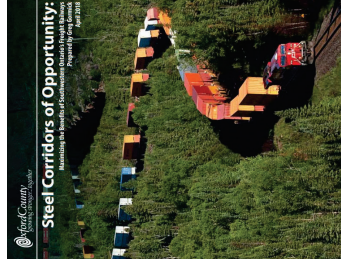
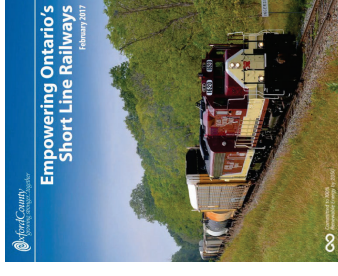
# NEW DIRECTIONS – ADVANCING SW ONTARIO’S PUBLIC TRANSPORTATION OPPORTUNITIES

- 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

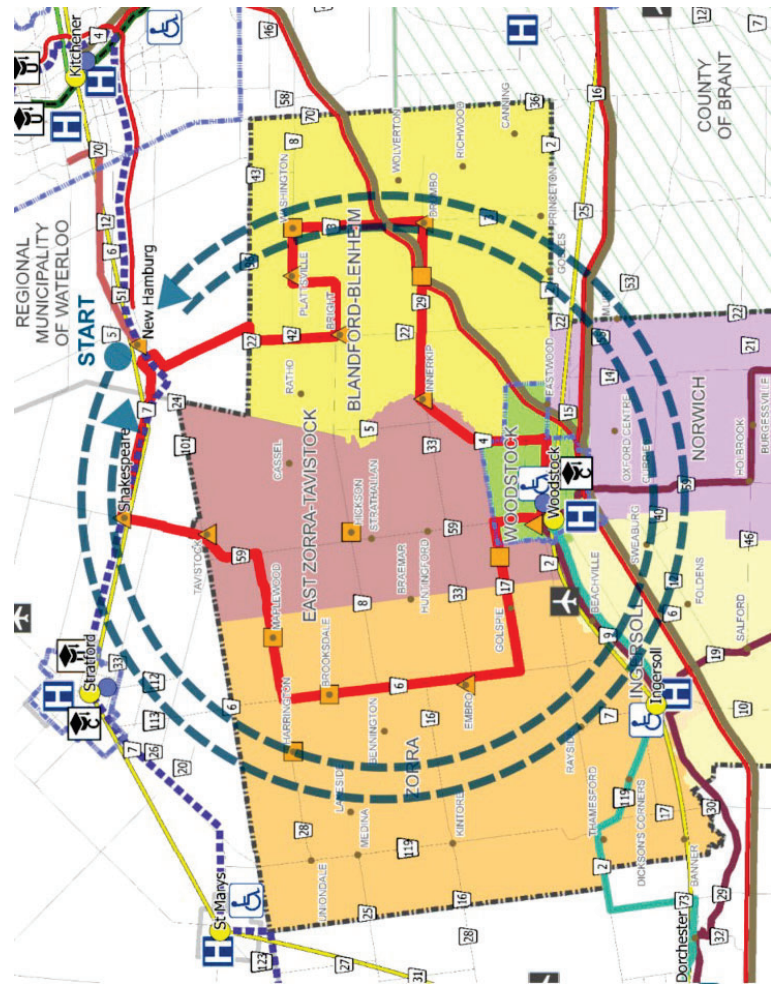






# PROPOSED NORTH OXFORD INTERCOMMUNITY BUS TRANSIT

- 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

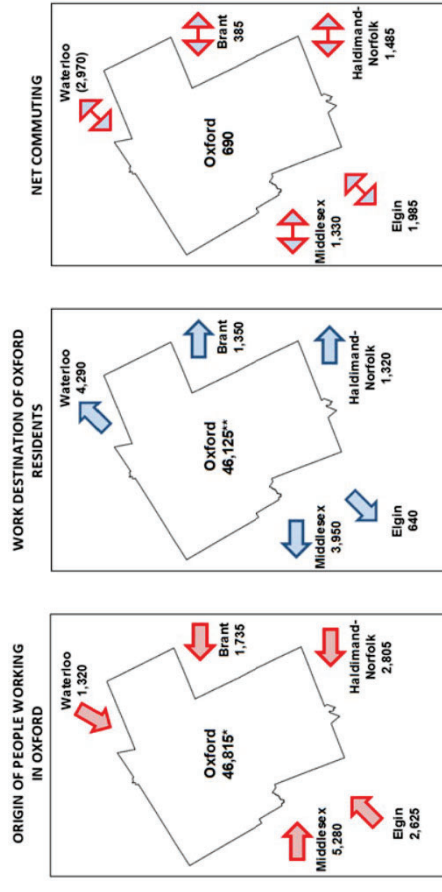




# OFFICIAL PLAN / PHASE 1 COMPREHENSIVE REVIEW

- 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

## 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 Growth by Percentage (%)

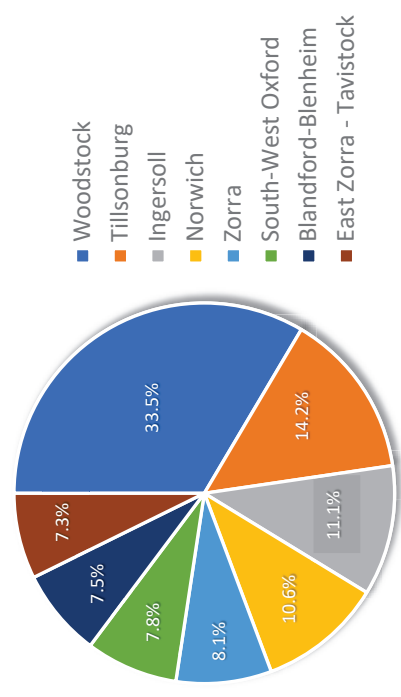
	Oxford County	Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	South-West Oxford	Blandford-Blenheim	East Zorra - Tavistock
01' - 06'	3.4%	7.1%	5.2%	6.7%	0.0%	0.9%	-2.5%	-3.8%	-3.3%
06' - 11'	2.8%	5.1%	3.1%	3.2%	2.2%	-0.8%	-0.6%	2.9%	-2.5%
11' - 16'	4.6%	8.1%	3.6%	4.8%	1.1%	1.0%	1.2%	0.5%	3.9%
16' - 21'	9.0%	12.0%	14.7%	6.8%	2.8%	5.7%	-0.7%	2.2%	9.3%



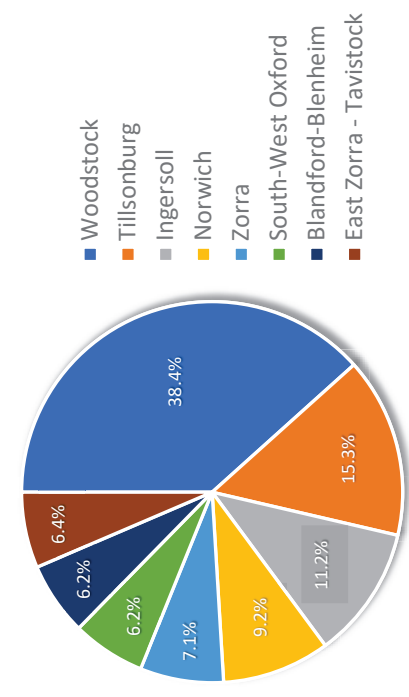
# 2021 CENSUS DATA

## Population Breakdown

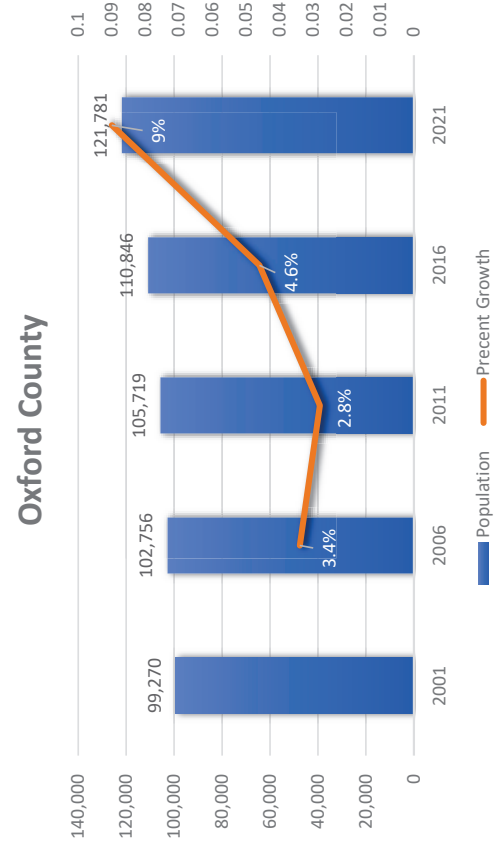
2001 Census Population Breakdown



2021 Census Population Breakdown



## Population



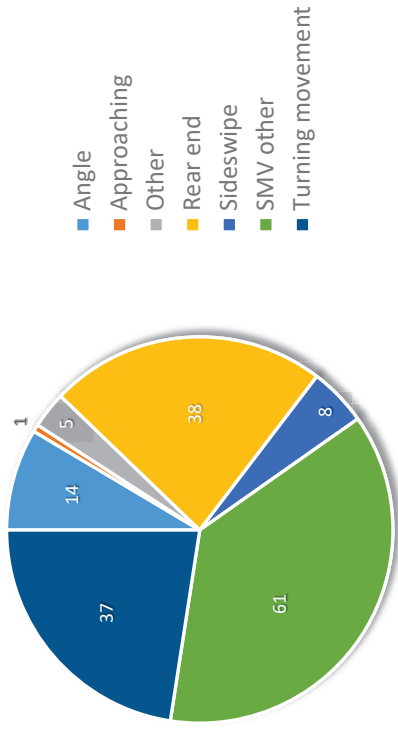


# COLLISION DATA

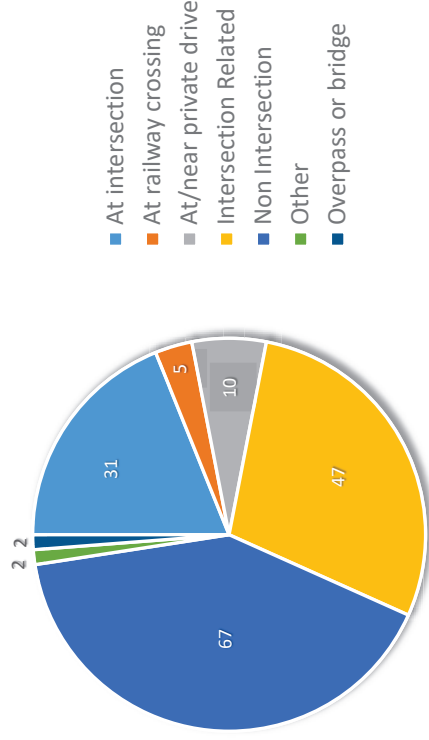
## Collision by Year and Control Type

	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
<b>Total</b>	<b>80</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>54</b>	<b>1</b>	<b>2</b>	<b>164</b>

## Collision by Impact Type

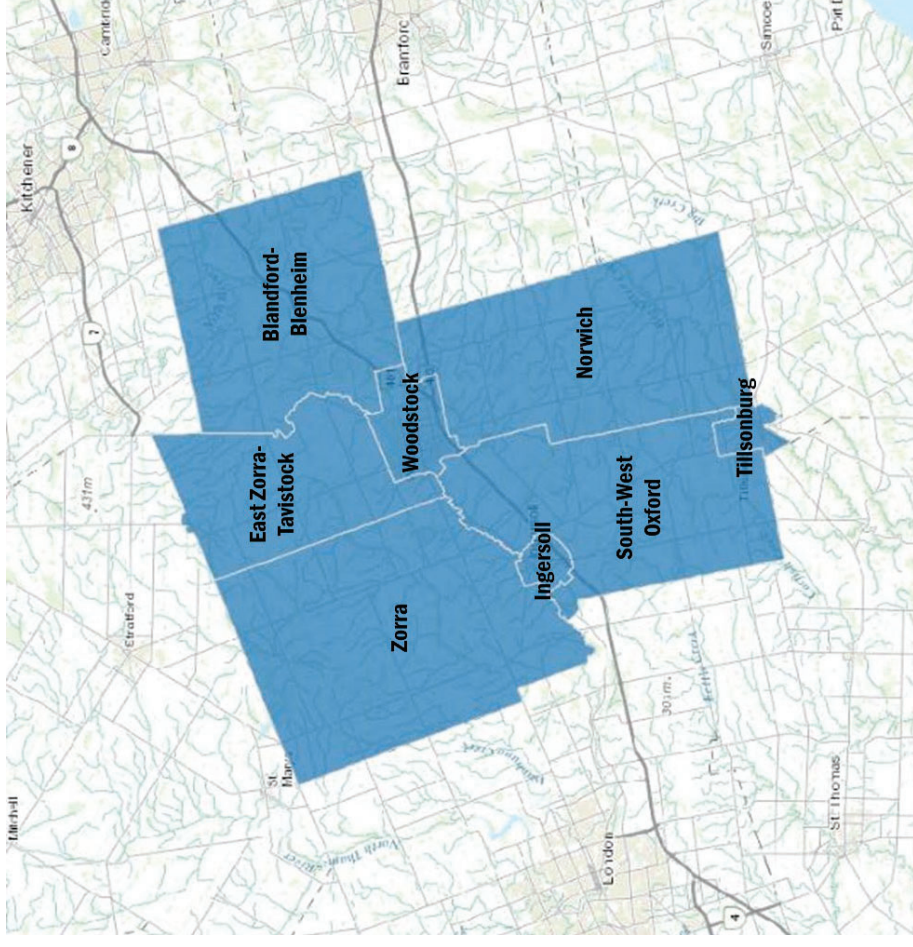


## Collision by Location



# 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-Thu)
    - 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.

2021 2019

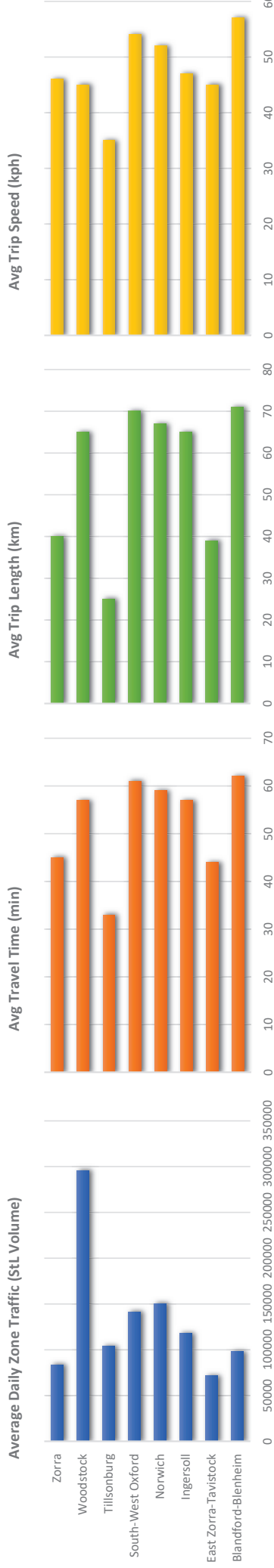
Zone Name	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)
Blandford-Blenheim	97955	62	71	57	112719	59	63	52
East Zorra-Tavistock	71553	44	39	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
Tiltsenburg	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%				



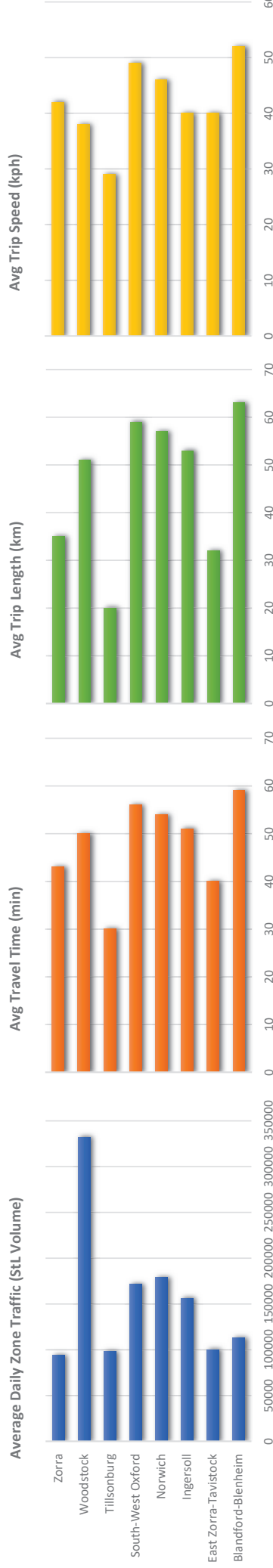


# TRIP ATTRIBUTES

## 2021



## 2019





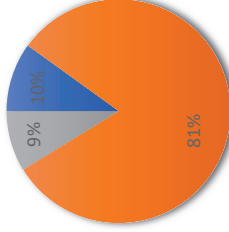


# TRIP ATTRIBUTES

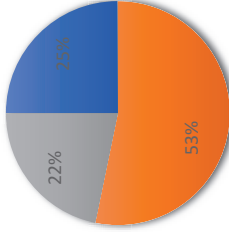
## Average Daily Zone Traffic (StL Volume)

■ Residents ■ Visitors ■ Workers

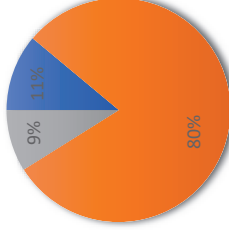
Blandford-Blenheim



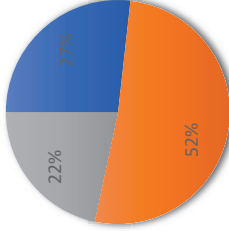
East Zorra-Tavistock



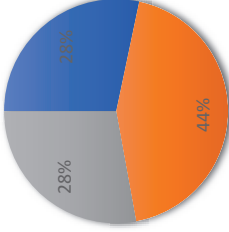
Blandford-Blenheim



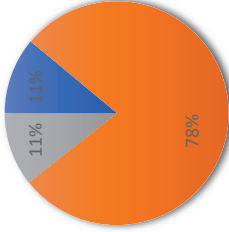
East Zorra-Tavistock



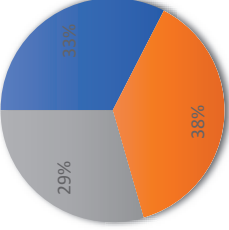
Ingersoll



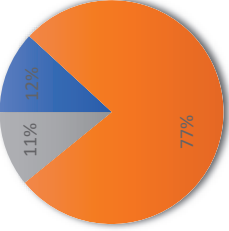
Norwich



Ingersoll



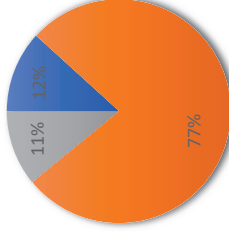
Norwich



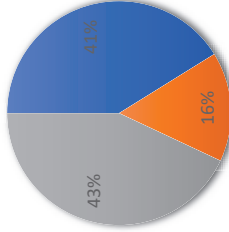
# 2021

# 2019

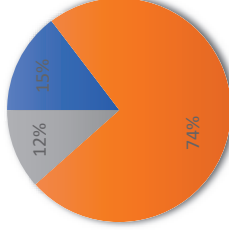
South-West Oxford



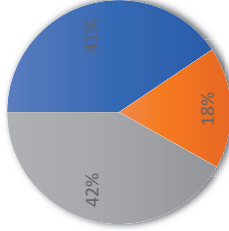
Tillsonburg



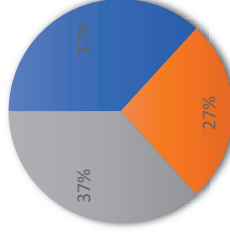
South-West Oxford



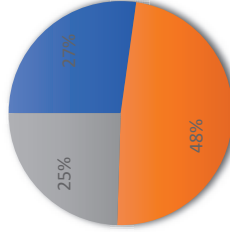
Tillsonburg



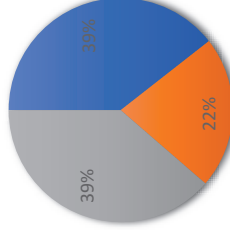
Woodstock



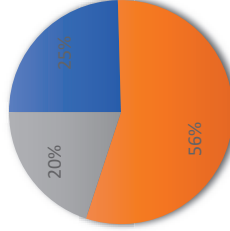
Zorra



Woodstock



Zorra





# 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 16<sup>th</sup>, 2023, from 1:00 to 3:00 PM – In-Person



Ryan Vink, P.Eng.  
Oxford County Project Manager  
E-mail: [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)  
Cell: 519-535-8471



John McGill, P.Eng., PTOE, RSP1  
Parsons Project Manager  
Email: [john.mcgill@parsons.com](mailto: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

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A round of introductions was held and included the role of each attendee.

### 3.2 Introductory Presentation

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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

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- 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.





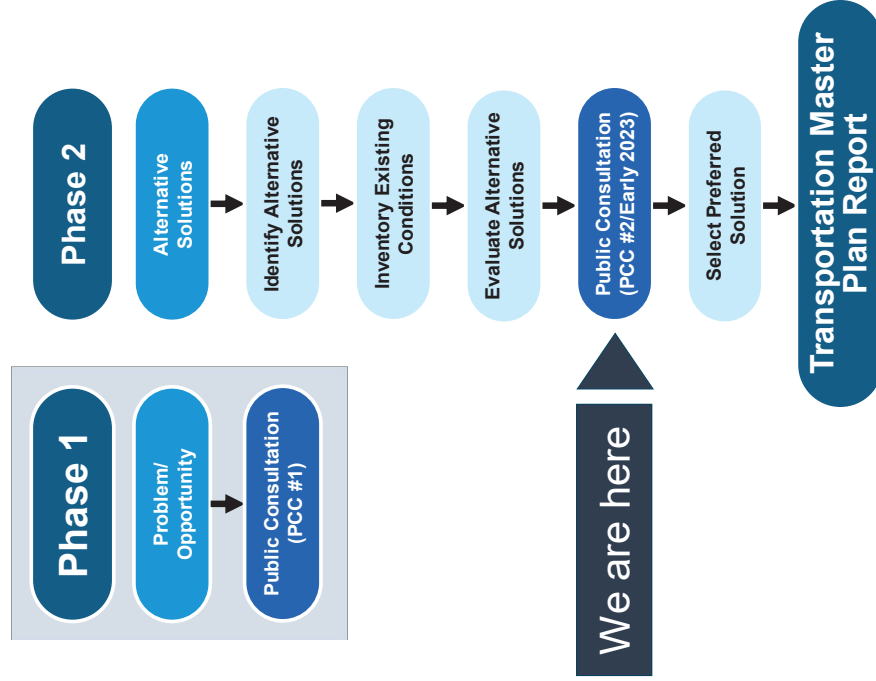
# OXFORD COUNTY 2024 TRANSPORTATION MASTER PLAN UPDATE

ECDEV MEETING #2  
APRIL 6<sup>TH</sup>, 2023





## 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.*



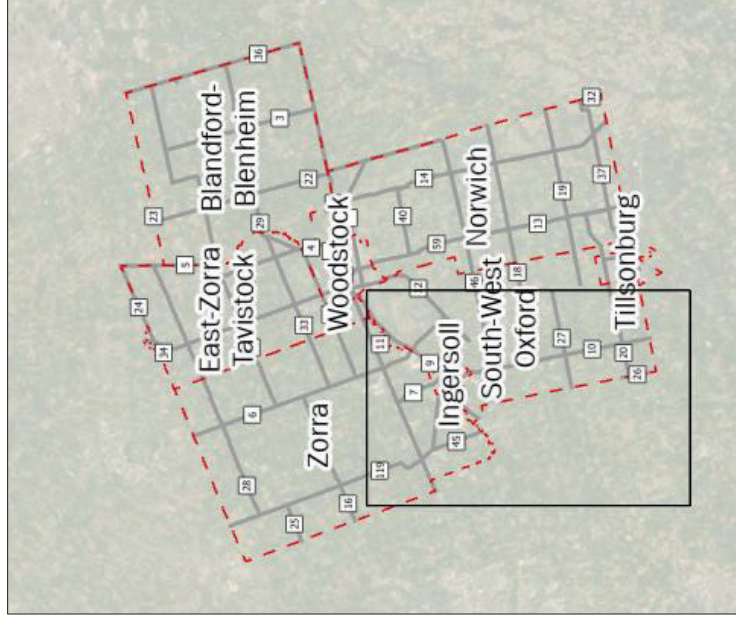
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Difficult to make left turns (e.g., from Harris Street in Ingersoll).</li> <li>Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*</li> <li>Speeding is an issue on Pressey Road in Ingersoll.*</li> <li>Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*</li> <li>Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*</li> </ul>

\* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

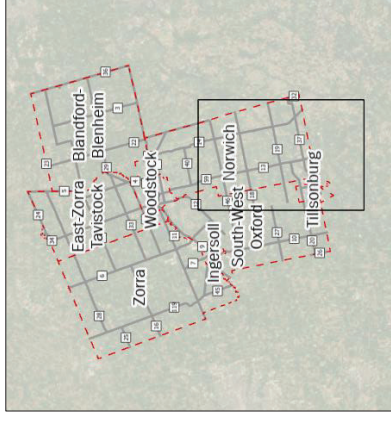
Location of Public Consultation Centre #1 comments for South-West Oxford Township/Ingersoll/Zorra Township



## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Location of Public Consultation Centre #1  
Tillsonburg/Norwich

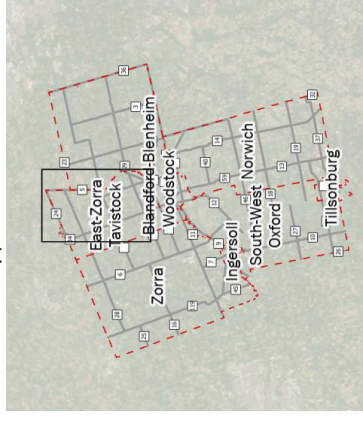
Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).</li> </ul>



## East Zorra-Tavistock Township/Blandford-Blenheim

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Excessive speed (e.g., Blandford Street, Innerkip).</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Need for pedestrian trails (e.g., Innerkip).*</li> <li>Dog Park requested (e.g., Innerkip).*</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107).</li> <li>Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).</li> </ul>

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.

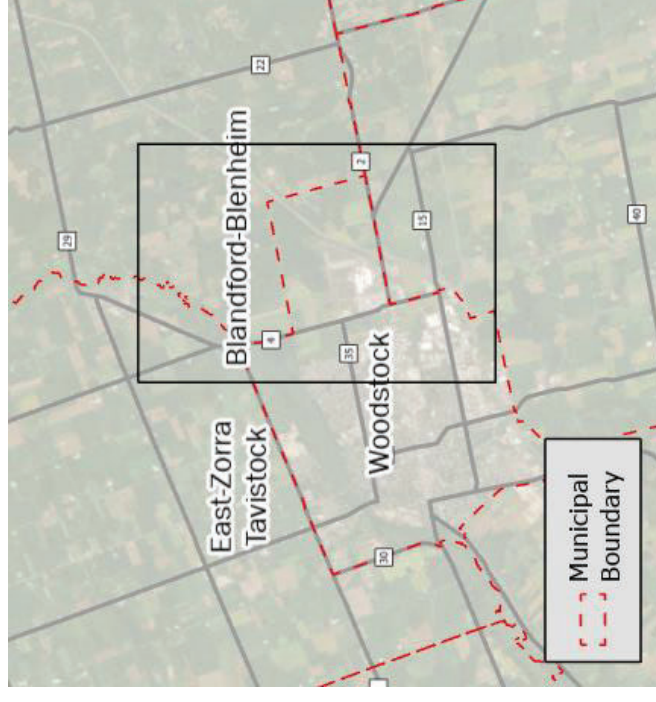
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### East Woodstock/Blandford-Blenheim/Norwich Township

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4).</li> <li>Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4).</li> <li>Need more parking (e.g., Innerkip – new plaza and housing development).*</li> <li>Illumination (e.g., streetlights at Highway 53 in Norwich Township).</li> </ul>

\* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.



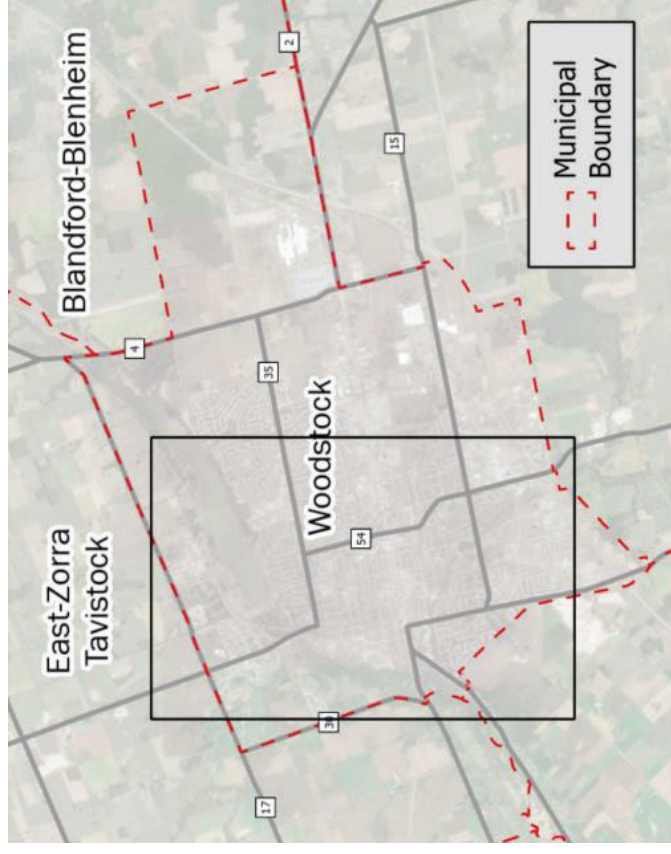


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### West Woodstock

Location of Public Consultation Centre #1 comments for West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> <li>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).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street).</li> <li>Traffic signal timings (e.g., review OR 59/Montclair Drive).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Intersection layout (e.g., square off intersection OR 2/OR 9).</li> <li>Railway tracks (e.g., fix track crossing on OR 9).</li> <li>Pedestrian crossing (e.g., required at OR 35/Clark St.).</li> </ul>



\* 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



Have your say: [oxfordcounty.ca/speakup](https://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 Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
  - 2) Oxford Road 16 (31<sup>st</sup> 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

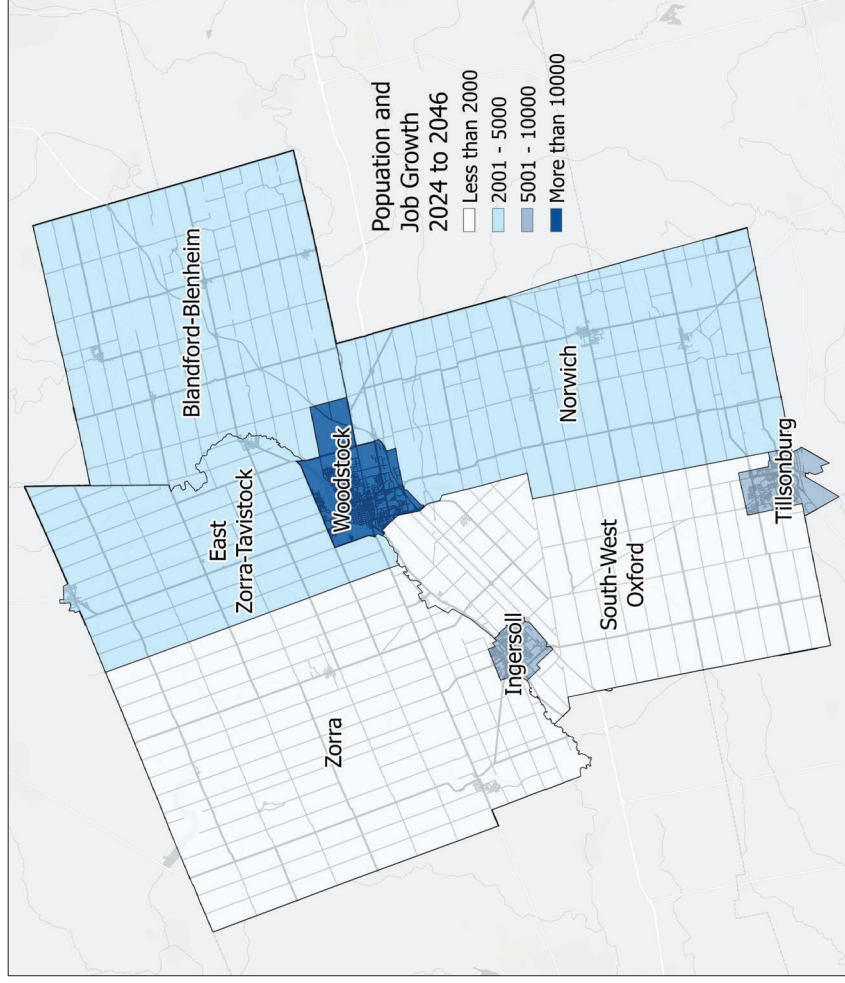
### Class Environmental Assessment Studies

- 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

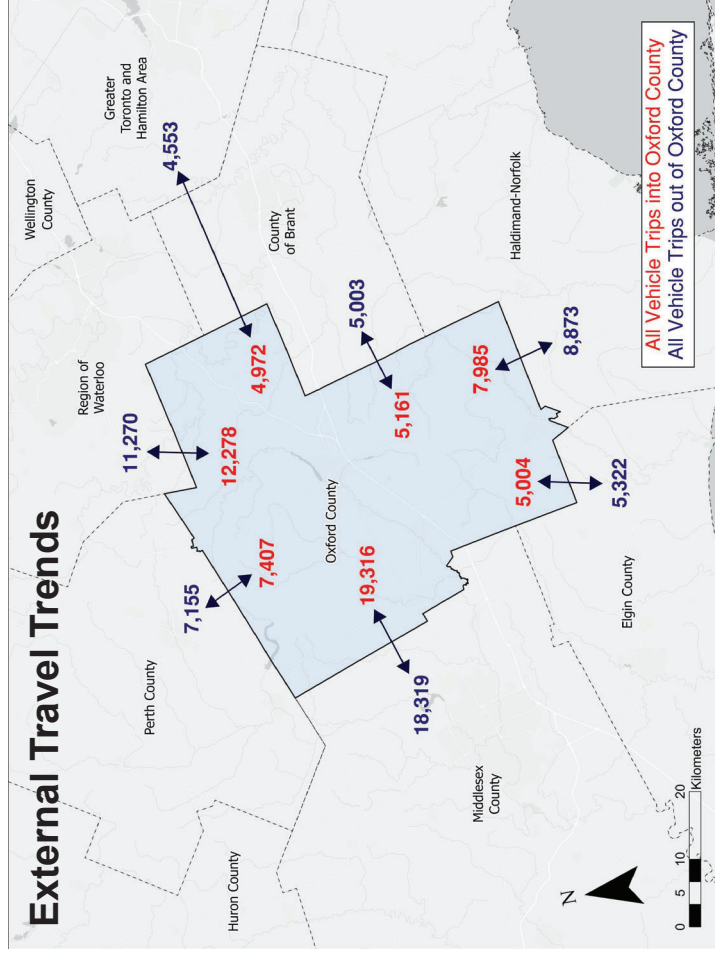
## THE COUNTY IS GROWING

- 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) Halldimand-Norfolk

### Top 3 Origins

- 1) Middlesex County
- 2) Region of Waterloo
- 3) Halldimand-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

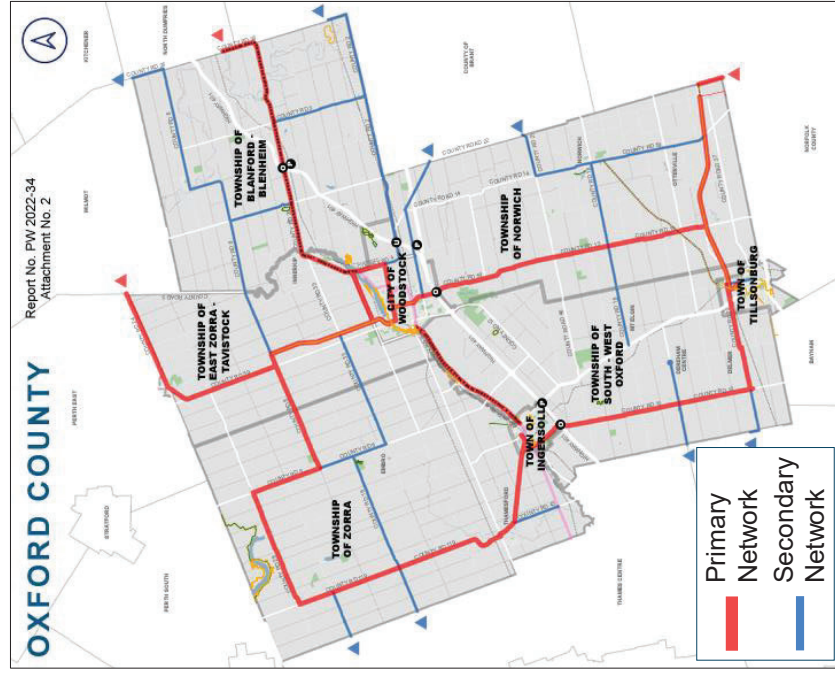
### Top 3 Internal County Origin-Destination Patterns

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

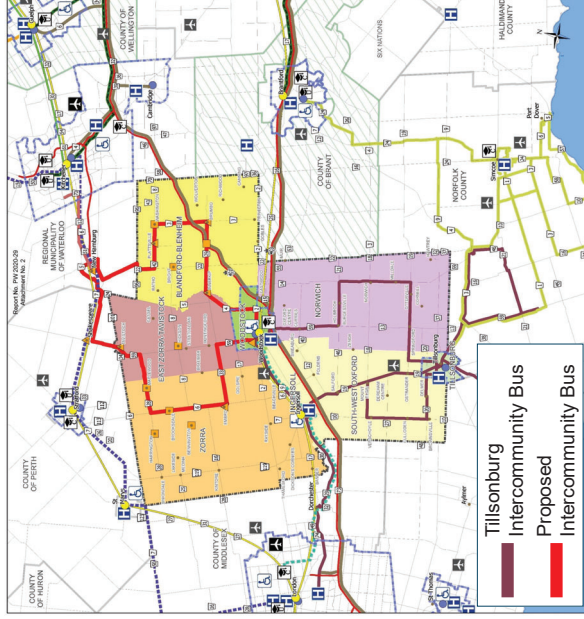


## TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

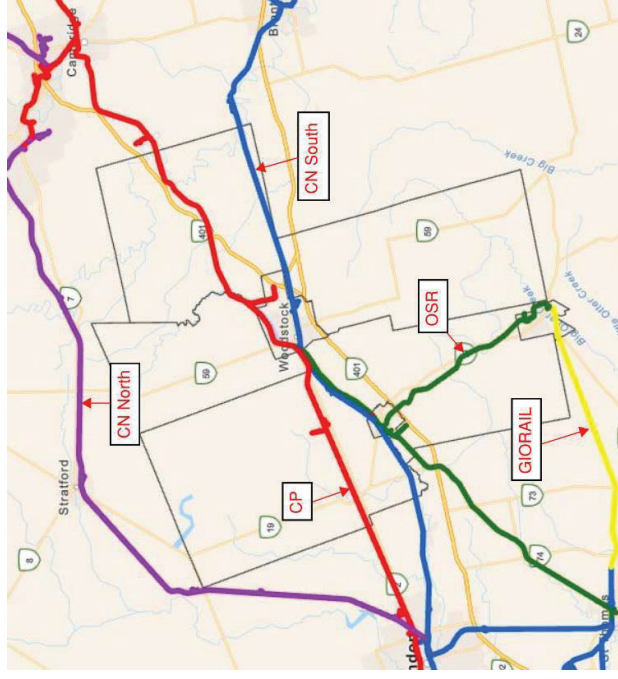
### Cycling Network



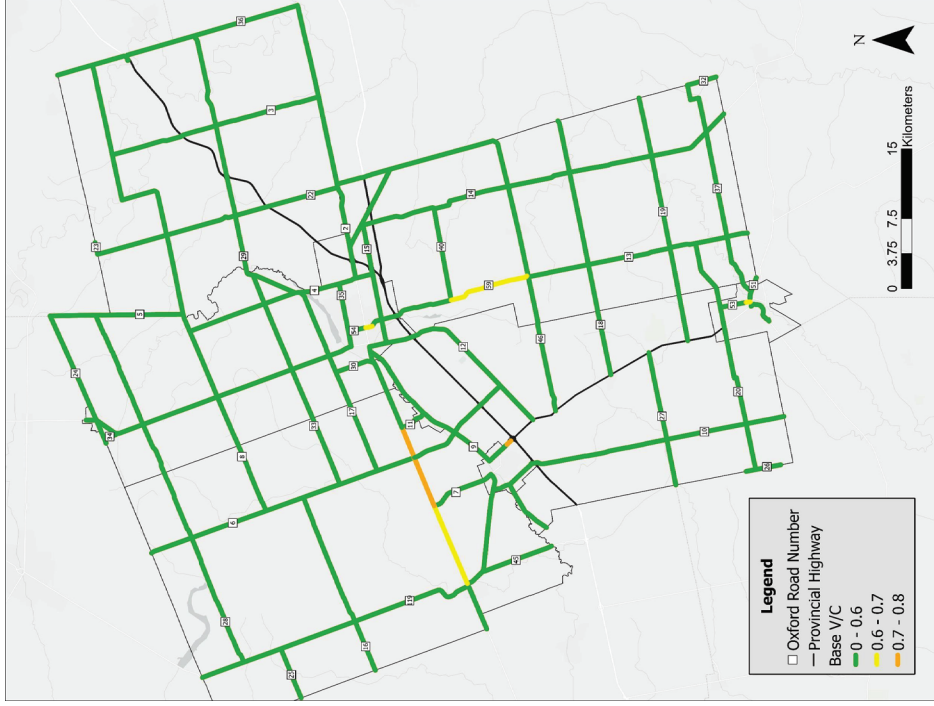
### Inter-Community Transit



### 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

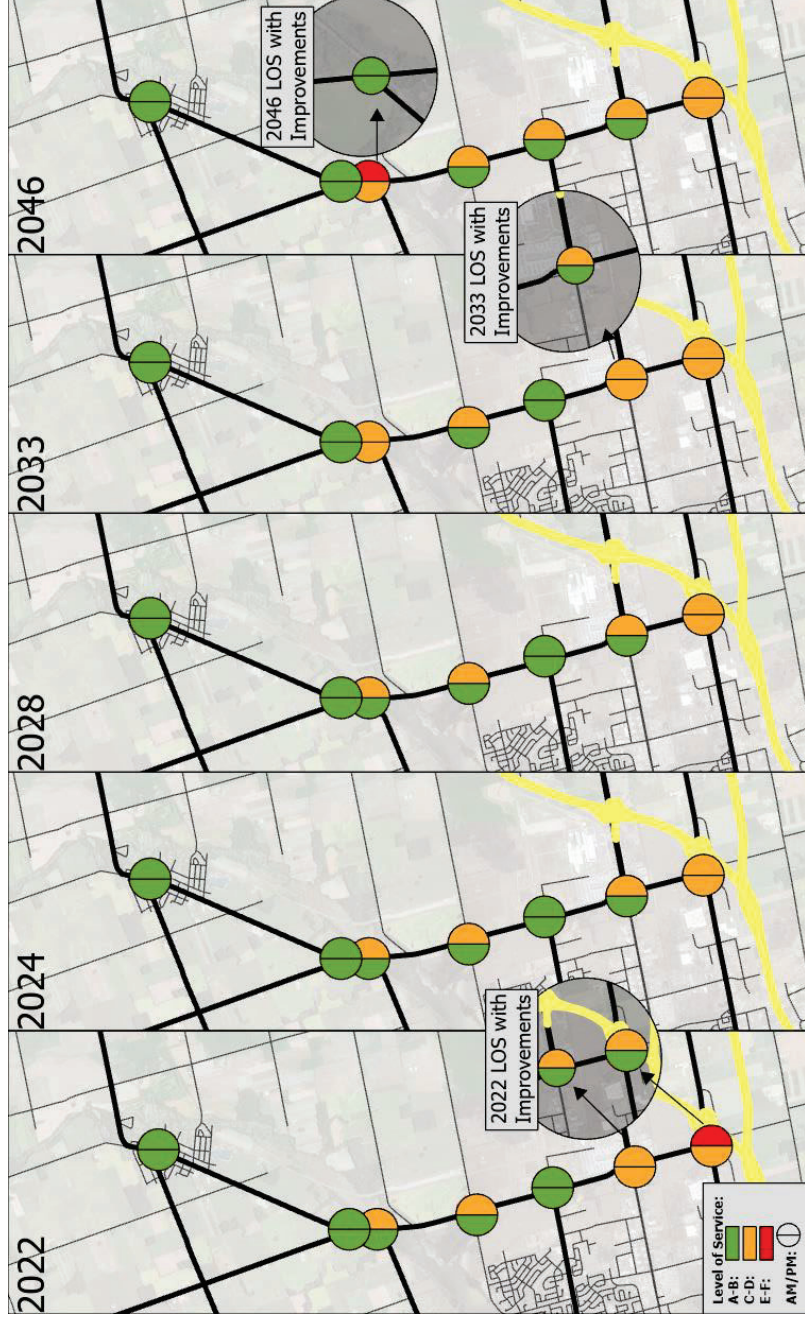


2046 – Proposed Network



- 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
  - 2024: 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 Hounsfield/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
	Illumination added in 2021	East-Zorra Tavistock	OR60 and OR33	11	4 / 0
		South-West Oxford	OR6 and Karm 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 <sup>th</sup> 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) *	✓	
Tiltsnburg / South-West Oxford	Oxford Road 20 (Tiltsnburg 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	✓	
Tiltsnburg	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"> <li>Continue Speed Management &amp; Road Safety Programs</li> <li>Expand the Program to Include Intersection Safety Improvements</li> </ul>
		Collision Database	<ul style="list-style-type: none"> <li>Continue to Update and Maintain the Collision Database</li> <li>Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements</li> </ul>
		Community Safety Zones	<ul style="list-style-type: none"> <li>Complete Implementation of Initial Community Safety Zones</li> <li>Review and monitor network for potential future CSZ to be added as required</li> </ul>
	Network Performance	Roundabout Implementation	<ul style="list-style-type: none"> <li>Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions</li> </ul>
Active Transportation	Cycling Infrastructure	Transportation Demand Management	<ul style="list-style-type: none"> <li>Continue to Promote Working from Home through Engagement with Residents and Businesses</li> <li>Implement 2024 TMP Active Transportation and People Movement Strategies</li> </ul>
		Expanding Cycling Infrastructure	<ul style="list-style-type: none"> <li>Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy</li> </ul>
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Continue Review of Existing Conditions &amp; Network</li> <li>Implement Accessible &amp; Best Practice Design Guidance</li> <li>Improve Pedestrian Links with Communities and Important Destinations</li> <li>Integrate Pedestrian Improvements with Other Modes</li> <li>Develop Reasonable Pedestrian Improvement Funding Strategy</li> <li>Complete Safety Analysis of Existing Infrastructure</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Trail Infrastructure	Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Support use of Staggered and/or Extended Pedestrian Phasing at Signals</li> <li>Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects</li> <li>Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner</li> <li>Facilitate trail development with municipal partners and stakeholders</li> <li>Complete update to 2014 Trails Master Plan</li> </ul>
		Trails Master Plan	<ul style="list-style-type: none"> <li>Develop and Implement a Micro Mobility Strategy</li> </ul>
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> <li>Explore Opportunities to Implement/Host New Technology Pilots</li> <li>Consider Incentive Program to Encourage Use of New Sustainable Travel Modes</li> </ul>
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> <li>Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight</li> </ul>
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> <li>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</li> </ul>
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> <li>Develop a Goods Movements Priority Network</li> <li>Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor</li> </ul>

## 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"> <li>Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail</li> </ul>
		North Oxford Transit	<ul style="list-style-type: none"> <li>Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service</li> </ul>
		Transit Promotion	<ul style="list-style-type: none"> <li>Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services</li> </ul>
People Movement and Public Transportation	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> <li>Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations</li> <li>Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement</li> </ul>
		Service Integration	<ul style="list-style-type: none"> <li>Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations</li> <li>Advocate for North Oxford Intercommunity Bus Service to provide the same service</li> </ul>
		Support Regional Connectivity	<ul style="list-style-type: none"> <li>Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services</li> </ul>
People Movement and Public Transportation	Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) support y	Carpooling / Ridesharing	<ul style="list-style-type: none"> <li>Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County</li> </ul>
		Mobility Hubs	<ul style="list-style-type: none"> <li>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</li> <li>Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations	
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> <li>Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility</li> </ul>	
		Electric Vehicles and Charging Stations	Charging Network	<ul style="list-style-type: none"> <li>Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study</li> </ul>
			Funding Strategy	<ul style="list-style-type: none"> <li>Develop a Funding Strategy for the Implementation of Charging Stations</li> </ul>
Low Carbon and New Technology Alternatives	Autonomous Vehicles	Implement AV Network	<ul style="list-style-type: none"> <li>Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles</li> </ul>	
		Integrate AV Network	<ul style="list-style-type: none"> <li>Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion</li> </ul>	
		Work with MACAVO	<ul style="list-style-type: none"> <li>Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)</li> </ul>	
Low Carbon and New Technology Alternatives	Alternative Fuel Sources	Monitor Network	<ul style="list-style-type: none"> <li>Monitor the Safety and Success of AV Network as Implemented</li> </ul>	
		Expanding Use of Alternative Fuels	<ul style="list-style-type: none"> <li>Explore Implementation of Solar Photovoltaic Charging Options</li> <li>Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative</li> <li>Monitor the use of Hydrogen as a Fuel Alternative in the Long-term</li> <li>Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County</li> </ul>	
		Connected Vehicles	<ul style="list-style-type: none"> <li>Support Provincial Truck Platooning Pilot Program</li> <li>Consider Development of Connected Vehicle Policy for County Roads</li> </ul>	
Low Carbon and New Technology Alternatives	Future Technology	Transit Electrification	<ul style="list-style-type: none"> <li>Prompt Area Municipalities in the Electrification of Transit Service</li> </ul>	

## NEXT STEPS

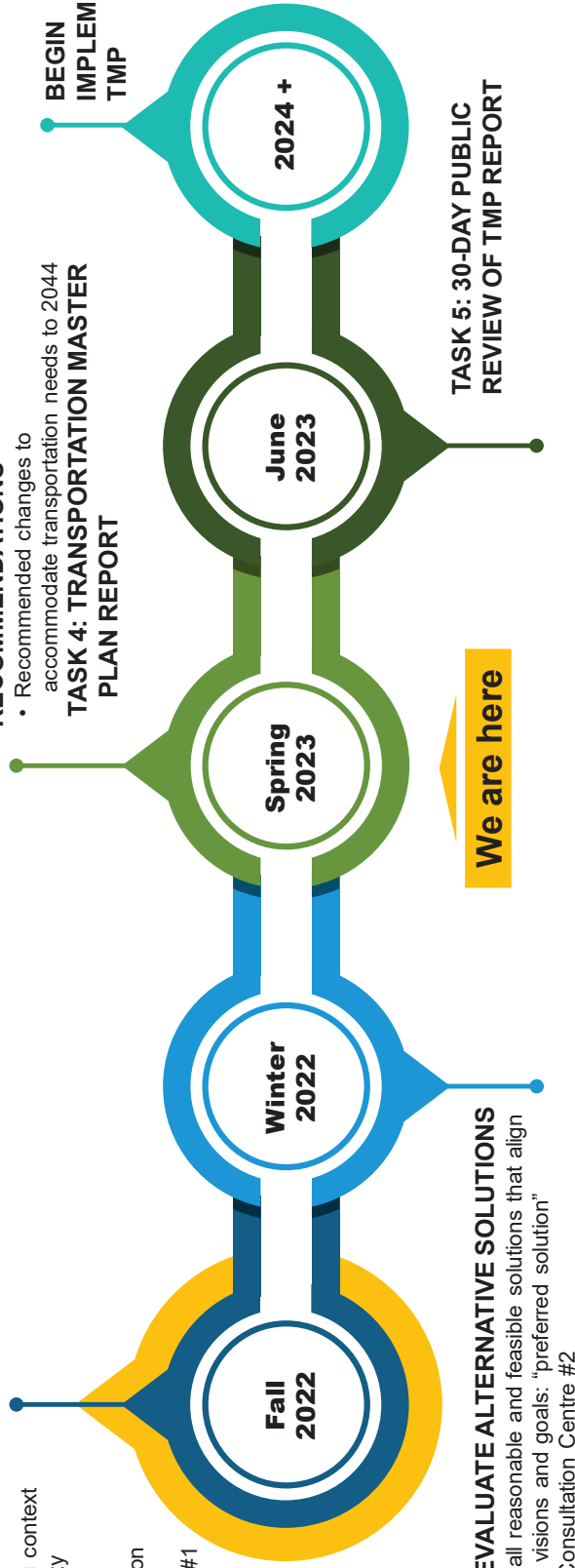
### TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1

### TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

### TASK 4: TRANSPORTATION MASTER PLAN REPORT



### TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: "preferred solution"
- Public Consultation Centre #2

**We are here**

### 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.



## SPEAK UP!

### Connect with Us!

- Visit [oxfordcounty.ca/speakup](https://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](https://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](mailto:rvink@oxfordcounty.ca)  
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Cell: 289-404-5363

# 1 Introduction

**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

# 2 Attendees

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	jlavallee@oxfordcounty.ca
John Grieve	Parsons	john.grieve@parsons.com
Marianne Alden	Parsons	marianne.alden@parsons.com
Prapti Syeda	Parsons	prapti.syeda@parsons.com

# 3 Topics and Discussions

## 3.1 Introductions

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A round of introductions was held and included the role of each attendee.

## 3.2 Introductory Presentation

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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

### 3.3 Discussion

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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.

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	Postal Code	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	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanacker@oxfordcounty.ca">svanacker@oxfordcounty.ca</a>
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	<a href="mailto:mabercrombie@oxfordcounty.ca">mabercrombie@oxfordcounty.ca</a>
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	<a href="mailto:fgross@oxfordcounty.ca">fgross@oxfordcounty.ca</a>
David Simpson		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dsimpson@oxfordcounty.ca">dsimpson@oxfordcounty.ca</a>
Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:rdavis@oxfordcounty.ca">rdavis@oxfordcounty.ca</a>
Travis Pawlick		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:tpawlick@oxfordcounty.ca">tpawlick@oxfordcounty.ca</a>
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dford@oxfordcounty.ca">dford@oxfordcounty.ca</a>
Jennifer Lavallee		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:jlavallee@oxfordcounty.ca">jlavallee@oxfordcounty.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	<a href="mailto:tconte@oxfordcounty.ca">tconte@oxfordcounty.ca</a>
Paul Michels		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:pmichels@oxfordcounty.ca">pmichels@oxfordcounty.ca</a>
Curtis Tighe	Economic Development Officer	Town of Ingersoll	Economic Development	130 Oxford Street (2nd Floor)		Ingersoll	Ontario	N5C 2V5	519-485-0120 ext 6225	<a href="mailto:curtis.tighe@ingersoll.ca">curtis.tighe@ingersoll.ca</a>
Cephas Panschow	Development Commissioner	Town of Tillsonburg	Economic Development	204-200 Broadway		Tillsonburg	Ontario	N4G 5A7	519-688-3009 ext 4007	<a href="mailto:cpanschow@tillsonburg.ca">cpanschow@tillsonburg.ca</a>
Ronda Stewart	Economic Development Director	Rural Oxford Economic Development Corporation							519-619-6895	<a href="mailto:ronda@ruraloxford.ca">ronda@ruraloxford.ca</a>
Hejal Modi Devram	Assistant Manager	Toyota							519-212-0629	<a href="mailto:hejal.modidevram@toyota.com">hejal.modidevram@toyota.com</a>
Mike Rombouts	Facilities Engineer	Caml							519-521-7289	<a href="mailto:michael.rombouts@cm.com">michael.rombouts@cm.com</a>
		CES Oxford		40 Metcalf Street		Woodstock	Ontario	N4S 3E7		<a href="mailto:info@woodstockchamber.ca">info@woodstockchamber.ca</a>
		Woodstock Chamber of Commerce								<a href="mailto:admin@ingersollchamber.com">admin@ingersollchamber.com</a>
		Ingersoll Chamber of Commerce								<a href="mailto:szanne@tillsonburgchamber.ca">szanne@tillsonburgchamber.ca</a>
Suzanne Renten	CEO	Tillsonburg Chamber of Commerce								<a href="mailto:manager@townofwoodstock.ca">manager@townofwoodstock.ca</a>
Virginia Armstrong	Manager	Woodstock BIA		201-5 Graham Street		Woodstock	Ontario	N4S 6J5	519-537-5721	<a href="mailto:m.renaud@tillsonburg.ca">m.renaud@tillsonburg.ca</a>
Mark Renaud	Executive Director	Tillsonburg BIA								<a href="mailto:john.mccoll@parsons.com">john.mccoll@parsons.com</a>
John McGill, P.Eng., PTOE, RSP1	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-339-9569	<a href="mailto:john.grievet@parsons.com">john.grievet@parsons.com</a>
John Grievet, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>
Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:gm@woodstockchamber.ca">gm@woodstockchamber.ca</a>

[gm@woodstockchamber.ca](mailto:gm@woodstockchamber.ca)  
[dford@ruraloxford.ca](mailto:dford@ruraloxford.ca)





# TRANSPORTATION MASTER PLAN AND OXFORD ROAD 4 CORRIDOR STUDY

ECD FORUM #1  
APRIL 5<sup>TH</sup>, 2022





# 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

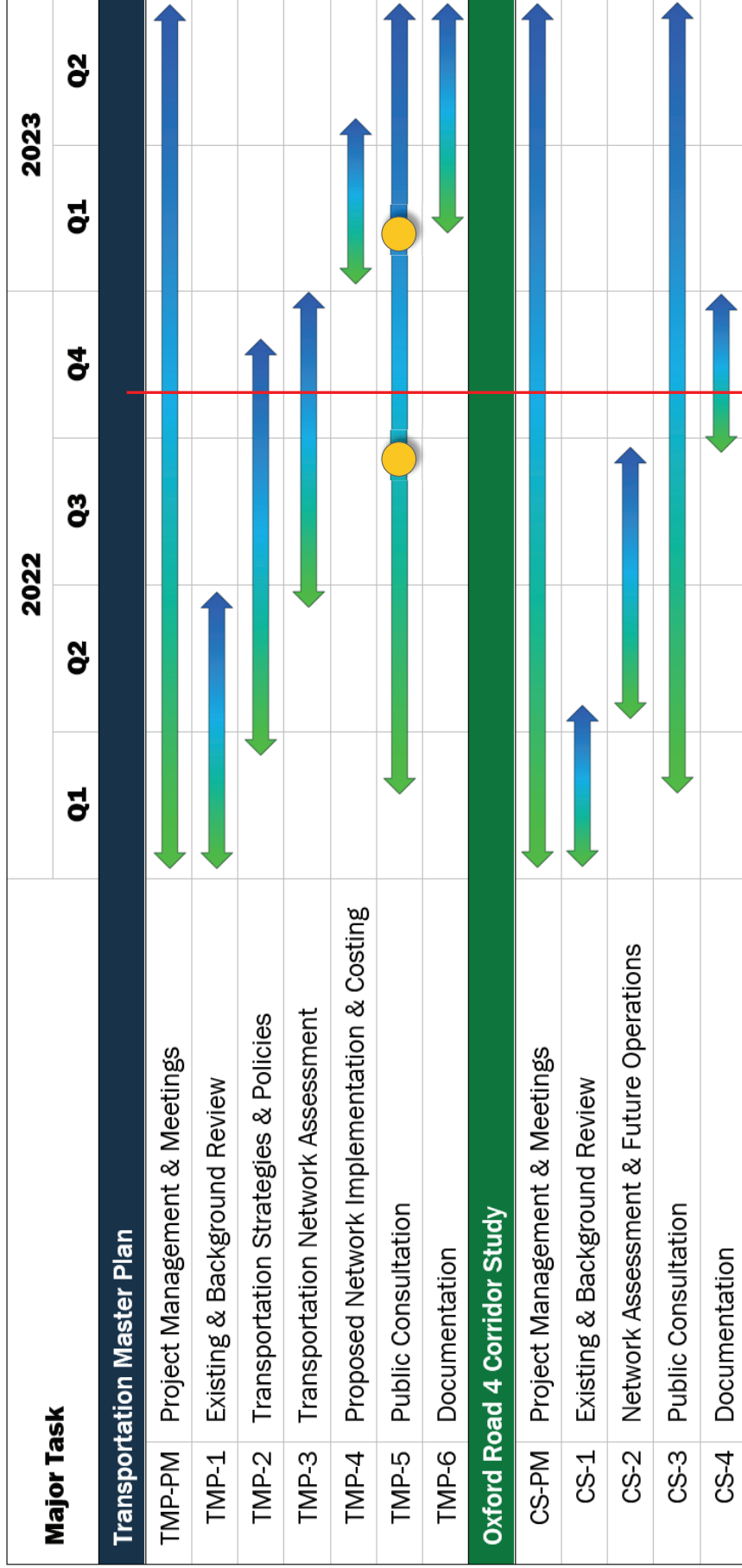
- Completing an update to the Oxford County Transportation Master Plan (TMP) and accompanying Oxford Road 4 (OR4) Corridor Study
- Fostering and maintaining strong lines of communication between the County, the eight lower-tier municipalities, Indigenous communities, other key stakeholders and residents.
- 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

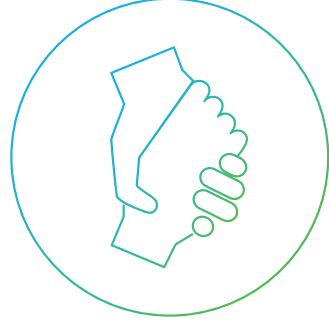
# **PURPOSE OF THE ECONOMIC DEVELOPMENT (ECD) FORUM & INTRODUCTIONS**



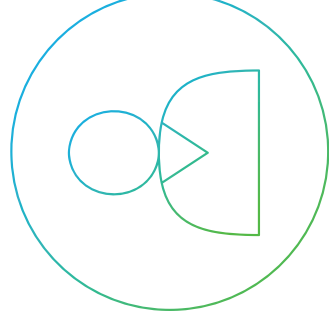


# PURPOSE OF THE ECONOMIC DEVELOPMENT (ECD) FORUM

- 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%

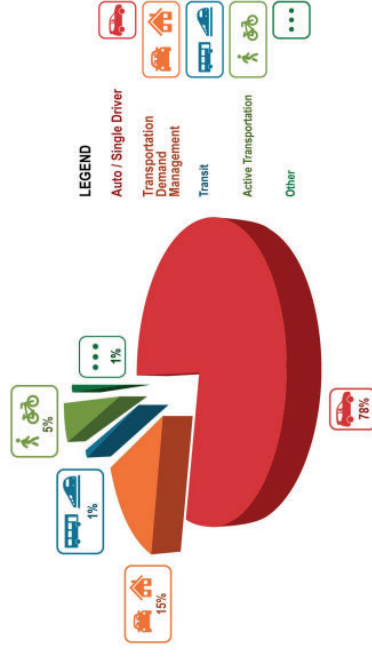


FIGURE ES.1: EXISTING TRANSPORTATION MODE SHARE

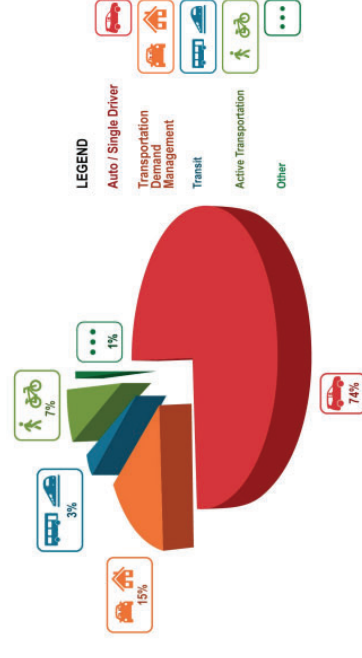


FIGURE ES.4: TRANSPORTATION MODE SHARE TARGET (2038)

# 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

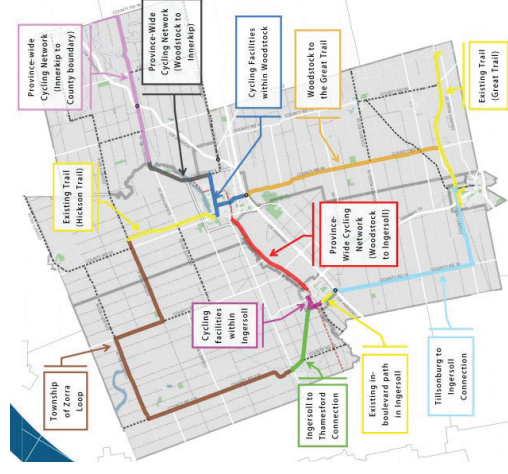


Figure 8. Primary Network Priorities

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
Province-wide Cycling Network (Woodstock to Ingersoll)	8.5	\$2.6M
Priority #5 Ingersoll to Thameford Connection	0.5	\$2.0M
Priority #6 Woodstock to The Great Trail	25.1	\$7.5M
Priority #7 Tilsonburg to Ingersoll Connection	28.4	\$8.5M
Priority #8 Province-wide Network (Innership to County boundary)	21.0	\$6.3M
Priority #9 Township of Zorra Loop	46.1	13.8M
<b>Total</b>	<b>198.0</b>	<b>\$49.3M</b>

# NEW DIRECTIONS – ADVANCING SW ONTARIO’S PUBLIC TRANSPORTATION OPPORTUNITIES

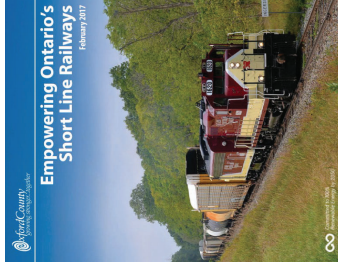
- A complete and balanced mobility system includes convenient and choice across three types of transportation (Active, Private and Public)
- Southwestern Ontario has a mobility system which is neither complete nor balanced and lacks alternatives to car travel
- New Directions is a tool kit developed 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

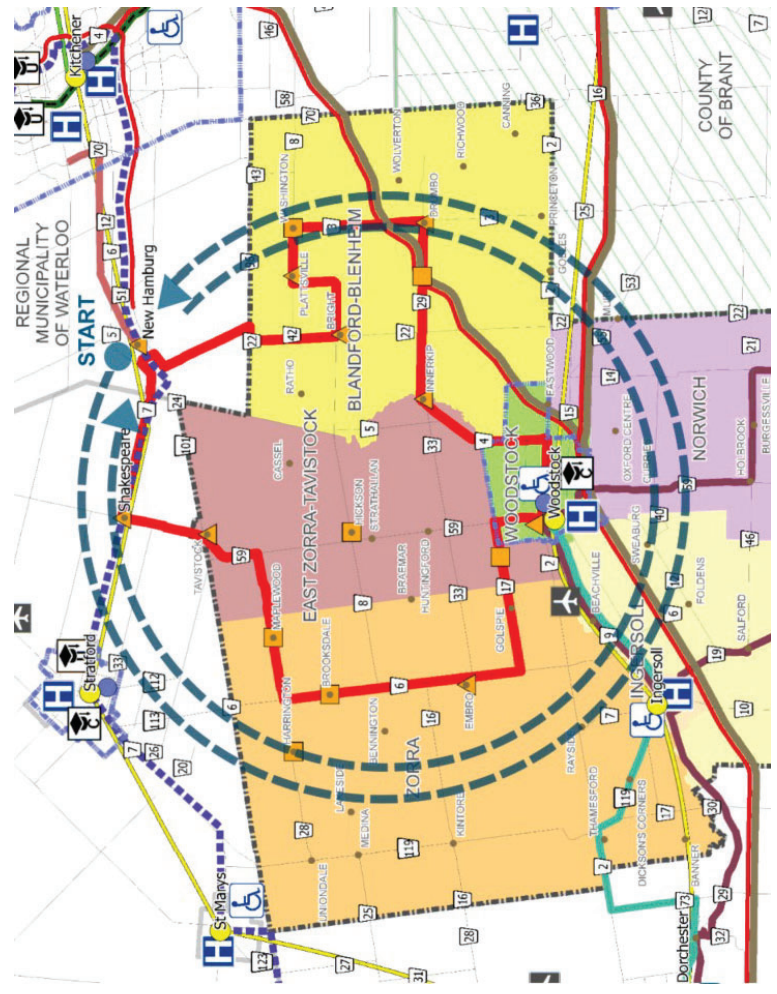






# PROPOSED NORTH OXFORD INTERCOMMUNITY BUS TRANSIT

- 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

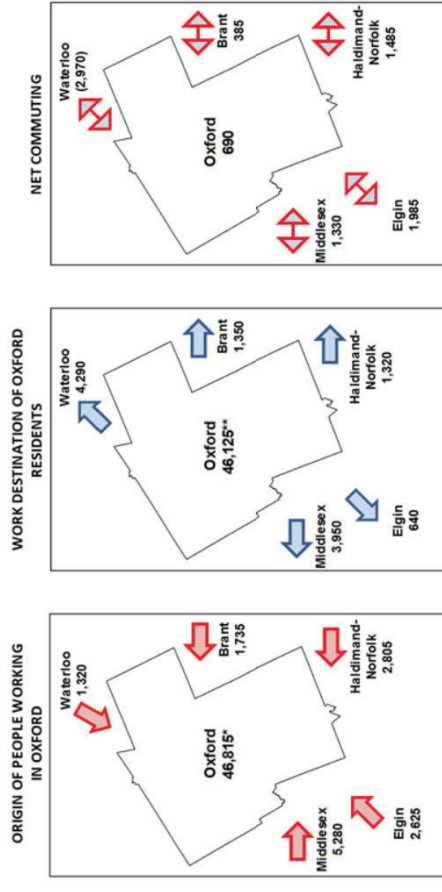




# OFFICIAL PLAN / PHASE 1 COMPREHENSIVE REVIEW

- 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

## 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 Growth by Percentage (%)

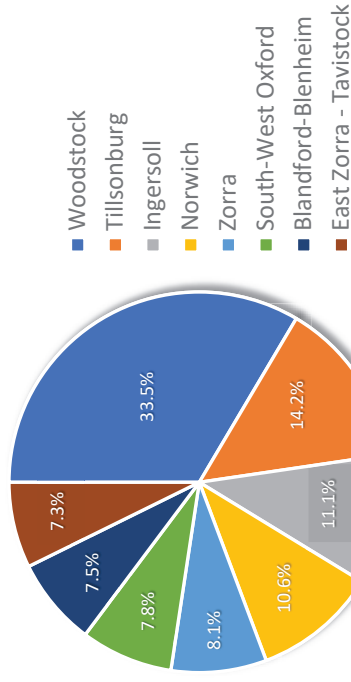
	Oxford County	Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	South-West Oxford	Blandford-Blenheim	East Zorra - Tavistock
01' - 06'	3.4%	7.1%	5.2%	6.7%	0.0%	0.9%	-2.5%	-3.8%	-3.3%
06' - 11'	2.8%	5.1%	3.1%	3.2%	2.2%	-0.8%	-0.6%	2.9%	-2.5%
11' - 16'	4.6%	8.1%	3.6%	4.8%	1.1%	1.0%	1.2%	0.5%	3.9%
16' - 21'	9.0%	12.0%	14.7%	6.8%	2.8%	5.7%	-0.7%	2.2%	9.3%



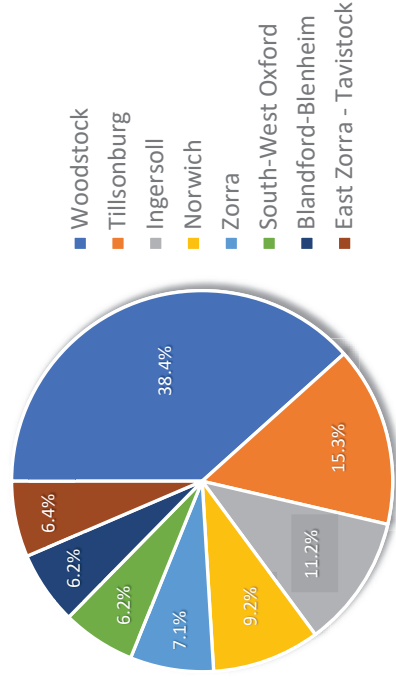
# 2021 CENSUS DATA

## Population Breakdown

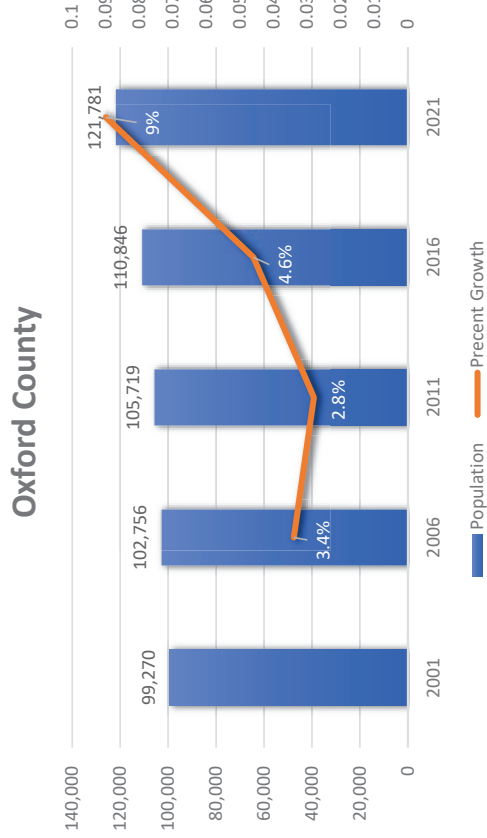
### 2001 Census Population Breakdown



### 2021 Census Population Breakdown



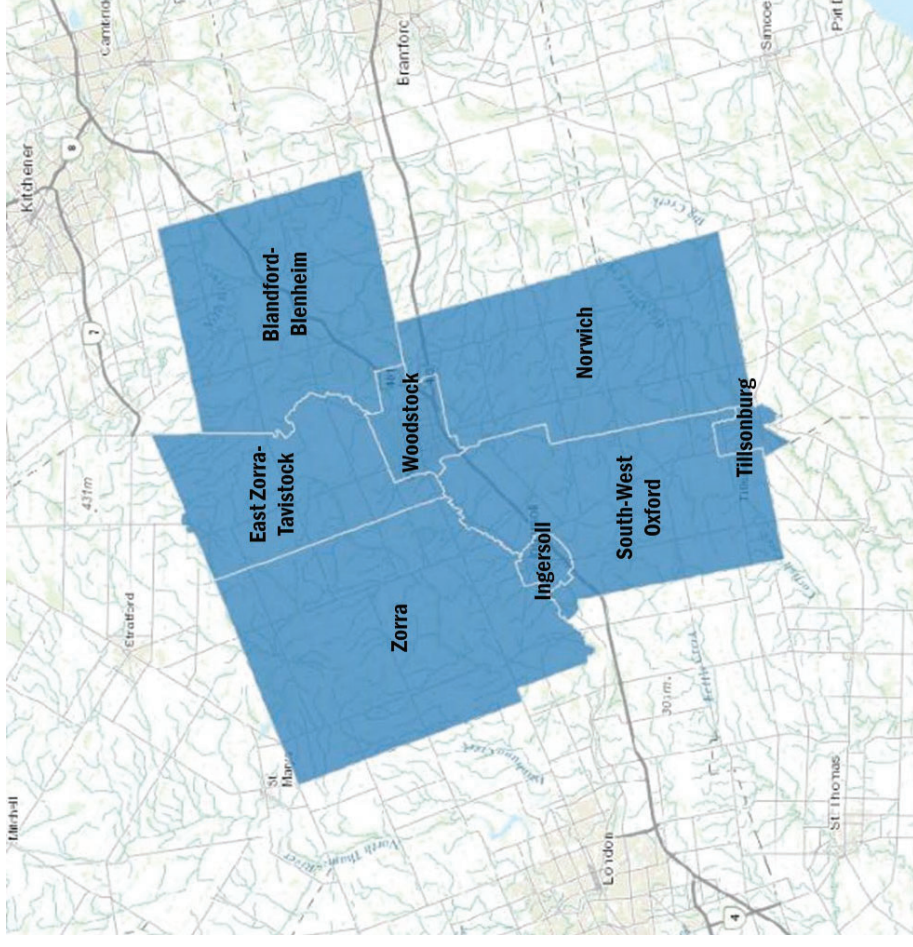
## Population





# 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-Thu)
    - 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.

2021 2019

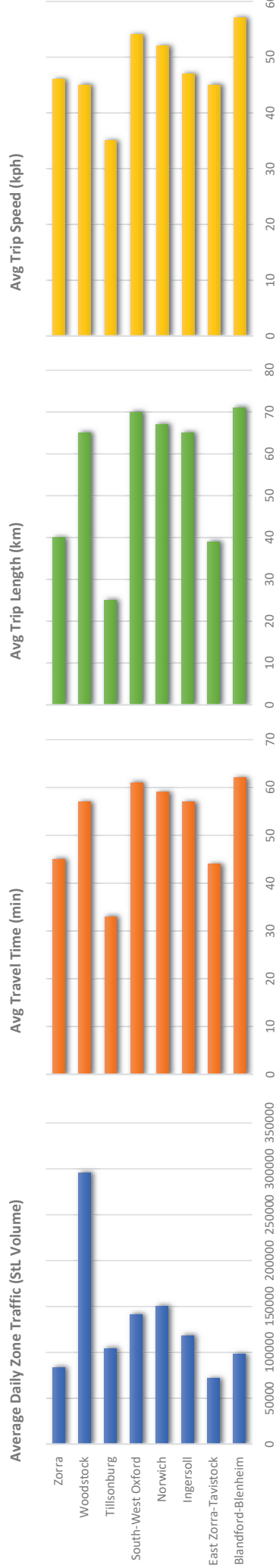
Zone Name	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (min)	Avg Trip Length (km)	Avg Trip Speed (kph)
Blandford-Blenheim	97955	62	71	57	112719	59	63	52
East Zorra-Tavistock	71553	44	39	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
Tiltsenburg	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%				



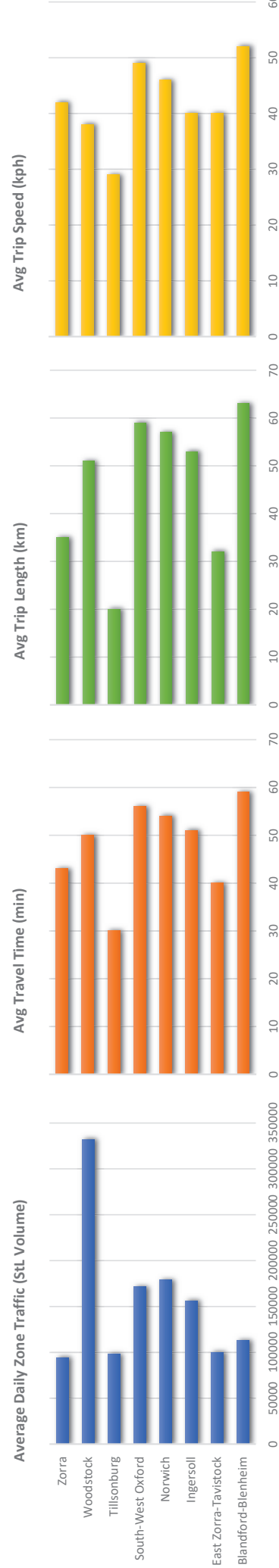


# TRIP ATTRIBUTES

## 2021



## 2019



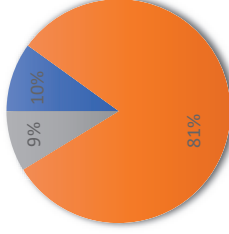


# TRIP ATTRIBUTES

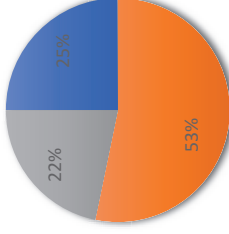
## Average Daily Zone Traffic (StL Volume)

■ Residents ■ Visitors ■ Workers

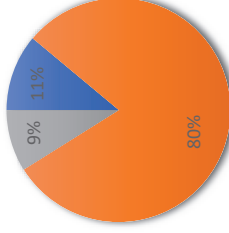
Blandford-Blenheim



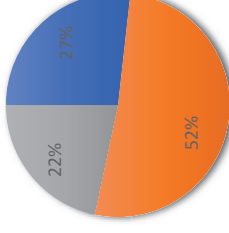
East Zorra-Tavistock



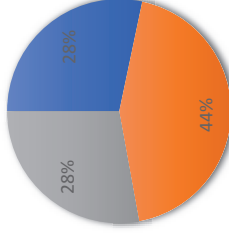
Blandford-Blenheim



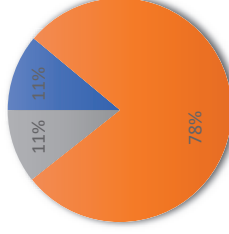
East Zorra-Tavistock



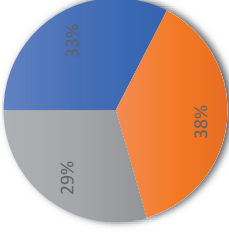
Ingersoll



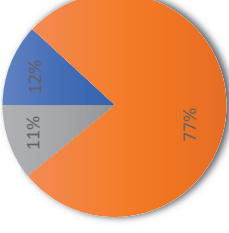
Norwich



Ingersoll



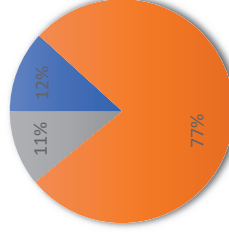
Norwich



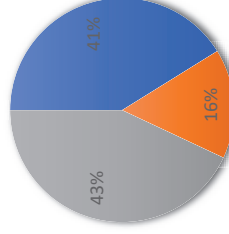
# 2021

# 2019

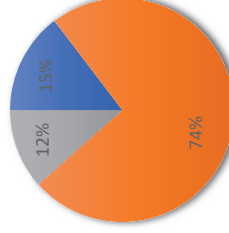
South-West Oxford



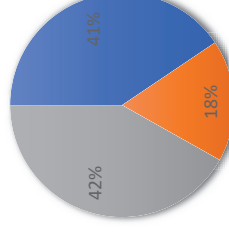
Tillsonburg



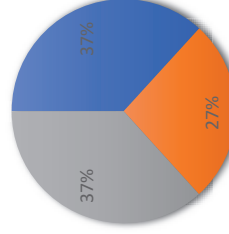
South-West Oxford



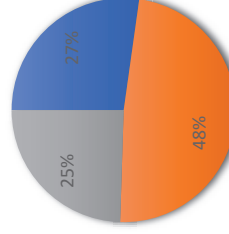
Tillsonburg



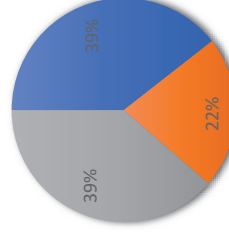
Woodstock



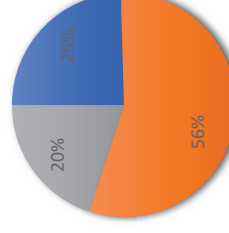
Zorra



Woodstock



Zorra





# **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 16<sup>th</sup>, 2023, from 1:00 to 3:00 PM – In-Person



Ryan Vink, P.Eng.  
Oxford County Project Manager  
E-mail: [rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca)  
Cell: 519-535-8471



John McGill, P.Eng., PTOE, RSP1  
Parsons Project Manager  
Email: [john.mcgill@parsons.com](mailto:john.mcgill@parsons.com)  
Cell: 905-330-9569

## 1 Introduction

**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

## 2 Attendees

Name	Organization	Email
Virginia Armstrong	Downtown Woodstock BIA	manager@downtownwoodstock.ca
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
John Howe	Wood Canada	John.howe@woodplc.com
Stephanie Nevins	Tillsonburg District Chamber of Commerce	stephanie@tillsonburgchamber.ca
Suzanne Renken	Tillsonburg District Chamber of Commerce	suzanne@tillsonburgchamber.ca
Ryan Vink	Oxford County	rvink@oxfordcounty.ca
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	jvallee@oxfordcounty.ca
John McGill	Parsons	John.mcgill@parsons.com
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
- Background Studies, Reports and Data

### 3.3 Discussion

---

- 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.





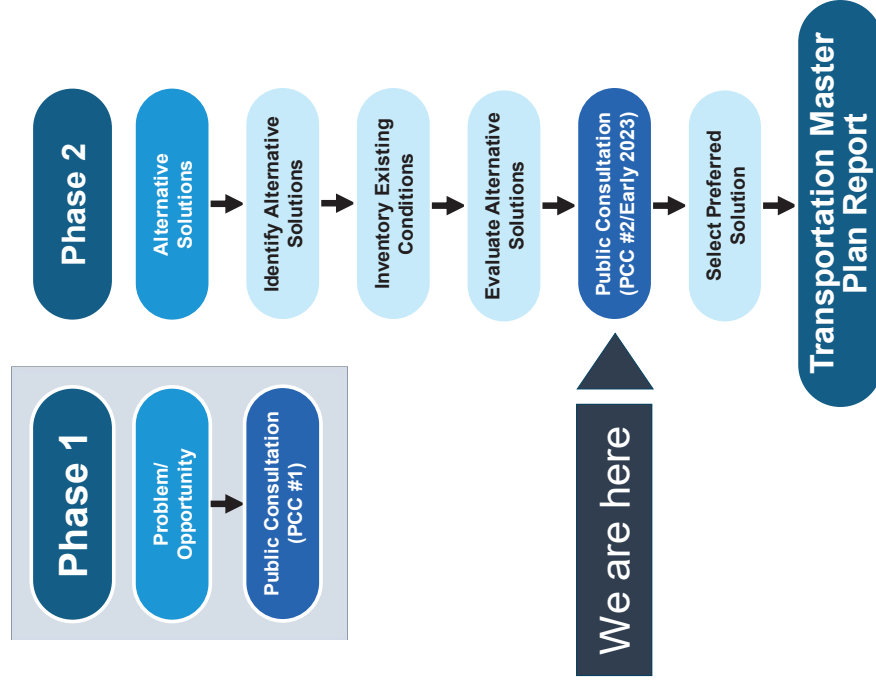
# OXFORD COUNTY 2024 TRANSPORTATION MASTER PLAN UPDATE

ECDEV MEETING #2  
APRIL 6<sup>TH</sup>, 2023





## 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.*

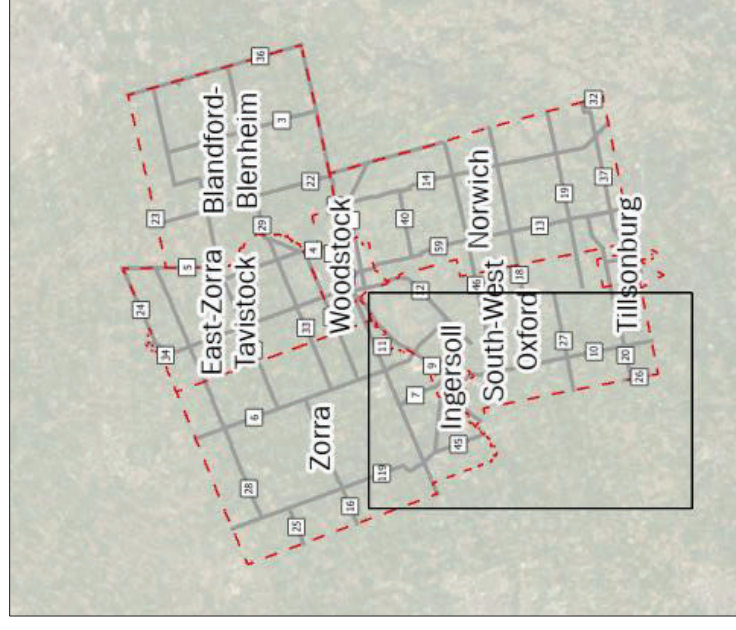
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Difficult to make left turns (e.g., from Harris Street in Ingersoll).</li> <li>Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*</li> <li>Speeding is an issue on Pressey Road in Ingersoll.*</li> <li>Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*</li> <li>Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*</li> </ul>

\* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

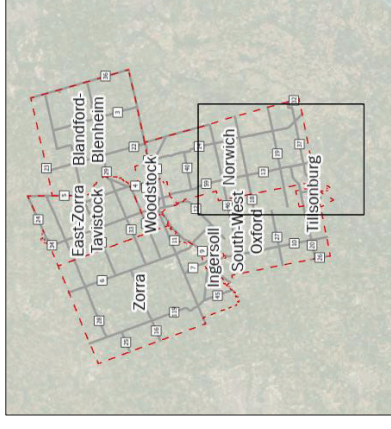
Location of Public Consultation Centre #1 comments for South-West Oxford Township/Ingersoll/Zorra Township



## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Location of Public Consultation Centre #1  
Tillsonburg/Norwich

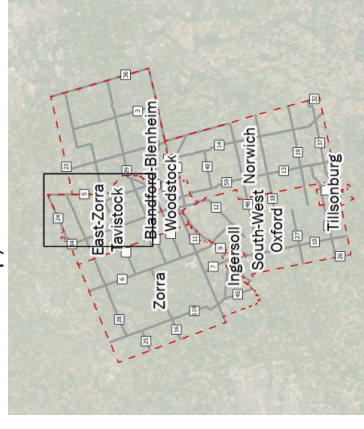
Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).</li> </ul>



## East Zorra-Tavistock Township/Blandford-Blenheim

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Excessive speed (e.g., Blandford Street, Innerkip).</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Need for pedestrian trails (e.g., Innerkip).*</li> <li>Dog Park requested (e.g., Innerkip).*</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107).</li> <li>Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).</li> </ul>

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.



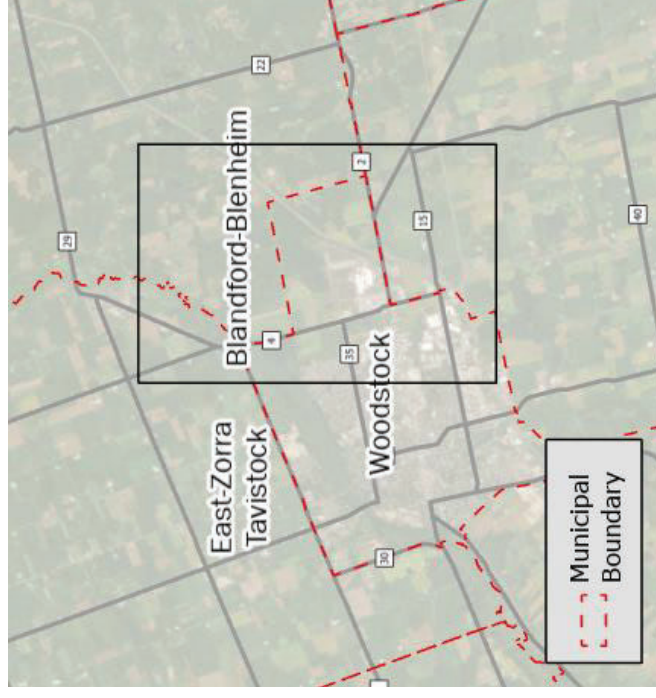
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### East Woodstock/Blandford-Blenheim/Norwich Township

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4).</li> <li>Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4).</li> <li>Need more parking (e.g., Innerkip – new plaza and housing development).*</li> <li>Illumination (e.g., streetlights at Highway 53 in Norwich Township).</li> </ul>

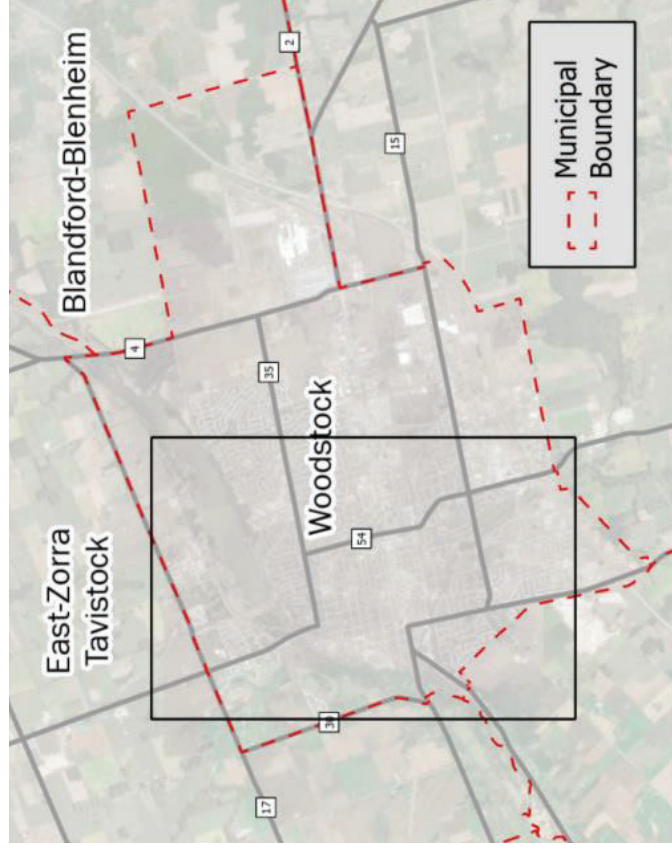
\* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.



## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### West Woodstock

Location of Public Consultation Centre #1 comments for West Woodstock



Category	Comment
Active Transportation	<ul style="list-style-type: none"> <li>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).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street).</li> <li>Traffic signal timings (e.g., review OR 59/Montclair Drive).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Intersection layout (e.g., square off intersection OR 2/OR 9).</li> <li>Railway tracks (e.g., fix track crossing on OR 9).</li> <li>Pedestrian crossing (e.g., required at OR 35/Clark St.).</li> </ul>

\* 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 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](https://oxfordcounty.ca/speakup)

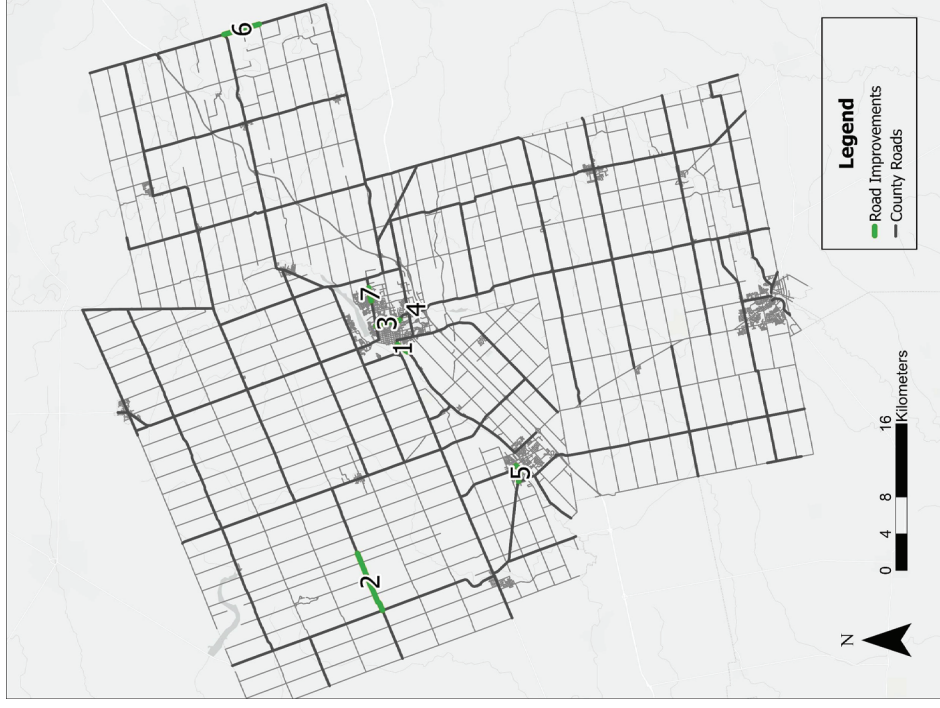




## PROGRAM & PROJECT HIGHLIGHTS

### 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 Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
  - 2) Oxford Road 16 (31<sup>st</sup> 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

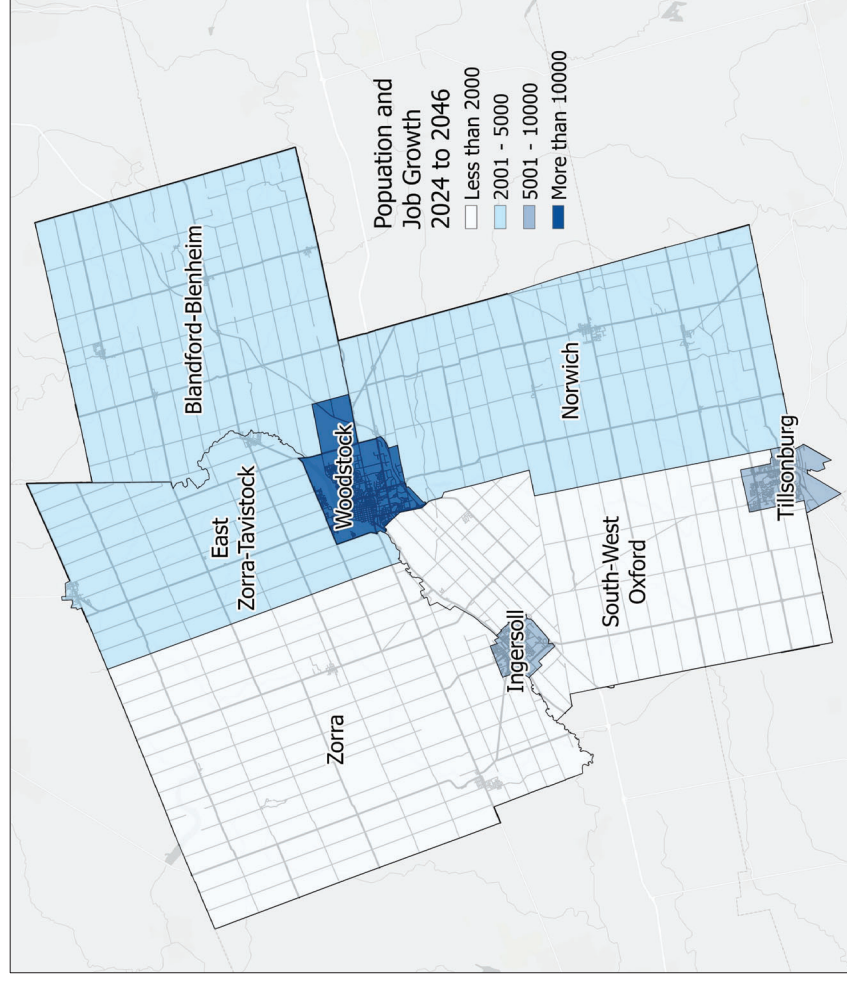
- Two (2) Environmental Assessment, has been completed or initiated since 2020. Both were included in the 2019 TMP implementation Plan. The two (2) completed studies include:
  - Oxford Road 19 (Provincial Highway 19 to Norfolk County Limits)
  - Trans Canada Trail Bridge over Ontario Southland Railway



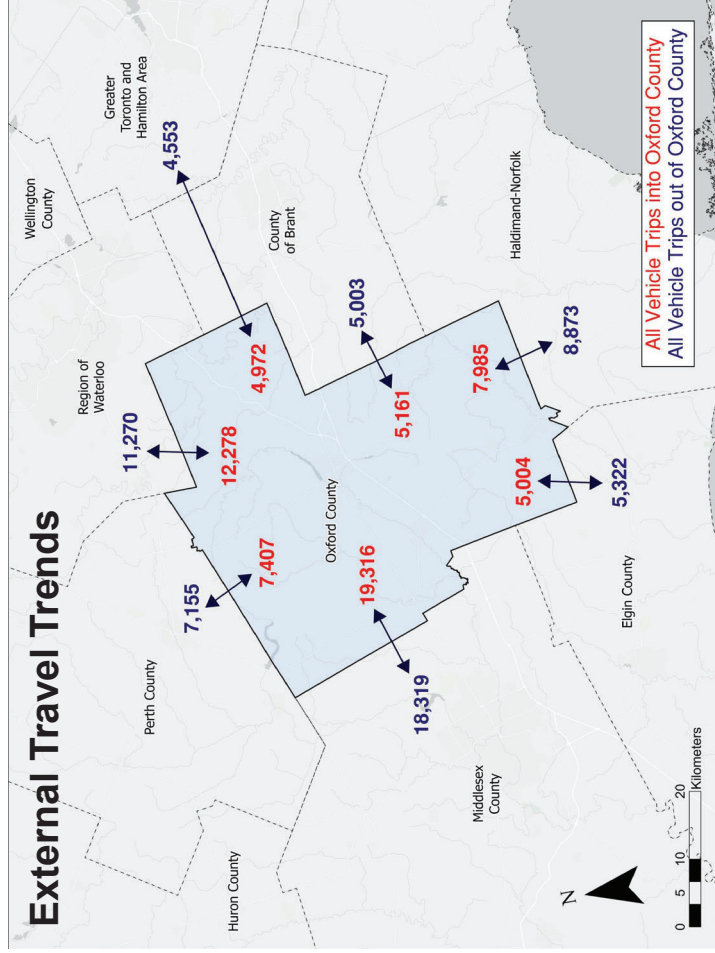
## THE COUNTY IS GROWING

- 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	Norwich	South-West Oxford	Ingersoll	Zorra	East Zorra-Tavistock	Woodstock
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

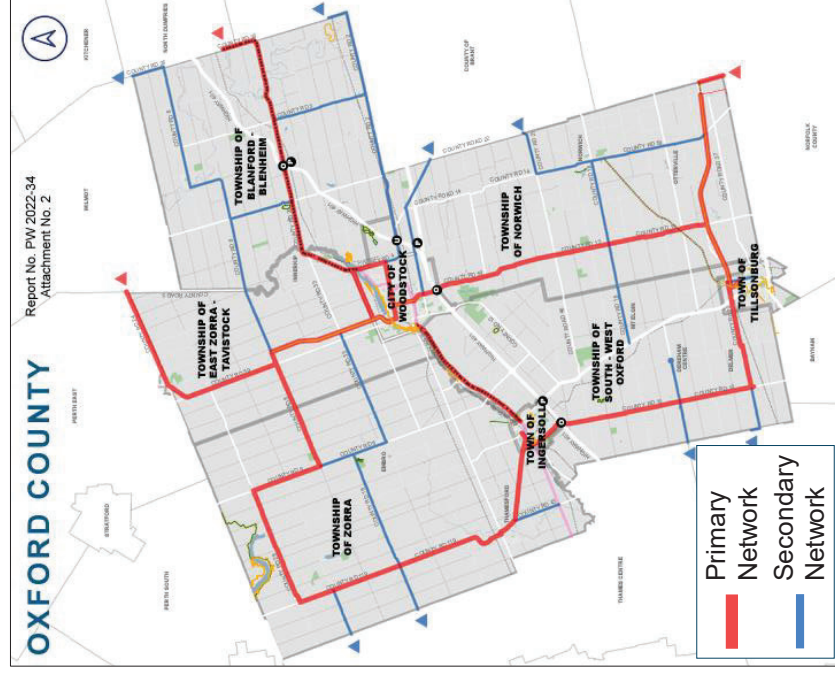
### Top 3 Internal County Origin-Destination Patterns

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

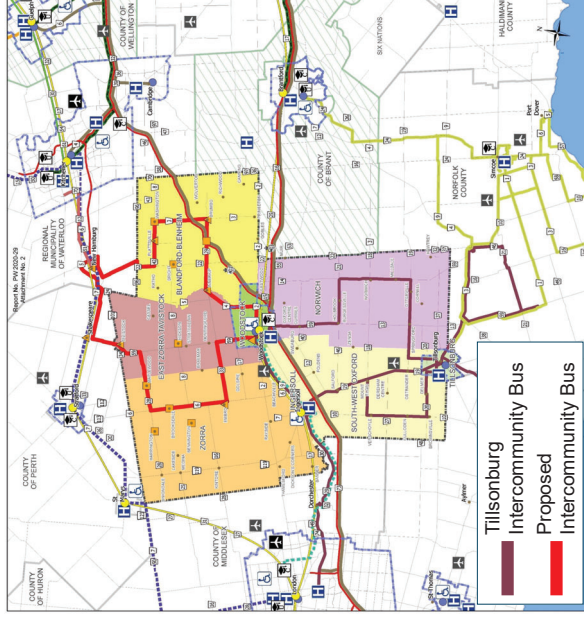


## TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

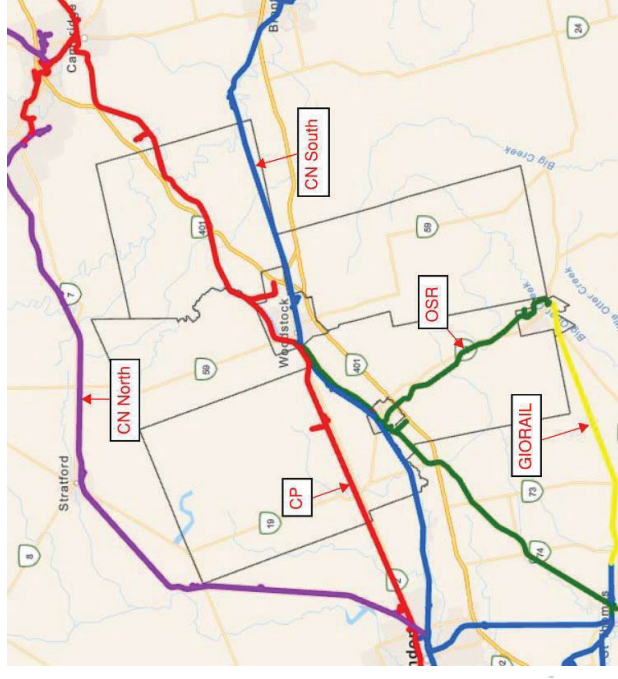
### Cycling Network



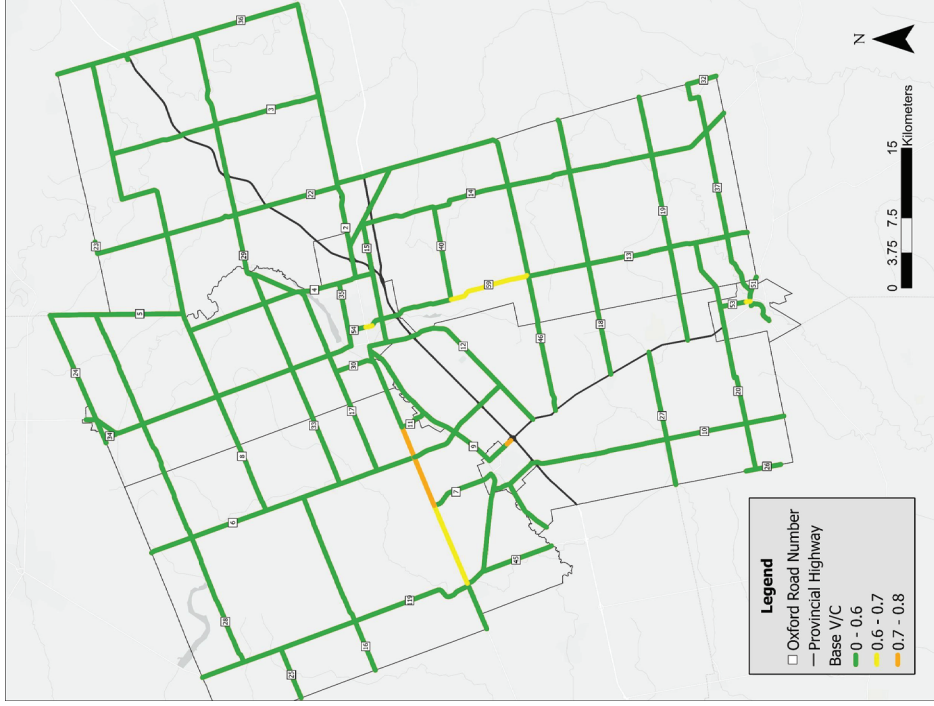
### Inter-Community Transit



### 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



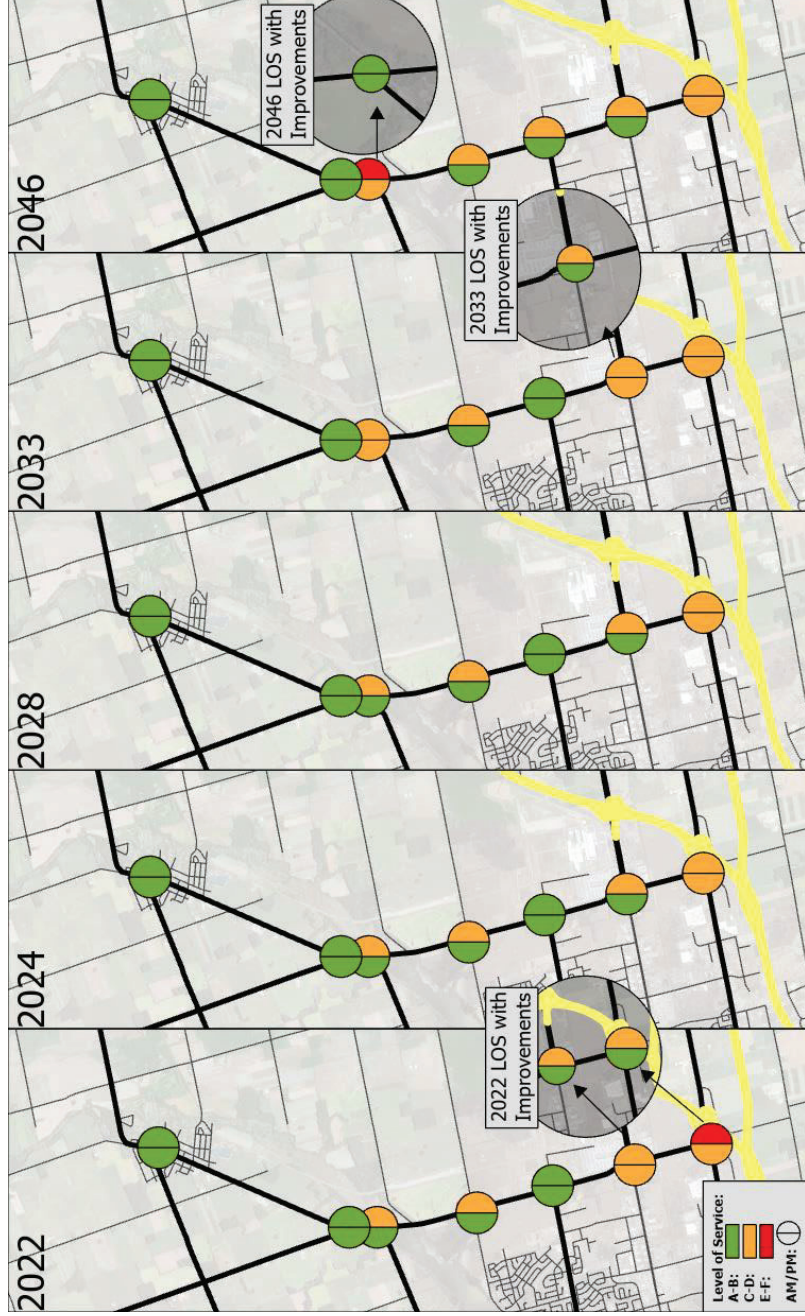
2046 – Proposed Network



- 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

Signal timing optimization – OR 4 and OR 2

## 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
	Illumination added in 2021	East-Zorra Tavistock	OR60 and OR33	11	4 / 0
		South-West Oxford	OR6 and Karm 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 <sup>th</sup> 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) *	✓	
Tiltsnburg / South-West Oxford	Oxford Road 20 (Tiltsnburg 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	✓	
Tiltsnburg	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"> <li>Continue Speed Management &amp; Road Safety Programs</li> <li>Expand the Program to Include Intersection Safety Improvements</li> </ul>
		Collision Database	<ul style="list-style-type: none"> <li>Continue to Update and Maintain the Collision Database</li> <li>Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements</li> </ul>
	Network Performance	Community Safety Zones	<ul style="list-style-type: none"> <li>Complete Implementation of Initial Community Safety Zones</li> <li>Review and monitor network for potential future CSZ to be added as required</li> </ul>
		Roundabout Implementation	<ul style="list-style-type: none"> <li>Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions</li> </ul>
Active Transportation	Accommodating Future Growth	Transportation Demand Management	<ul style="list-style-type: none"> <li>Continue to Promote Working from Home through Engagement with Residents and Businesses</li> <li>Implement 2024 TMP Active Transportation and People Movement Strategies</li> </ul>
	Cycling Infrastructure	Expanding Cycling Infrastructure	<ul style="list-style-type: none"> <li>Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy</li> </ul>
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Continue Review of Existing Conditions &amp; Network</li> <li>Implement Accessible &amp; Best Practice Design Guidance</li> <li>Improve Pedestrian Links with Communities and Important Destinations</li> <li>Integrate Pedestrian Improvements with Other Modes</li> <li>Develop Reasonable Pedestrian Improvement Funding Strategy</li> <li>Complete Safety Analysis of Existing Infrastructure</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Trail Infrastructure	Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Support use of Staggered and/or Extended Pedestrian Phasing at Signals</li> <li>Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects</li> <li>Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner</li> </ul>
		Trails Master Plan	<ul style="list-style-type: none"> <li>Facilitate trail development with municipal partners and stakeholders</li> <li>Complete update to 2014 Trails Master Plan</li> </ul>
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> <li>Develop and Implement a Micro Mobility Strategy</li> </ul>
Goods Movement	Supporting Rail Freight	New Technology Pilot Program	<ul style="list-style-type: none"> <li>Explore Opportunities to Implement/Host New Technology Pilots</li> <li>Consider Incentive Program to Encourage Use of New Sustainable Travel Modes</li> </ul>
		Regional Coordination Strategy	<ul style="list-style-type: none"> <li>Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight</li> </ul>
	Supporting Truck Freight	Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> <li>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</li> </ul>
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> <li>Develop a Goods Movements Priority Network</li> <li>Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor</li> </ul>



## SUPPORTING POLICIES AND STRATEGIES (cont'd)

Theme	Policy or Initiative	Focus Area	Recommendations
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> <li>Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility</li> </ul>
	Electric Vehicles and Charging Stations	Charging Network	<ul style="list-style-type: none"> <li>Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study</li> </ul>
		Funding Strategy	<ul style="list-style-type: none"> <li>Develop a Funding Strategy for the Implementation of Charging Stations</li> </ul>
Low Carbon and New Technology Alternatives	Autonomous Vehicles	Implement AV Network	<ul style="list-style-type: none"> <li>Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles</li> </ul>
		Integrate AV Network	<ul style="list-style-type: none"> <li>Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion</li> </ul>
	Monitor Network	<ul style="list-style-type: none"> <li>Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)</li> <li>Monitor the Safety and Success of AV Network as Implemented</li> </ul>	
Alternative Fuel Sources	Alternative Fuel Sources	Expanding Use of Alternative Fuels	<ul style="list-style-type: none"> <li>Explore Implementation of Solar Photovoltaic Charging Options</li> <li>Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative</li> <li>Monitor the use of Hydrogen as a Fuel Alternative in the Long-term</li> <li>Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County</li> </ul>
		Connected Vehicles	<ul style="list-style-type: none"> <li>Support Provincial Truck Platooning Pilot Program</li> <li>Consider Development of Connected Vehicle Policy for County Roads</li> </ul>
	Future Technology	Transit Electrification	<ul style="list-style-type: none"> <li>Prompt Area Municipalities in the Electrification of Transit Service</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations	
People Movement and Public Transportation	Support Intercommunity Transit	Intercommunity Bus Transit	<ul style="list-style-type: none"> <li>Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail</li> </ul>	
		North Oxford Transit	<ul style="list-style-type: none"> <li>Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service</li> </ul>	
		Transit Promotion	<ul style="list-style-type: none"> <li>Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services</li> </ul>	
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> <li>Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations</li> <li>Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement</li> </ul>	
		Service Integration	<ul style="list-style-type: none"> <li>Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations</li> <li>Advocate for North Oxford Intercommunity Bus Service to provide the same service</li> </ul>	
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> <li>Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services</li> </ul>	
		Carpooling / Ridesharing	<ul style="list-style-type: none"> <li>Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County</li> </ul>	
	Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) o support y	Mobility Hubs		<ul style="list-style-type: none"> <li>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</li> </ul>
				<ul style="list-style-type: none"> <li>Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers</li> </ul>

## NEXT STEPS

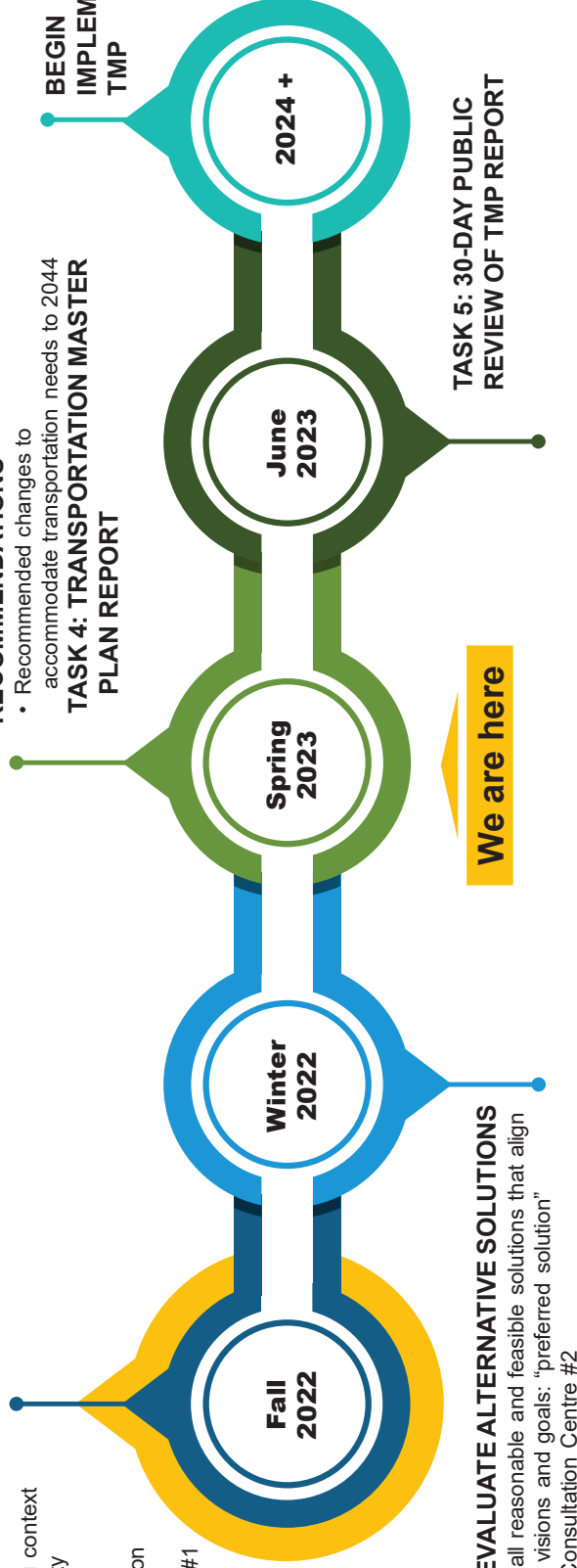
### TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1

### TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

### TASK 4: TRANSPORTATION MASTER PLAN REPORT



### TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: “preferred solution”
- Public Consultation Centre #2

**We are here**

### TASK 5: 30-DAY PUBLIC REVIEW OF TMP REPORT

**BEGIN IMPLEMENTATING TMP**

### 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.

## SPEAK UP!

### Connect with Us!

- Visit [oxfordcounty.ca/speakup](https://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](https://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](mailto:rvink@oxfordcounty.ca)  
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Cell: 289-404-5363

# 1 Introduction

**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

# 2 Attendees

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

# 3 Topics and Discussions

## 3.1 Introductions

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A round of introductions was held and included the role of each attendee.

## 3.2 Introductory Presentation

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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

### 3.3 Discussion

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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.



# **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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**APPENDICES**

- 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"> <li>February 27, 2023</li> </ul>
Oxford Review	<ul style="list-style-type: none"> <li>March 1, 2023</li> <li>March 8, 2023</li> <li>March 15, 2023</li> </ul>
Norfolk-Tillsonburg News	<ul style="list-style-type: none"> <li>March 2, 2023</li> <li>March 9, 2023</li> <li>March 16, 2023</li> </ul>
Woodstock Sentinel Review	<ul style="list-style-type: none"> <li>February 28, 2023</li> <li>March 7, 2023</li> <li>March 14, 2023</li> </ul>
Ayr News	<ul style="list-style-type: none"> <li>March 1, 2023</li> <li>March 8, 2023</li> <li>March 15, 2023</li> </ul>
Wilmot-Tavistock Gazette	<ul style="list-style-type: none"> <li>March 2, 2023</li> <li>March 9, 2023</li> <li>March 16, 2023</li> </ul>
St. Marys Independent (SMI)	<ul style="list-style-type: none"> <li>March 8, 2023</li> </ul>

**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"> <li>March 14, 2023</li> </ul>
News release issued to local media	<ul style="list-style-type: none"> <li>March 15, 2023</li> </ul>
Facebook, Instagram & Twitter (social media organic posts)	<ul style="list-style-type: none"> <li>Mar 15 – Apr 4</li> </ul>
Facebook ads	<ul style="list-style-type: none"> <li>March 22 – March 23</li> <li>March 27 – March 28</li> <li>March 29 – March 30</li> <li>April 5 – April 7</li> </ul>
Post Media	<ul style="list-style-type: none"> <li>Mar 27 – April 10</li> </ul>
Google	<ul style="list-style-type: none"> <li>April 3-9</li> </ul>

**TABLE 3: PUBLIC CONSULTATION CENTRE #2 MAIL/EMAIL**

Mail/Email	Dates
Agencies and Public (email)	<ul style="list-style-type: none"> <li>March 6, 2023</li> </ul>
Property Owners along OR 4 Corridor (mail)	<ul style="list-style-type: none"> <li>March 1, 2023</li> </ul>
Indigenous Communities (email and registered mail)	<ul style="list-style-type: none"> <li>March 8, 2023</li> </ul>

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

<b>Ingersoll Council Chambers</b>	
<ul style="list-style-type: none"> <li>Attendees were interested about how the County made the decision to implement a roundabout and how the design of these intersections were completed.</li> <li>Attendees were in favour of the methodology to identify the need for road improvements when a v/c ratio was above 0.8.</li> </ul>	
<b>Woodstock Council Chambers</b>	
<ul style="list-style-type: none"> <li>Attendees were interested in the projects identified for Woodstock.</li> <li>Attendee wanted to see more active transportation infrastructure build, and the connections between the facilities improved.</li> </ul>	
<b>Tillsonburg Council Chambers</b>	
<ul style="list-style-type: none"> <li>Numerous attendees raised concerns over the project population increase for Tillsonburg. Felt it was far too low.</li> <li>There were concerns over the overall safety of the pedestrian crossings which had recently been installed around Town.</li> </ul>	

### 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"> <li>• New bus route along specific streets (Devonshire to Lansdowne to Dundas) (1)</li> <li>• An express bus with hourly frequency and bus service on weekends (2)</li> <li>• Bus services that cater to those in rural areas for medical appointments (1)</li> <li>• Use of smaller buses to accommodate lower demand (1)</li> </ul>
<p>Cycling Infrastructure</p>	<ul style="list-style-type: none"> <li>• Separated and safe bike paths for commuting (3)</li> <li>• Bike lanes on major roads (Charles, King) for children to safely bike to school (1)</li> <li>• Bike lanes on highways between communities for increased safety (1)</li> <li>• Lack of cycling infrastructure in certain areas, especially the South end of Woodstock (2)</li> <li>• Bike racks, lockable racks for fitness, and bike resources to boost tourism (2)</li> </ul>
<p>Pedestrian Infrastructure</p>	<ul style="list-style-type: none"> <li>• Need for pedestrian-friendly entrances to stores separate from car entrances (1)</li> </ul>
<p>Transit Service Improvements</p>	<ul style="list-style-type: none"> <li>• Improved transit service like Brant Transit's bookable van system (2)</li> <li>• More frequent and extended service times, especially on weekends and holidays (5)</li> <li>• Point-to-point transit system for improved accessibility (2)</li> </ul>
<p>Environmental Considerations</p>	<ul style="list-style-type: none"> <li>• Research about the environmental impacts of battery manufacturing (1)</li> <li>• Technology to reduced negative effects from traditional energy sources (1)</li> <li>• Need for wildlife corridors and clear span crossings at all watercourses (1)</li> </ul>
<p>Infrastructure Planning</p>	<ul style="list-style-type: none"> <li>• An overall plan for new growth and incorporating new intersections with roundabouts (1)</li> <li>• Need for a third bridge over Pittock to connect Woodstock North more effectively (1)</li> </ul>
<p>Tillsonburg Regional Airport</p>	<ul style="list-style-type: none"> <li>• More funding and expansion of the Tillsonburg Regional Airport to offer passenger flights with commuter airlines and charter services (3)</li> </ul>

Accessibility and Convenience	<ul style="list-style-type: none"> <li>• Need for quality accessible transit for seniors and people with disabilities (2)</li> </ul>
Roads and Restrictions	<ul style="list-style-type: none"> <li>• Need for more roads without half-load restrictions, especially during March and April (1)</li> </ul>
Interconnected Trails and Paths	<ul style="list-style-type: none"> <li>• Creation of paved bike/walking trails between municipalities for safer travel between areas (2)</li> </ul>
Via Train Connectivity	<ul style="list-style-type: none"> <li>• Via train connectivity to Brampton/GTA for improved transportation options (2)</li> </ul>

## 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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
Public	<ul style="list-style-type: none"> <li>• Concern for traffic at this intersection, including large queues along OR17.</li> </ul>

## 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"> <li>• 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.</li> <li>• 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.</li> </ul>

## 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"> <li>• 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 2025<sup>1</sup>. 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.</li> <li>• 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.</li> <li>• 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 collisions<sup>3</sup>. 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</li> </ul>



	<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"> <li>• 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.</li> </ul>
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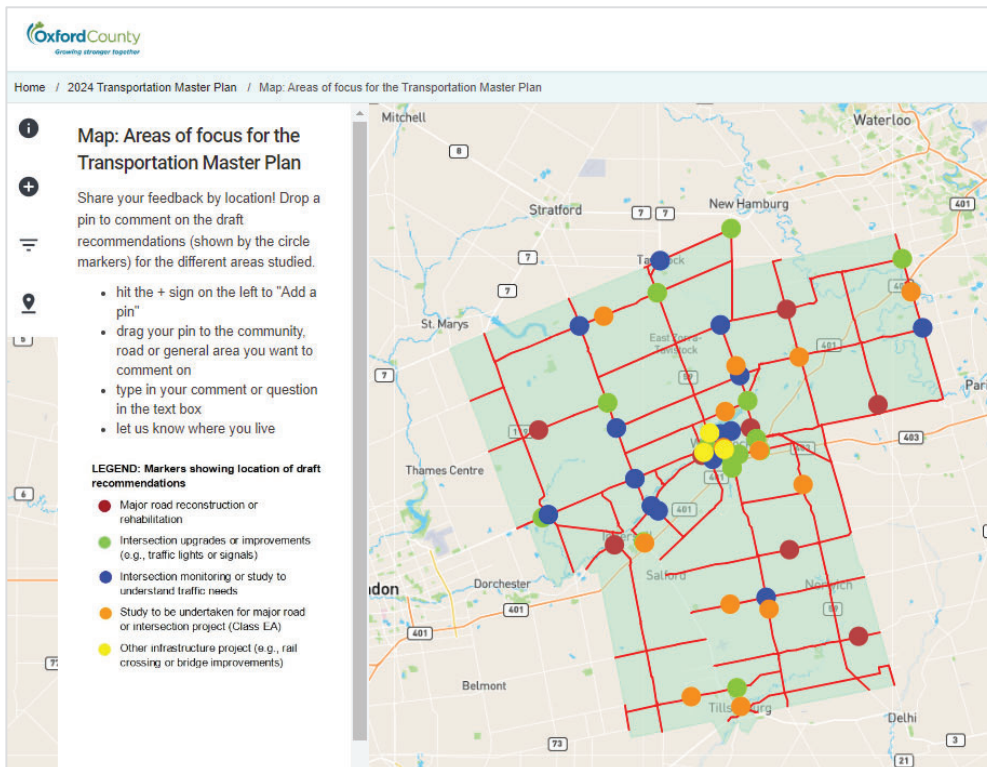
## 8.0 Interactive Map

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

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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

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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

NOTICE OF PCC#1

## 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](http://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](http://www.oxfordcounty.ca/speakup), and other advertisements.

### Contacts for information

Ryan Vink, P.Eng.  
Oxford County Project Manager  
[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca) | 1-800-755-0394, ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
[john.grieve@parsons.com](mailto: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](http://www.oxfordcounty.ca/2024tmp)

# APPENDIX B

## PROJECT MAILING LIST

### Oxford County TMP - Project Team List

Project Role	Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	PostalCode	Phone	Email
Oxford County Project Manager	Ryan Vink, P.Eng	Project Engineer	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x. 3023	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Oxford County Key Staff	Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanacker@oxfordcounty.ca">svanacker@oxfordcounty.ca</a>
Consultant Project Manager	John McGill, P. Eng., PTOE, RSP <sub>1</sub>	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
Consultant Project Coordinator	John Grieve, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.grieve@parsons.com">john.grieve@parsons.com</a>
Consultation & Engagement Lead	Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>

**Oxford County TMP - INTAC**

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	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Shawn Vanaecker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanaecker@oxfordcounty.ca">svanaecker@oxfordcounty.ca</a>
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	<a href="mailto:mabercrombie@oxfordcounty.ca">mabercrombie@oxfordcounty.ca</a>
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	<a href="mailto:fgross@oxfordcounty.ca">fgross@oxfordcounty.ca</a>
David Simpson	Director	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dsimpson@oxfordcounty.ca">dsimpson@oxfordcounty.ca</a>
Reuben Davis	Supervisor of Engineering Services	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:rdavis@oxfordcounty.ca">rdavis@oxfordcounty.ca</a>
Travis Pawlick	Supervisor of Water and Wastewater	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:tpawlick@oxfordcounty.ca">tpawlick@oxfordcounty.ca</a>
Don Ford	Manager of Water and Wastewater	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dford@oxfordcounty.ca">dford@oxfordcounty.ca</a>
Jennifer Lavallee	Asset Management Coordinator	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:jlavallee@oxfordcounty.ca">jlavallee@oxfordcounty.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	<a href="mailto:tcontle@oxfordcounty.ca">tcontle@oxfordcounty.ca</a>
Paul Michiels	Manager, Planning Policy	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:pmichiels@oxfordcounty.ca">pmichiels@oxfordcounty.ca</a>
John McGill, P. Eng., PTOE, RSP, 1	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
John Grieve, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.grieve@parsons.com">john.grieve@parsons.com</a>
Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>

## Oxford County TMP - EXTAC

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	Postal Code	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	<a href="mailto:ryan.vink@oxfordcountv.ca">ryan.vink@oxfordcountv.ca</a>
Shawn Vansicker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:shawn.vansicker@oxfordcountv.ca">shawn.vansicker@oxfordcountv.ca</a>
Melissa Ascarecchio, P.Eng	Manager of Engineering Services	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3131	<a href="mailto:melissa.ascarecchio@oxfordcountv.ca">melissa.ascarecchio@oxfordcountv.ca</a>
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	<a href="mailto:frank.gross@oxfordcountv.ca">frank.gross@oxfordcountv.ca</a>
David Simpson		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:david.simpson@oxfordcountv.ca">david.simpson@oxfordcountv.ca</a>
Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:reuben.davis@oxfordcountv.ca">reuben.davis@oxfordcountv.ca</a>
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:don.ford@oxfordcountv.ca">don.ford@oxfordcountv.ca</a>
Jennifer Lavallee		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:jennifer.lavallee@oxfordcountv.ca">jennifer.lavallee@oxfordcountv.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3003	<a href="mailto:tommasina.conte@oxfordcountv.ca">tommasina.conte@oxfordcountv.ca</a>
Paul Michals		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:paul.michals@oxfordcountv.ca">paul.michals@oxfordcountv.ca</a>
		Cycling Advisory Committee								
Cynthia St. John	Chief Executive Officer	SW Public Health		1230 Talbot Street		St. Thomas	Ontario	N5P 1G9	519-631-9600 x 1207	<a href="mailto:cynthia.stjohn@publichealth.ca">cynthia.stjohn@publichealth.ca</a>
Jim Sobco	Director of Public Works	Township of Bradford-Beetham	Public Works	47 Wind Street South	P.O. Box 100	Dunbar	Ontario	N0J 1G0	519-463-5047 x 226	<a href="mailto:jim.sobco@bradfordbeetham.ca">jim.sobco@bradfordbeetham.ca</a>
Tom Lightfoot	Public Works Manager	Township of East Zorra-Tavistock	Public Works	90 Lowry Street East	P.O. Box 100	Hickson	Ontario	N0J 1L0	519-462-2697 x 7830	<a href="mailto:tom.lightfoot@eastzorra.ca">tom.lightfoot@eastzorra.ca</a>
Ramsh Umrat	Town Engineer & Director of Operations	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	Ontario	N5C 2V5	519-485-0129 x 6236	<a href="mailto:ramsh.umrat@ingersoll.ca">ramsh.umrat@ingersoll.ca</a>
Doug Wiluk	Works Manager	Town of Ingersoll							519-485-2051	<a href="mailto:doug.wiluk@ingersoll.ca">doug.wiluk@ingersoll.ca</a>
Ken Farbas	Manager of Public Works	Township of Norwich	Public Works	28577 Airport Road		Norwich	Ontario	N0J 1P0	519-488-2410 x 228	<a href="mailto:kfarbas@norwich.ca">kfarbas@norwich.ca</a>
Adam Phosie	Works Superintendent	Township of South-West Oxford	Public Works	192915 Darham Line	R.R. #1	Mount Elgin	Ontario	N0J 1N0	519-485-0477 x 260	<a href="mailto:adam.phosie@swoxford.ca">adam.phosie@swoxford.ca</a>
Carlos Reyes	Director of Operations	Town of Tilsonburg		200 Broadway, 2nd Floor		Tilsonburg	Ontario	N4G 5A7	519-688-3009 x 4400	<a href="mailto:carlos.reyes@tilsonburg.ca">carlos.reyes@tilsonburg.ca</a>
Richard Spetham	Manager of Public Works	Town of Tilsonburg		20 Spruce Street		Tilsonburg	Ontario	N4G 4Y5	519-688-3009 x 4420	<a href="mailto:richard.spetham@tilsonburg.ca">richard.spetham@tilsonburg.ca</a>
Shayne Relema	Manager of Engineering	Town of Tilsonburg		200 Broadway, 2nd Floor		Tilsonburg	Ontario	N4G 5A7	519-688-3009 x 4410	<a href="mailto:shayne.relema@tilsonburg.ca">shayne.relema@tilsonburg.ca</a>
Harold deHaan	City Engineer	City of Woodstock		944 James Street	P.O. Box 40	Woodstock	Ontario	N4S 7W5	519-539-2382 x	<a href="mailto:harold.dehaan@cityofwoodstock.ca">harold.dehaan@cityofwoodstock.ca</a>
Steve O'her	Director of Public Works	Township of Zorra	Public Works	274620 27th Line	P.O. Box 306	Ingersoll	Ontario	N5C 2V5	519-485-2499 x 7227	<a href="mailto:steve.o'her@zorra.ca">steve.o'her@zorra.ca</a>
Alan Hodgins	Corridor Management Planner	Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3		<a href="mailto:alan.hodgins@ontario.ca">alan.hodgins@ontario.ca</a>
David Seord		Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3	1 (226) 980-8915	<a href="mailto:david.seord@ontario.ca">david.seord@ontario.ca</a>
To Whom It May Concern		Town of Ingersoll		130 Oxford Street	2nd Floor	Ingersoll	ON	N5C 2V5		<a href="mailto:towhom@ingersoll.ca">towhom@ingersoll.ca</a>
To Whom It May Concern		Town of Tilsonburg		200 Broadway, 2nd Floor		Tilsonburg	Ontario	N4G 5A7		<a href="mailto:towhom@tilsonburg.ca">towhom@tilsonburg.ca</a>
John McGill, P.Eng, PTOE, RSP,	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
John Greive, MCFP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.greive@parsons.com">john.greive@parsons.com</a>
Marianne Holden, MCFP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1939 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-988-6532	<a href="mailto:marianne.holden@parsons.com">marianne.holden@parsons.com</a>



Oxford County TMP - Ecd FORUM

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	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanacker@oxfordcounty.ca">svanacker@oxfordcounty.ca</a>
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	<a href="mailto:mabercrombie@oxfordcounty.ca">mabercrombie@oxfordcounty.ca</a>
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	<a href="mailto:fgross@oxfordcounty.ca">fgross@oxfordcounty.ca</a>
David Simpson		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dsimpson@oxfordcounty.ca">dsimpson@oxfordcounty.ca</a>
Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:rdavis@oxfordcounty.ca">rdavis@oxfordcounty.ca</a>
Travis Pawlick		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:tpawlick@oxfordcounty.ca">tpawlick@oxfordcounty.ca</a>
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dford@oxfordcounty.ca">dford@oxfordcounty.ca</a>
Jennifer Lavallee		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:lavallee@oxfordcounty.ca">lavallee@oxfordcounty.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	<a href="mailto:tcont@oxfordcounty.ca">tcont@oxfordcounty.ca</a>
Paul Michiels		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:pmitchiels@oxfordcounty.ca">pmitchiels@oxfordcounty.ca</a>
Curtis Tighe	Economic Development Officer	Town of Ingersoll	Economic Development	130 Oxford Street (2nd Floor)		Ingersoll	Ontario	N5C 2V5	519-485-0120 ext 6225	<a href="mailto:curtis.tighe@ingersoll.ca">curtis.tighe@ingersoll.ca</a>
Cephas Panschow	Development Commissioner	Town of Tillsonburg	Economic Development	204-200 Broadway		Tillsonburg	Ontario	N4G 5A7	519-685-3009 ext 4007	<a href="mailto:cpanschow@tillsonburg.ca">cpanschow@tillsonburg.ca</a>
Ronda Stewart	Economic Development Director	Rural Oxford Economic Development Corporation							519-619-6895	<a href="mailto:ronda@ruraloxford.ca">ronda@ruraloxford.ca</a>
Hejal Modi Devram	Assistant Manager	Tovola							519-212-9629	<a href="mailto:hejal.modidevram@tovola.com">hejal.modidevram@tovola.com</a>
Mike Rombouts	Facilities Engineer	Camt							519-521-7289	<a href="mailto:michael.rombouts@qm.com">michael.rombouts@qm.com</a>
		CES Oxford		40 Metcalf Street		Woodstock	Ontario	N4S 3E7		<a href="mailto:info@woodstockchamber.ca">info@woodstockchamber.ca</a>
		Woodstock Chamber of Com								<a href="mailto:admin@ingersollchamber.com">admin@ingersollchamber.com</a>
		Ingersoll Chamber of Comm								<a href="mailto:suzanne@tillsonburgchamber.ca">suzanne@tillsonburgchamber.ca</a>
Suzanne Renken	CEO	Tillsonburg Chamber of Com								<a href="mailto:manager@townwoodstock.ca">manager@townwoodstock.ca</a>
Virginia Armstrong	Manager	Woodstock BIA		201-5 Graham Street		Woodstock	Ontario	N4S 6J5	519-537-5721	<a href="mailto:m.comud@tillsonburghia.ca">m.comud@tillsonburghia.ca</a>
Mark Renaud	Executive Director	Tillsonburg BIA								
John McGill, P.Eng., PTOE, RSP1	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9669	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
John Grievie, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 900	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.grievie@parsons.com">john.grievie@parsons.com</a>
Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>



# Oxford County TMP - Indigenous Communities

Updated	Title	First Name	Last Name	Community	Role	Address 1	Address 2	P. Code	Telephone	Email	Notice of Commencement	Notice of PCC #1	Notice of PCC #2	Notice of Completion
3/1/2022	Chief	Chris	Blair	Anishinabe First Nation	Chief	978 Tashmo Avenue	Samia, ON	N7T 7J5	519-338-8430 ext 236	chris.blair@anishinabe.com	X	X		
3/1/2022		Curtis	O'Brien	Anishinabe First Nation	Environmental Coordinator	978 Tashmo Avenue	Samia, ON	N7T 7J5	587-644-0778	curtis.obrien@anishinabe.com	X	X		
3/1/2022		Courton	Jackson	Anishinabe First Nation	Employment Worker	978 Tashmo Avenue	Samia, ON	N7T 7J5		courton@anishinabe.com	X	X		
3/1/2022	Grand Chief	Jack	Ronan	Association of Innuks & Allied Indians	Grand Chief	387 Princess Avenue	London, ON	N6B 2A2	519-434-2761	jackronan@aiia.ca	X	X		
3/1/2022		Scott	Stonelish	Association of Innuks & Allied Indians	Director of Operations	387 Princess Avenue	London, ON	N6B 2A2	519-434-2761 ext 225	scottst@aiia.ca	X	X		
3/1/2022	Chief	Mary	Sudsworth	Caledon First Nation	Chief	P.O. Box 388	Leamington, ON	N8B 3V3	519-389-8922	mary@caledonfirstnation.ca	X	X		
3/1/2022					Environmental & Consultation Coordinator					mary@caledonfirstnation.ca	X	X		
3/1/2022	Chief	Jason	Henry	Chippewas of Kettle and Stony Point First Nation	Chief	4247 Indian Lane	North & Stony Point FN, ON	N0M 1A0		Jason.Henry@kcsfpn.com	X	X		
3/1/2022	Chief	Jacqueline	Burch	Chippewas of the Thames First Nation	Chief	120 Chippewa Road, RR # 1	Murray, ON	N5A 1Y5	519-269-3555	jacqueline@chippewas.ca	X	X		
3/1/2022		Fallon	Burch	Chippewas of the Thames First Nation	Consultation Officer	120 Chippewa Road, RR # 1	Murray, ON	N5A 1Y5	519-269-2662 ext 213	fallon@chippewas.ca	X	X		
2/8/2022		Janet	Smith	Chippewas of the Thames First Nation						janet@chippewas.ca	X	X		
2/8/2022		Rochelle	Smith	Chippewas of the Thames First Nation						rochelle@chippewas.ca	X	X		
3/1/2022	Chief	Denise	Stonelish	Delaware Nation	Chief	14780 School House Lane, RR # 3	Thamesville, ON	N0P 2K0	519-692-3936	denise.stonelish@delawarenation.on.ca	X	X		
7/11/2022		Chayenne	Hopkins	Delaware Nation	Landis and Resource Consultation Manager	14780 School House Lane, RR # 3	Thamesville, ON	N0P 2K0	519-692-4290	chayennehopkins@delaware.ca	X	X		
4/11/2022				Haudenosaunee Confederacy Chiefs Council							X	X		
4/11/2022				Lennox District Chiefs Council (Southern First Nations Secretariat)							X	X		
4/11/2022	Chief	Shaw	LaForne	Mississauga of Credit First Nation	Chief	22361 Austin Line	Bothwell, ON	N0P 1C0	519-692-5868	shaw@mississaugaofcredit.ca	X	X		
3/1/2022		Mary	LaForne	Mississauga of Credit First Nation	Director	22361 Mississauga Road, RR # 6	Bothwell, ON	N0A 1H0	905-979-6254	mary@mississaugaofcredit.ca	X	X		
3/1/2022	Chief	Abby	LaForne	Mississauga of Credit First Nation	Chief	4865 Hwy 6	Hagersville, ON	N0A 1H0		abby@mississaugaofcredit.ca	X	X		
3/1/2022		Adam	LaForne	Mississauga of Credit First Nation	Archaeological Coordinator	4865 Hwy 6	Hagersville, ON	N0A 1H0		adam@mississaugaofcredit.ca	X	X		
7/11/2022	Chief	Boyer	Thomas	Musque Delawares Nation	Chief	289 Adeline Road, RR # 1	Murray, ON	N5A 1Y5	519-289-4336 ext 205	boyer@musque.ca	X	X		
3/1/2022	Chief	Arthur	Christoff	Ononda Nation of the Thames	Chief	2212 Elm Avenue	Southwell, ON	N0S 2J0	519-319-4998	arthur@onondanation.on.ca	X	X		
3/1/2022		Mark	Wright	Ononda Nation of the Thames	CEO	2414 Elm Avenue	Southwell, ON	N0S 2J0	519-692-4181	mark@onondanation.on.ca	X	X		
3/1/2022	Chief	Mark B.	Hill	Six Nations of the Grand River Territory	Chief	1695 Chelwood Road, PO Box 1000	Oswegen, ON	N0A 1M0	519-445-2201	markhill@sixnations.ca	X	X		
13/7/2022		Tammy	Martin	Six Nations of the Grand River Territory	Chief of Staff	1695 Chelwood Road, PO Box 1000	Oswegen, ON	N0A 1M0	519-445-2209 ext 3227	tammymartin@sixnations.ca	X	X		
3/1/2022	Grand Council Chief	Reginald	Niganobe	Union of Ontario Indians	Grand Council Chief	1 Midget Millan	North Bay, ON	P1B 8J8	705-487-9127	reginald@uoindians.ca	X	X		
3/1/2022	Chief	Charles	Rampson	Wabigoon First Nation	Chief	492 Box 711	RR # 3 Wallscroft, ON	N8A 4G3	519-627-1481 ext 300	charles.rampson@wabigoon.ca	X	X		
11/7/2022		Dean	Harold	Wabigoon First Nation	Consultation Manager		RR # 3 Wallscroft, ON	N8A 4G3	519-627-1479 ext 104	dean.harold@wabigoon.ca	X	X		
11/7/2022		Janet	Markoff	Wabigoon First Nation	Project Review Coordinator		RR # 3 Wallscroft, ON	N8A 4G3		janet.markoff@wabigoon.ca	X	X		
11/7/2022		Larisa	Wrightman	Wabigoon First Nation	Project Office and Community Planning Assistant		RR # 3 Wallscroft, ON	N8A 4G3	519-627-1479 ext 279	larisa.wrightman@wabigoon.ca	X	X		



### Oxford County TMP - Agency

Name	Address	City	Province	Postal Code	Phone	Cell	Email	Website	Start Date	End Date	Notes
Nadia	157 Ralph Street	Tilbeburg	ON	M4G 3Y9	519-842-3811 ext 5301		Nadia.Facchi@tmh.on.ca		6/1/2022	X	
Miss	Alexandra Hospital Services and Tilbeburg District Memorial Hospital								7/27/2022	X	
Michelle	167 Elsie Street	Tilbeburg	ON	M4G 3Y9			Michelle.Baker@tmh.on.ca		6/1/2022	X	
Ben	47 Wilcox Street South	Drumbo	ON	N4J 1S9	519-463-5347 x 7427		benjamin@tmh.on.ca		6/1/2022	X	
Ben	400 Clyde Road	Cambridge	ON	N1R 5W6	519-461-2763 ext 2227		benjamin@tmh.on.ca		6/1/2022	X	
Erin			ON				Erin@tmh.on.ca		6/1/2022	X	
Erin	Canadian National Rail		ON						6/1/2022	X	
Erin	Cogeco Inc. and Cogeco Communications		ON						6/1/2022	X	
Erin	1, Place Ville-Marie	Montreal	ON	H3E 3N2					6/1/2022	X	
Erin	1100, Rue Joliffe		ON						6/1/2022	X	
Erin	Ontario Provincial Police		ON						6/1/2022	X	
Erin	Norwood/Kingspan Transport Ltd	Burlington	ON	N4J 1D9			Erin@norwoodkingspan.com		6/1/2022	X	
Erin	Ontario Power Generation	Burlington	ON	N4J 1D9			Erin@opg.com		6/1/2022	X	
Erin	Transit Action Ontario	Burlington	ON	N4J 1D9			Erin@transitaction.on.ca		6/1/2022	X	
Erin	Oxford County Paramedic Services		ON		519-561-7390 (cell)		erin@oxfordcounty.ca		10/29/2022	X	

# Oxford County TMP - Public

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	PostalCode	Phone	Email	Notes	Date added to contact list	Notice of Commencement	Notice of PCC #1	Notice of PCC #2	Notice of Completion	
Almond Mahmoud		Melrose Investments Inc.	Project Management, Construction Division	145 Raymond Street	Suite 400	Oakville	ON	L6L 0A7	F (905) 846-1990 F (905) 846-9621 C (847) 286-8888	almondm@melroseltd.com			X				
Kenneth Chan	Vice President	LEA Consulting Ltd.	Transportation Engineering and Planning						T: 508 888-5007 C: 416-435-9771	kchan@lea.ca			X				
Jim MacKay				581 Devonshire Ave		Woodstock	ON	N8S 2P9	519-538-3225	mac@woodstock20.com	County resident. Owns several parcels of land on OHR and is a key figure in the Inverkip area. Owns Ray's car sales property and the lands to the north, and several other parcels along the corridor on the way to Inverkip.		X				
Bill Cheaney	Resident and Property Owner								519-533-2469	billcheaney@outlook.com			X				
Teresa Lebowitz				113018 Oxford Road 4		Woodstock	ON	N8Y 1M5		teresa@lebowitz.com			X				
Steven Tacey	Director - Safety Chain Division	Restaurant Brands International				East Zorra Township	ON			stacey@rbri.com		5/29/2022	X				
Cheryl Eddy		Edmonton Design & Build				East Zorra Township	ON			cheryl@eddy.com		5/29/2022	X				
Al Bondy		Edmonton Design & Build				North York	ON			albondy@eddy.com		5/29/2022	X				
Robert Major		Edmonton Design & Build				North York	ON			robert@eddy.com		5/29/2022	X				
Paul Boyer		Edmonton Design & Build				North York	ON			pboyer@eddy.com		5/29/2022	X				
Michelle Wilson		Edmonton Design & Build				North York	ON			michelle@eddy.com		5/29/2022	X				
Paul van Gorpel		Edmonton Design & Build				North York	ON			paul@eddy.com		5/29/2022	X				
Robert Gaudet		Edmonton Design & Build				North York	ON			robert@eddy.com		5/29/2022	X				
Ben Rayson		Edmonton Design & Build				North York	ON			ben@eddy.com		5/29/2022	X				
David Hogg		Edmonton Design & Build				North York	ON			david@eddy.com		5/29/2022	X				
Chris Wilson		Edmonton Design & Build				North York	ON			chris@eddy.com		5/29/2022	X				
David Hogg		Edmonton Design & Build				North York	ON			david@eddy.com		5/29/2022	X				
Chris Wilson		Edmonton Design & Build				North York	ON			chris@eddy.com		5/29/2022	X				
Debbie Malcolm		Edmonton Design & Build				North York	ON			debbie@eddy.com		5/29/2022	X				
Lisa Minnie		Edmonton Design & Build				North York	ON			lisa@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carroll Marry	Safety Specialist	Carroll Marry		385432 Hwy 59	PO Box 179	Burgessville	ON	M0J 1C0	519-424-5000	carroll@carrollmarry.com		5/29/2022	Drafted for June 6	X			
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
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Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
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Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
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Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				
Carl Poon		Edmonton Design & Build				North York	ON			carl@eddy.com		5/29/2022	X				

# APPENDIX C

## PCC#2 Pop-Up Event Boards

# 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](http://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?

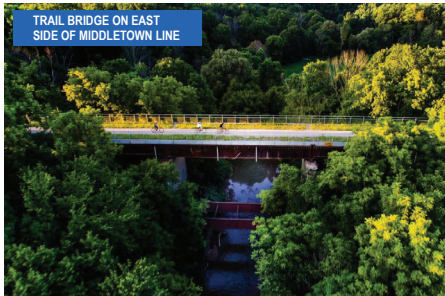
- Oxford County's Transportation Master Plan is a strategic long term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.
- A safe, effective and sustainable multimodal transportation 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?

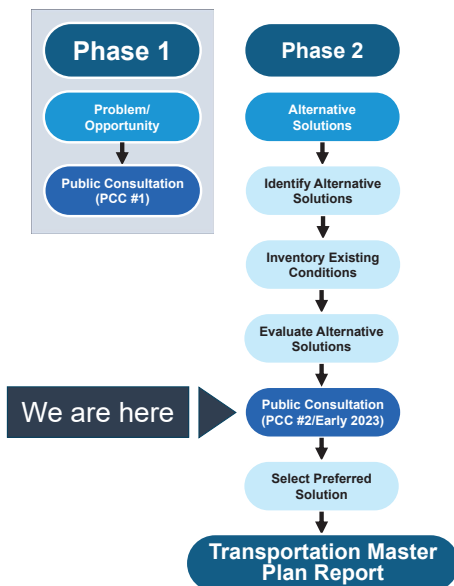
- **Community Well Being** – Increased awareness, access and mobility through an emphasis on active transportation, goods movement, accessibility, climate change, equity, sustainability and safety.
- **Balance Needs** - Changing travel patterns (e.g., work from home and needs of residents and businesses 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.*



## 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.*

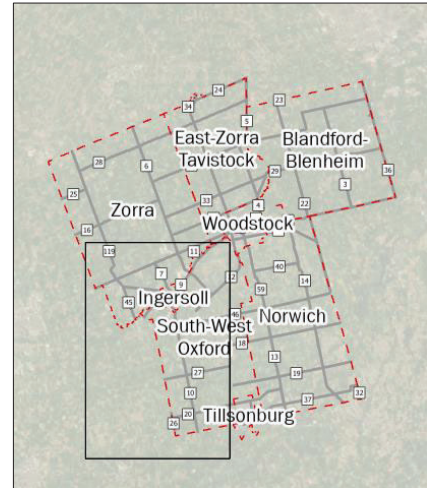
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### 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 Cullogen 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

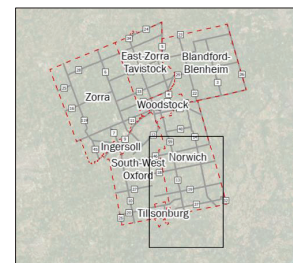


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### 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).

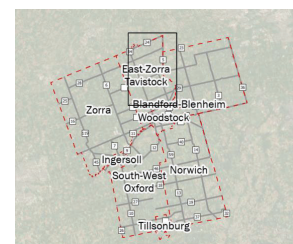
Location of Public Consultation Centre #1 comments for Tillsonburg/Norwich



### 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).*
	• Dog Park requested (e.g., Innerkip).*
Transportation	• 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	• 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.



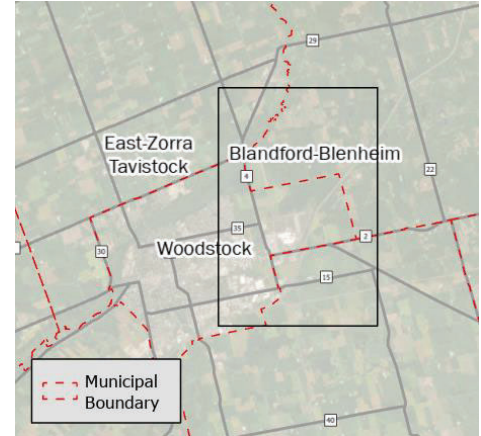
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### East Woodstock/Blandford-Blenheim/Norwich Township

Category	Comment
Safety	<ul style="list-style-type: none"> <li>Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4).</li> <li>Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4).</li> <li>Need more parking (e.g., Innerkip – new plaza and housing development).*</li> <li>Illumination (e.g., streetlights at Highway 53 in Norwich Township).</li> </ul>

\* 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



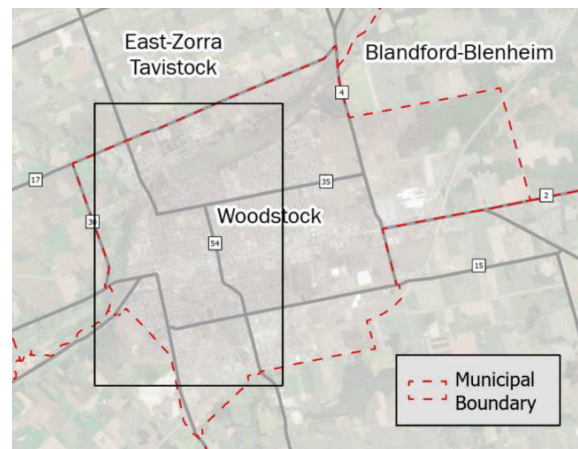
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> <li>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).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street).</li> <li>Traffic signal timings (e.g., review OR 59/Montclair Drive).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Intersection layout (e.g., square off intersection OR 2/OR 9).</li> <li>Railway tracks (e.g., fix track crossing on OR 9).</li> <li>Pedestrian crossing (e.g., required at OR 35/Clark St.).</li> </ul>

\* 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 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



Have your say: [oxfordcounty.ca/speakup](https://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 (31<sup>st</sup> 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

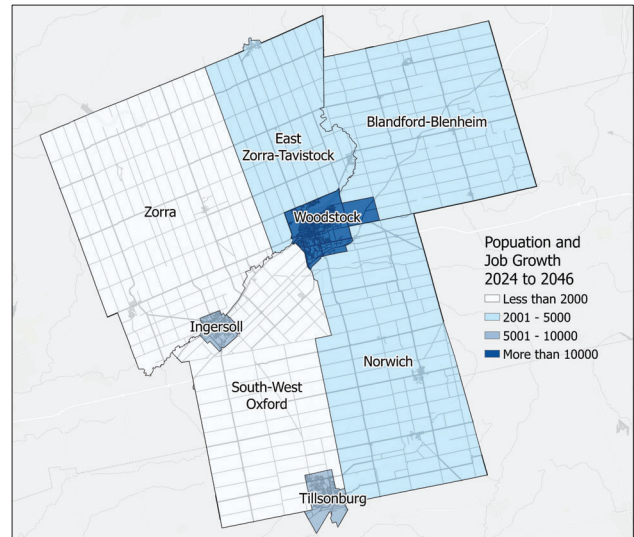
### Class Environmental Assessment Studies

- 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

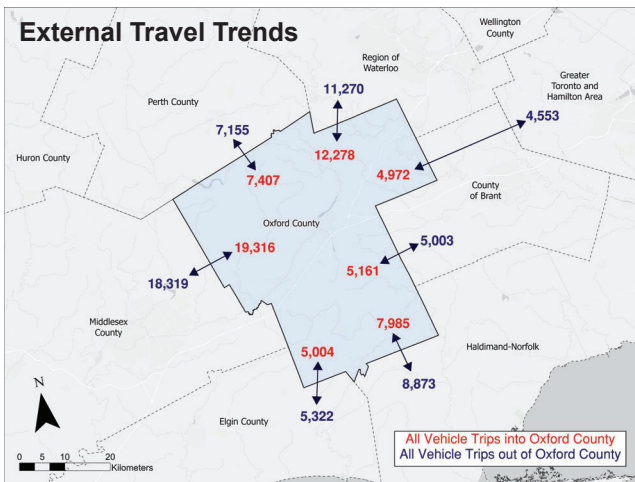
## THE COUNTY IS GROWING

- 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

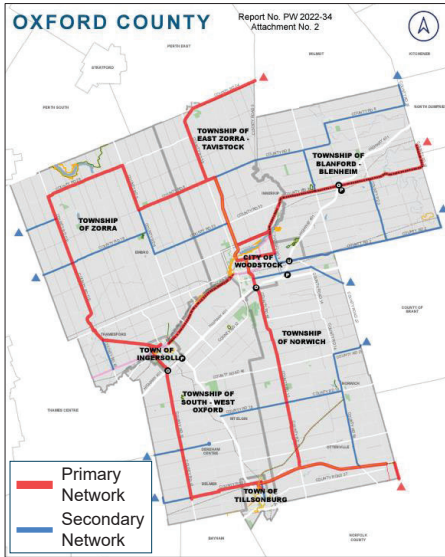
		Origin							
		Norwich	Tillsonburg	South-West Oxford	Ingersoll	Zorra	East Zorra-Tavistock	Woodstock	Blandford-Blenheim
Destination	Norwich	20,050	3,205	1,291	443	234	190	6,157	224
	Tillsonburg	3,456	69,054	4,194	1,455	397	54	1,842	23
	South-West Oxford	1,245	3,701	6,931	6,685	808	340	6,416	95
	Ingersoll	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**

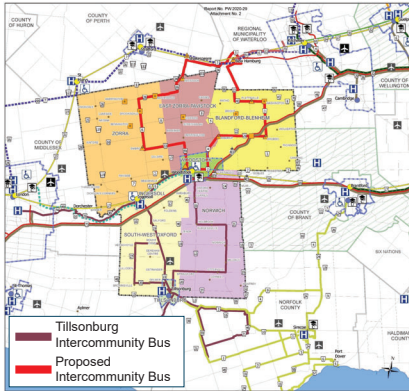
- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

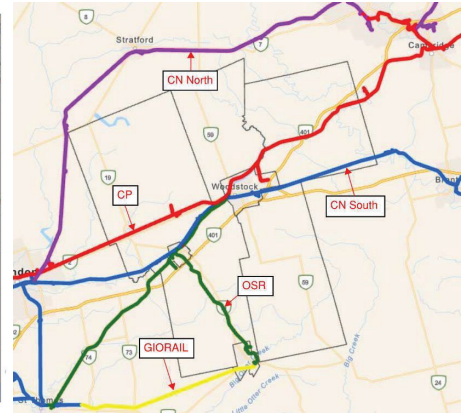
Cycling Network



Inter-Community Transit



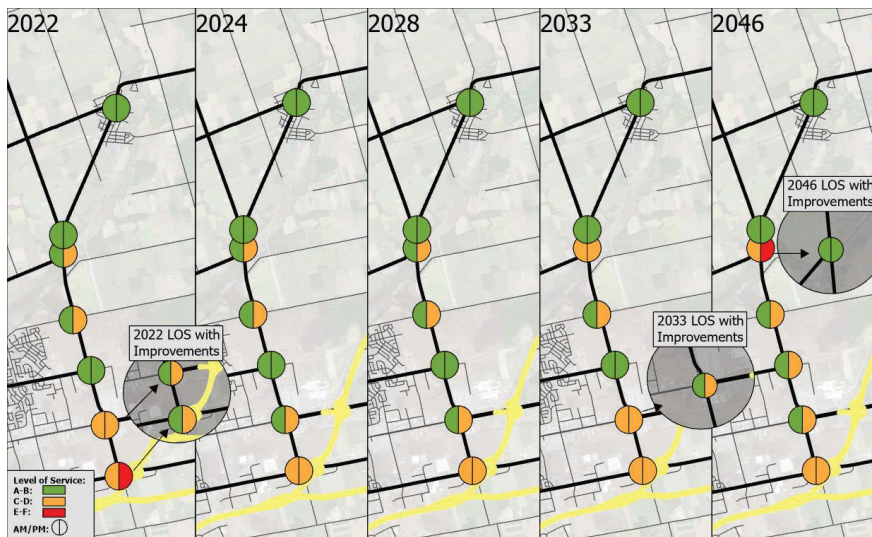
Rail Network



Have your say: [oxfordcounty.ca/speakup](http://oxfordcounty.ca/speakup)



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



Have your say: [oxfordcounty.ca/speakup](http://oxfordcounty.ca/speakup)





## 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.

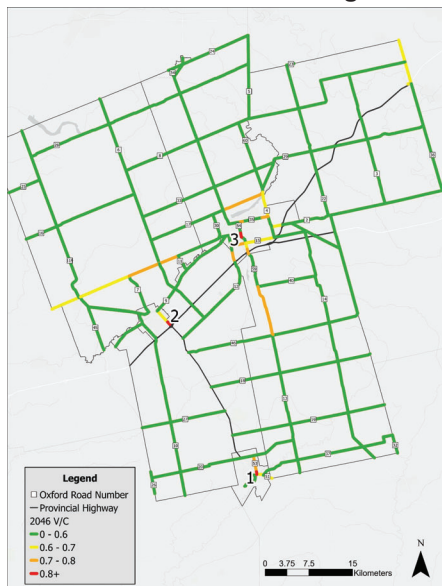
**V/C – 0.7 to 0.8**  
Some restricted traffic flow. Decline in comfort and convenience

**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.

## 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 Hounsfield/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

## 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 <sup>th</sup> 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 Kam 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 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 +)
Nonwich	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) *	✓	
Nonwich	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)	✓	
Nonwich	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](https://oxfordcounty.ca/speakup)



## 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"> <li>Continue Speed Management &amp; Road Safety Programs</li> <li>Expand the Program to Include Intersection Safety Improvements</li> </ul>
		Collision Database	<ul style="list-style-type: none"> <li>Continue to Update and Maintain the Collision Database</li> <li>Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements</li> </ul>
	Network Performance	Community Safety Zones	<ul style="list-style-type: none"> <li>Complete Implementation of Initial Community Safety Zones</li> <li>Review and monitor network for potential future CSZ to be added as required</li> </ul>
		Roundabout Implementation	<ul style="list-style-type: none"> <li>Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions</li> </ul>
Active Transportation	Cycling Infrastructure	Transportation Demand Management	<ul style="list-style-type: none"> <li>Continue to Promote Working from Home through Engagement with Residents and Businesses</li> <li>Implement 2024 TMP Active Transportation and People Movement Strategies</li> </ul>
		Expanding Cycling Infrastructure	<ul style="list-style-type: none"> <li>Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy</li> </ul>
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Continue Review of Existing Conditions &amp; Network</li> <li>Implement Accessible &amp; Best Practice Design Guidance</li> <li>Improve Pedestrian Links with Communities and Important Destinations</li> <li>Integrate Pedestrian Improvements with Other Modes</li> <li>Develop Reasonable Pedestrian Improvement Funding Strategy</li> <li>Complete Safety Analysis of Existing Infrastructure</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Trail Infrastructure	Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Support use of Staggered and/or Extended Pedestrian Phasing at Signals</li> <li>Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects</li> <li>Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner</li> </ul>
		Trails Master Plan	<ul style="list-style-type: none"> <li>Facilitate trail development with municipal partners and stakeholders</li> <li>Complete update to 2014 Trails Master Plan</li> </ul>
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> <li>Develop and Implement a Micro Mobility Strategy</li> </ul>
Goods Movement	Supporting Rail Freight	New Technology Pilot Program	<ul style="list-style-type: none"> <li>Explore Opportunities to Implement/Host New Technology Pilots</li> <li>Consider Incentive Program to Encourage Use of New Sustainable Travel Modes</li> </ul>
		Regional Coordination Strategy	<ul style="list-style-type: none"> <li>Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight</li> </ul>
	Supporting Truck Freight	Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> <li>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</li> </ul>
		Goods Movement Strategy	<ul style="list-style-type: none"> <li>Develop a Goods Movements Priority Network</li> <li>Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor</li> </ul>

## 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"> <li>Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail</li> </ul>		
		North Oxford Transit	<ul style="list-style-type: none"> <li>Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service</li> </ul>		
		Transit Promotion	<ul style="list-style-type: none"> <li>Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services</li> </ul>		
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> <li>Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations</li> <li>Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement</li> </ul>		
		Service Integration	<ul style="list-style-type: none"> <li>Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations</li> <li>Advocate for North Oxford Intercommunity Bus Service to provide the same service</li> </ul>		
	Tillsonburg Airport	Support Regional Connectivity	Support Regional Connectivity	<ul style="list-style-type: none"> <li>Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services</li> </ul>	
			Carpooling / Ridesharing	<ul style="list-style-type: none"> <li>Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County</li> </ul>	
		Enhancing Mobility Transport Action Ontario (TAO) and Transportation Action Canada (TAC) support y	Mobility Hubs	Support Regional Connectivity	<ul style="list-style-type: none"> <li>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</li> </ul>
				Support Regional Connectivity	<ul style="list-style-type: none"> <li>Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers</li> </ul>
	Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> <li>Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility</li> </ul>	
Charging Network			<ul style="list-style-type: none"> <li>Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study</li> </ul>		
Electric Vehicles and Charging Stations		Funding Strategy	<ul style="list-style-type: none"> <li>Develop a Funding Strategy for the Implementation of Charging Stations</li> </ul>		
		Implement AV Network	<ul style="list-style-type: none"> <li>Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles</li> </ul>		
Autonomous Vehicles		Integrate AV/Network	<ul style="list-style-type: none"> <li>Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion</li> </ul>		
		Work with MACAVO	<ul style="list-style-type: none"> <li>Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)</li> </ul>		
Low Carbon and New Technology Alternatives		Monitor Network	<ul style="list-style-type: none"> <li>Monitor the Safety and Success of AV Network as Implemented</li> </ul>		
		Alternative Fuel Sources	<ul style="list-style-type: none"> <li>Explore Implementation of Solar Photovoltaic Charging Options</li> <li>Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative</li> <li>Monitor the use of Hydrogen as a Fuel Alternative in the Long-term</li> <li>Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County</li> </ul>		
Future Technology		Connected Vehicles	<ul style="list-style-type: none"> <li>Support Provincial Truck Platooning Pilot Program</li> <li>Consider Development of Connected Vehicle Policy for County Roads</li> </ul>		
		Transit Electrification	<ul style="list-style-type: none"> <li>Prompt Area Municipalities in the Electrification of Transit Service</li> </ul>		

## NEXT STEPS

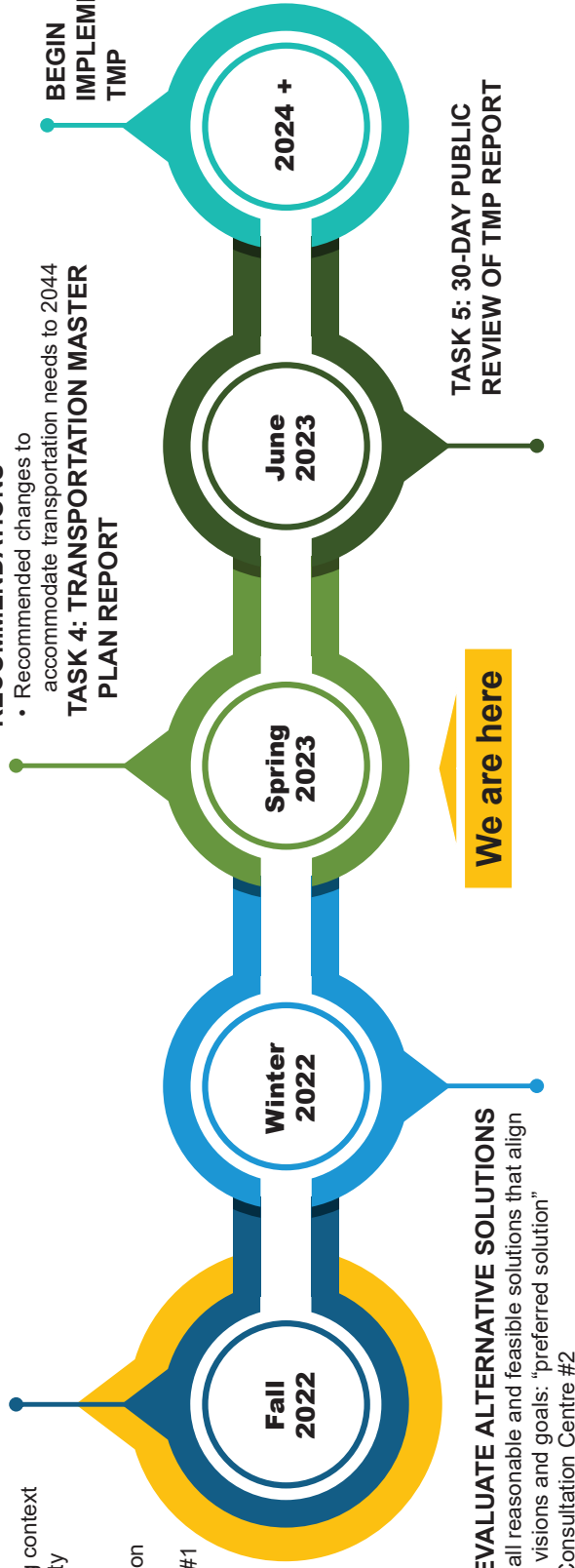
### TASK 1: EXISTING & BACKGROUND REVIEW

- Identify and review planning context
- Finalize Problem/Opportunity Statement
- Develop vision and goals
- Review existing transportation conditions
- Public Consultation Centre #1

### TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

### TASK 4: TRANSPORTATION MASTER PLAN REPORT



### TASK 2: EVALUATE ALTERNATIVE SOLUTIONS

- Identify all reasonable and feasible solutions that align with the visions and goals: "preferred solution"
- Public Consultation Centre #2

**We are here**

### TASK 5: 30-DAY PUBLIC REVIEW OF TMP REPORT

**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.

## SPEAK UP!

### Connect with Us!

- Visit [oxfordcounty.ca/speakup](https://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](https://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](mailto:rvink@oxfordcounty.ca)  
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Cell: 289-404-5363

# APPENDIX D

Public Consultation Centre  
#2 Boards



# 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.

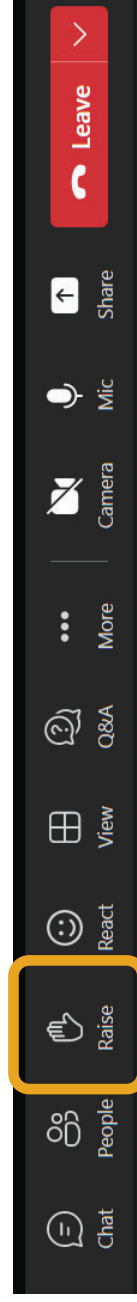


## HOUSEKEEPING ITEMS

- 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.

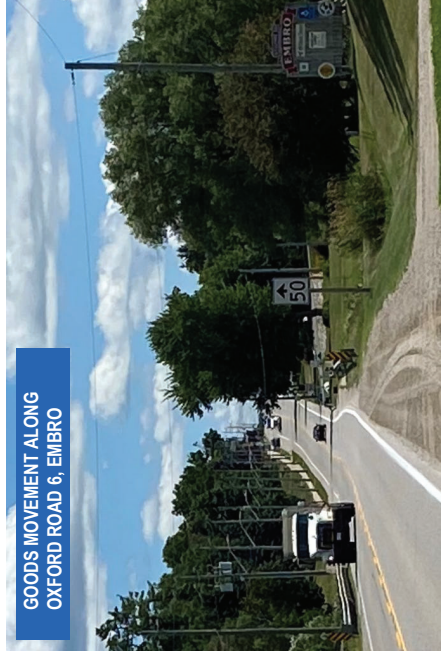
## PURPOSE OF PUBLIC CONSULTATION CENTRE #2

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](http://oxfordcounty.ca/speakup) where you can:

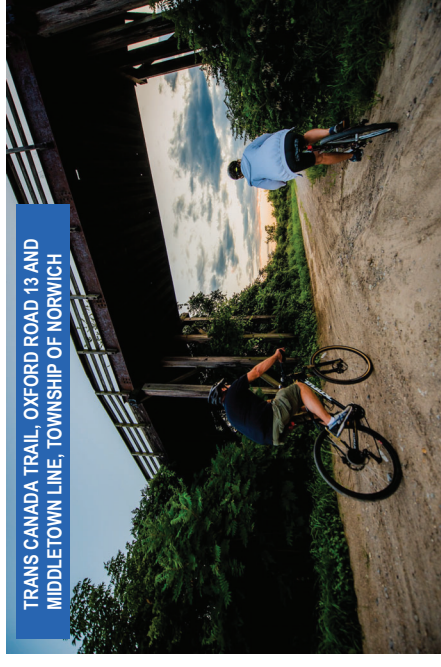
- View an interactive map and provide comments
- Complete the survey
- Scan the QR code to take you directly to the project website



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?

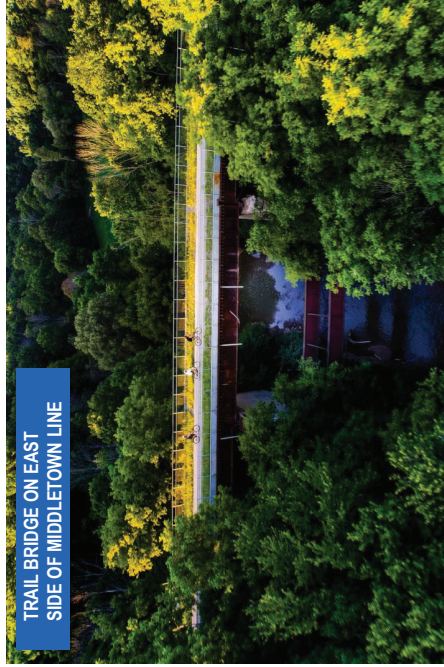
- **Community Well Being** – Increased awareness, access and mobility through an emphasis on active transportation, goods movement, accessibility, climate change, equity, sustainability and safety.
- **Balance Needs** - Changing travel patterns (e.g., work from home and needs of residents and businesses 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.



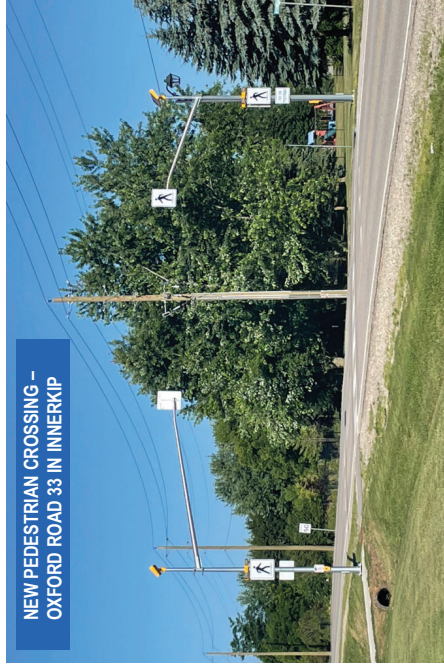
# Transportation Master Plan

## 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.*



TRAIL BRIDGE ON EAST SIDE OF MIDDLETOWN LINE

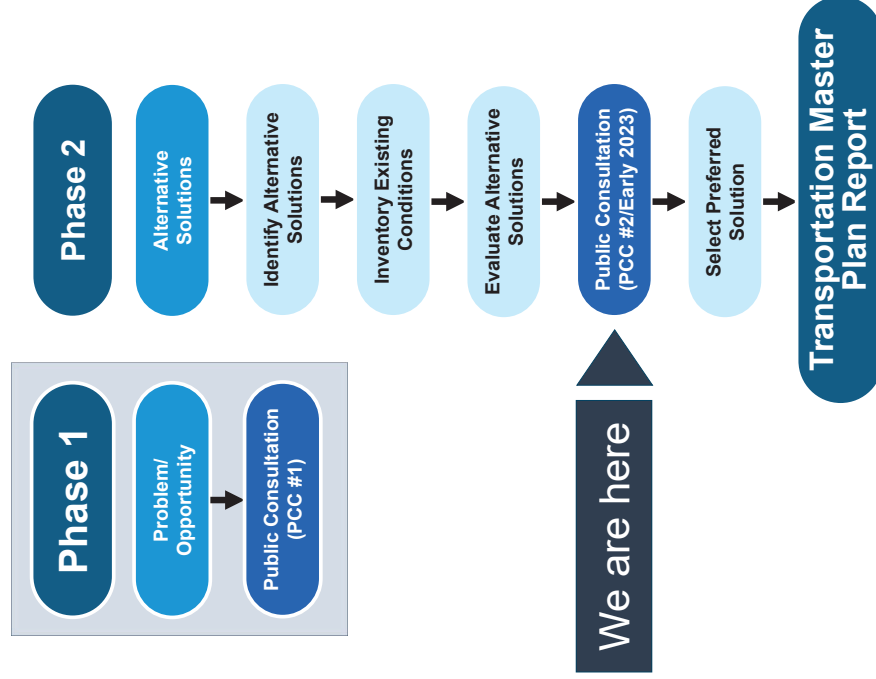


NEW PEDESTRIAN CROSSING – OXFORD ROAD 33 IN INNERKIP



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.*



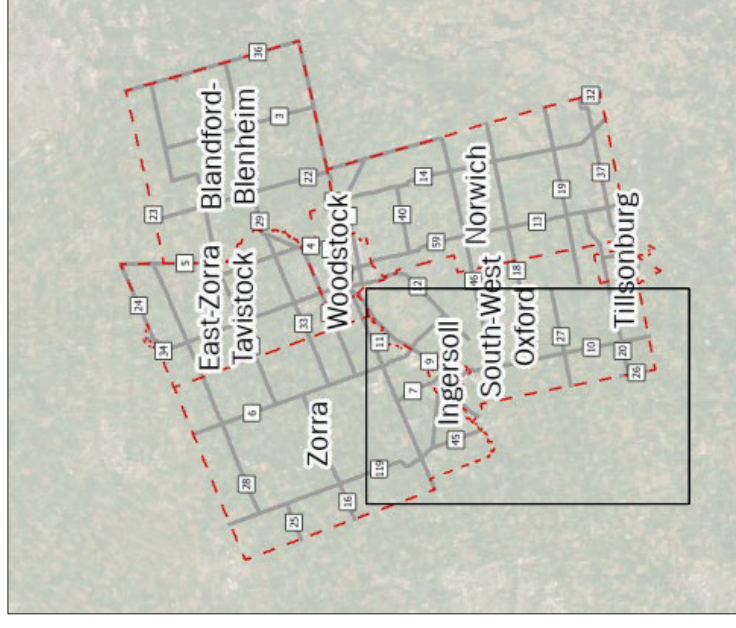
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Difficult to make left turns (e.g., from Harris Street in Ingersoll).</li> <li>Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*</li> <li>Speeding is an issue on Pressey Road in Ingersoll.*</li> <li>Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*</li> <li>Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*</li> </ul>

\* 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

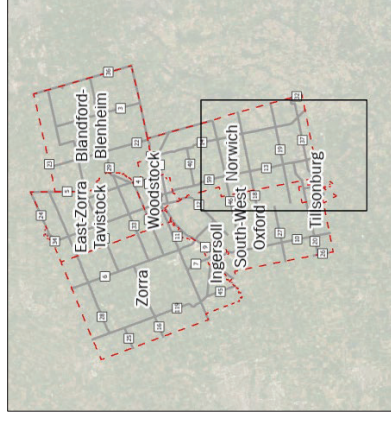


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Location of Public Consultation Centre #1  
Tillsonburg/Norwich

### Tillsonburg/Norwich

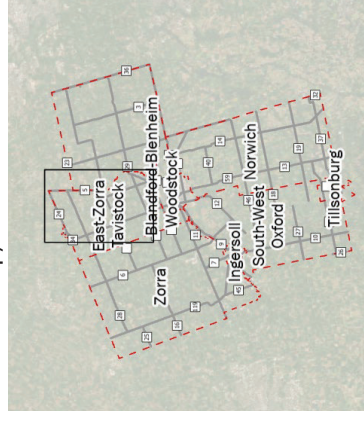
Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).</li> </ul>



### East Zorra-Tavistock Township/Blandford-Blenheim

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Excessive speed (e.g., Blandford Street, Innerkip).</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Need for pedestrian trails (e.g., Innerkip).*</li> <li>Dog Park requested (e.g., Innerkip).*</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107).</li> <li>Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).</li> </ul>

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.



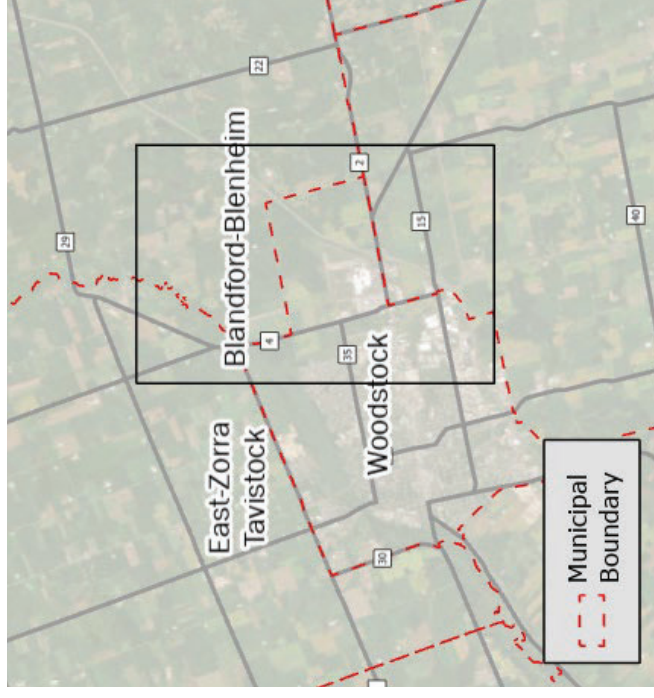
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### East Woodstock/Blandford-Blenheim/Norwich Township

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4).</li> <li>Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4).</li> <li>Need more parking (e.g., Innerkip – new plaza and housing development)*.</li> <li>Illumination (e.g., streetlights at Highway 53 in Norwich Township).</li> </ul>

\* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.

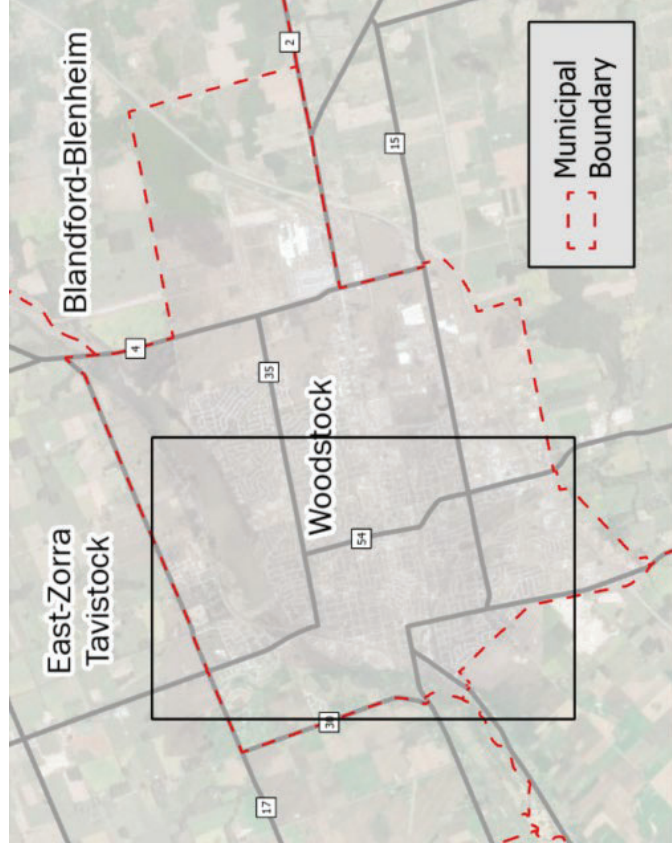


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### West Woodstock

Location of Public Consultation Centre #1 comments for West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> <li>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).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street).</li> <li>Traffic signal timings (e.g., review OR 59/Montclair Drive).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Intersection layout (e.g., square off intersection OR 2/OR 9).</li> <li>Railway tracks (e.g., fix track crossing on OR 9).</li> <li>Pedestrian crossing (e.g., required at OR 35/Clark St.).</li> </ul>



\* 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



Have your say: [oxfordcounty.ca/speakup](https://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 Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
  - 2) Oxford Road 16 (31<sup>st</sup> 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

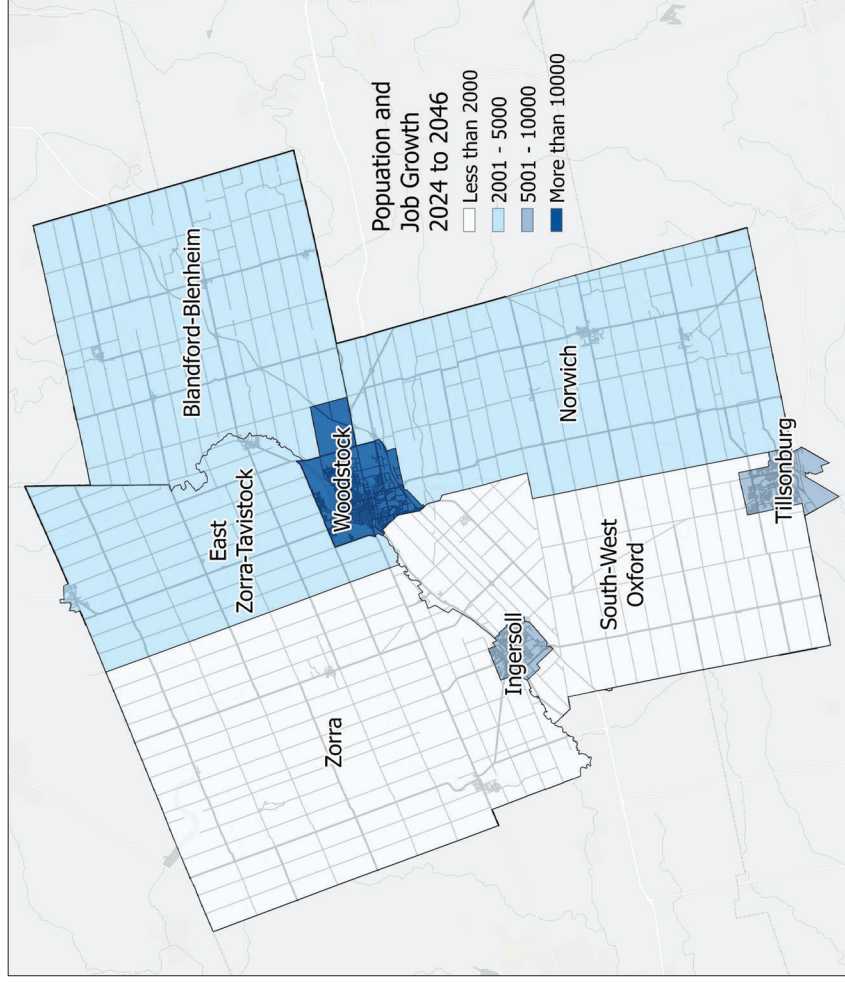
- Two (2) Environmental Assessment, has been completed or initiated since 2020. Both were included in the 2019 TMP implementation Plan. The two (2) completed studies include:
  - Oxford Road 19 (Provincial Highway 19 to Norfolk County Limits)
  - Trans Canada Trail Bridge over Ontario Southland Railway



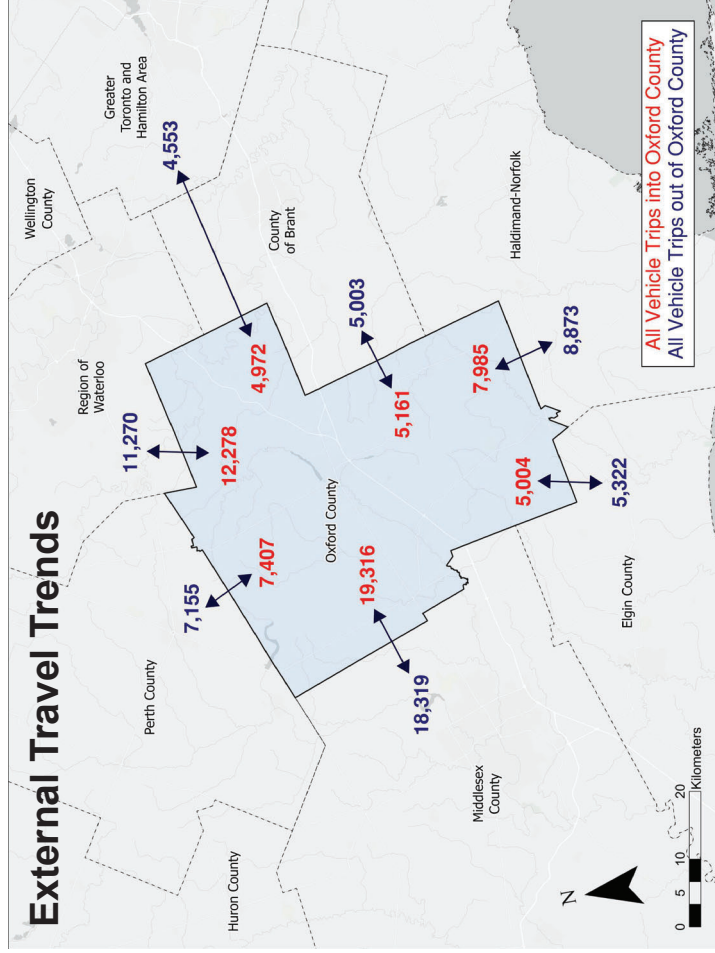
## THE COUNTY IS GROWING

- Oxford County is expected to grow by approximately 34,000 residents and 15,000 jobs by 2046.
- The County in 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) Halldimand-Norfolk

- Top 3 Origins**
- 1) Middlesex County
  - 2) Region of Waterloo
  - 3) Halldimand-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

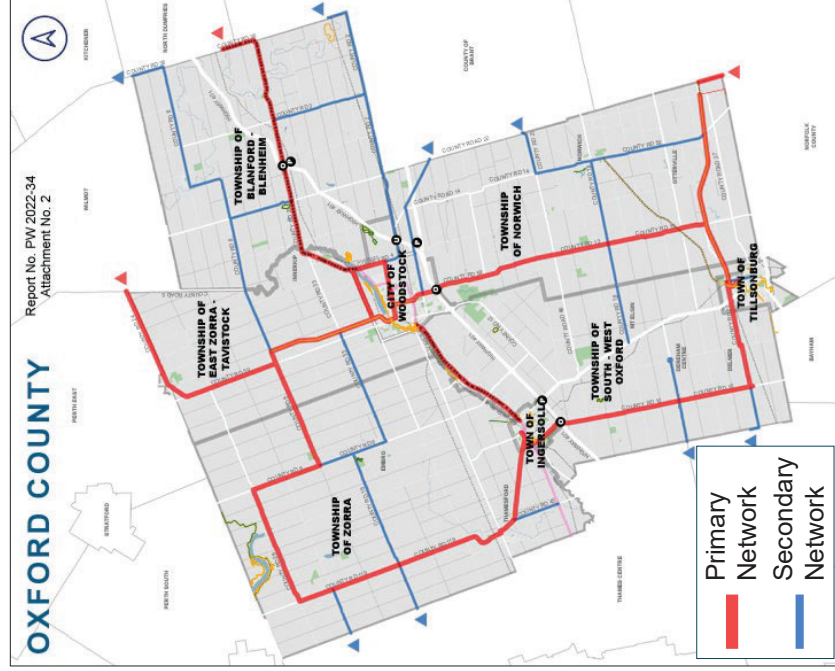
### Top 3 Internal County Origin-Destination Patterns

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

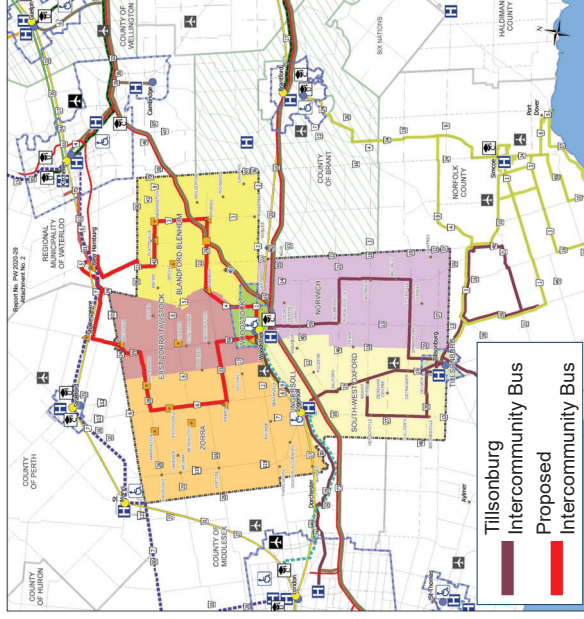


## TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

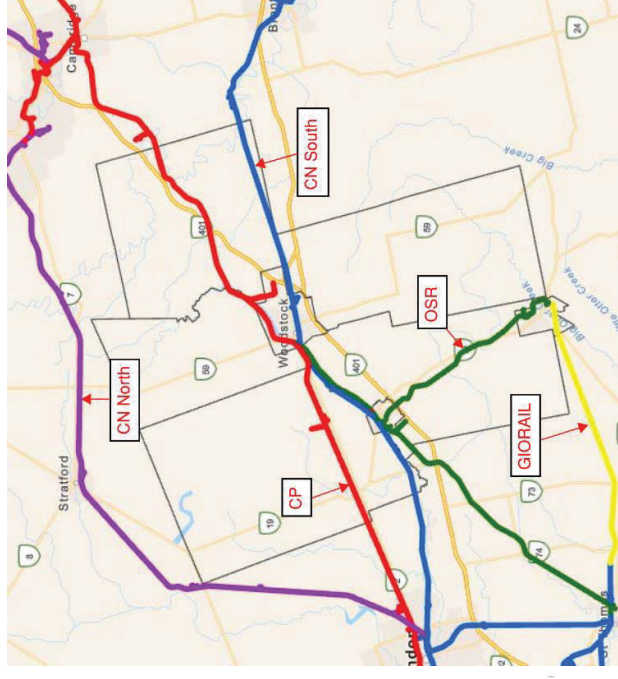
### Cycling Network



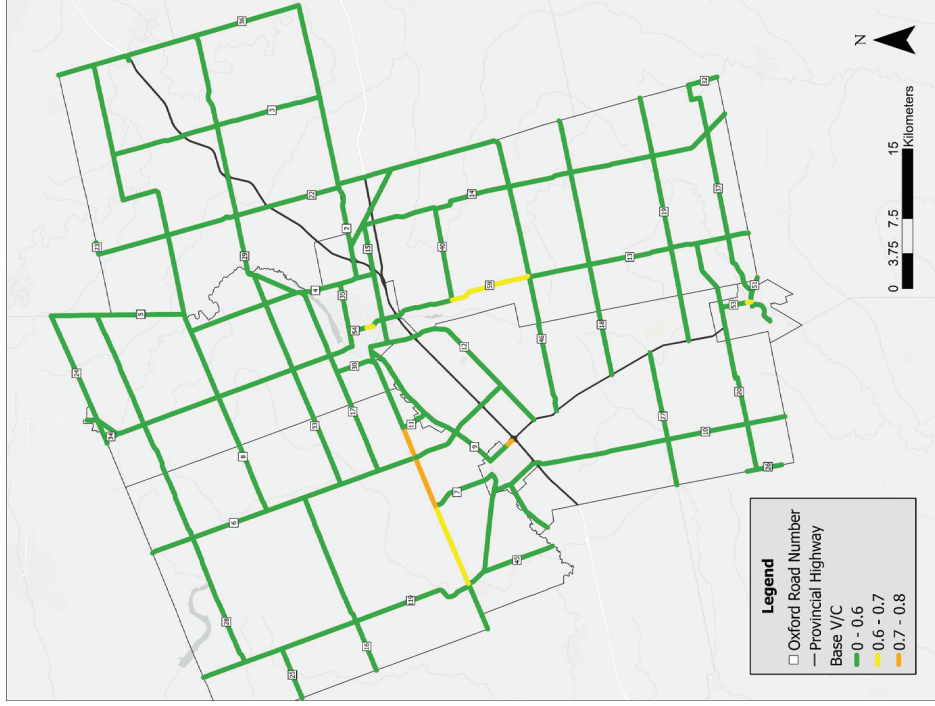
### Inter-Community Transit



### 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.

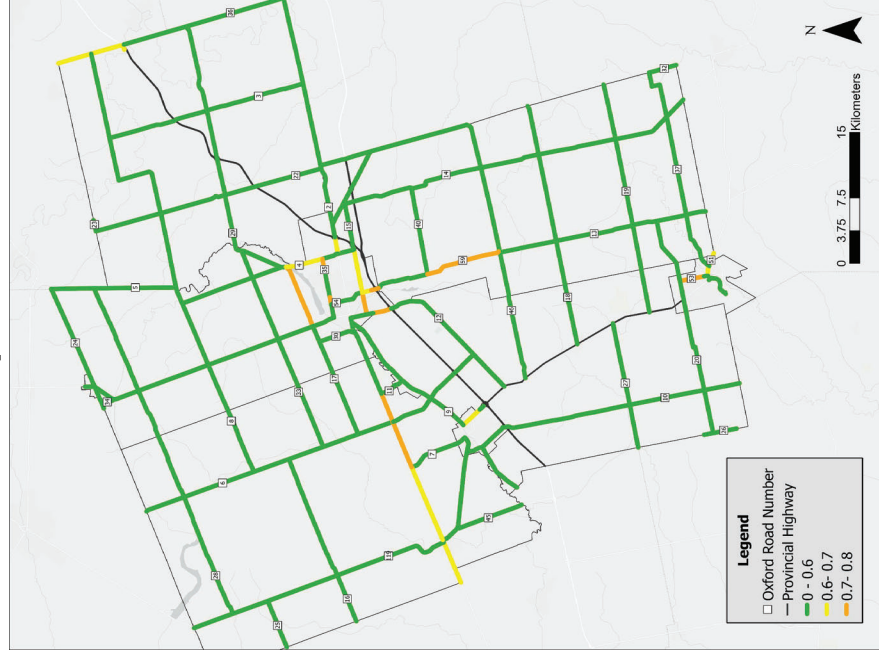


## FUTURE ROAD NETWORK ANALYSIS

2046 – Do Nothing

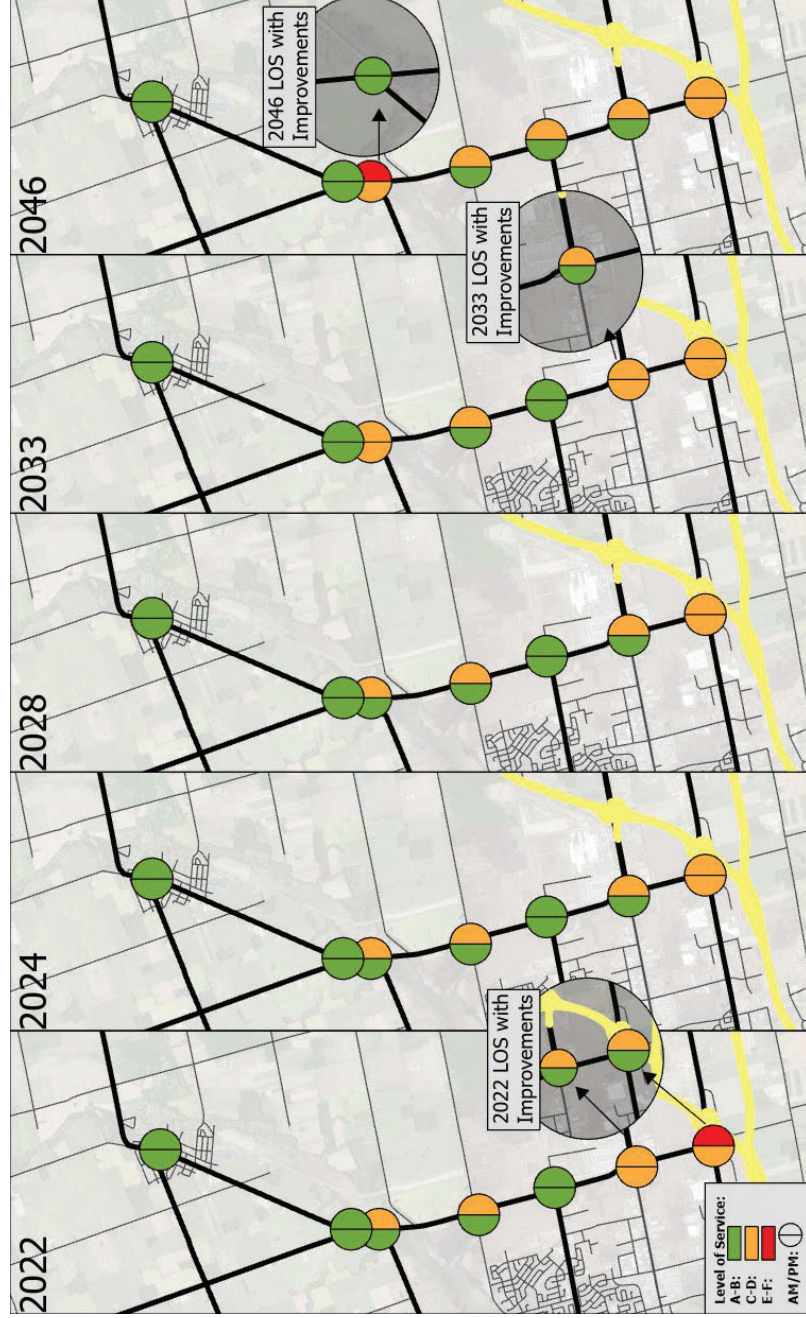


2046 – Proposed Network



- 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
  - 2024: 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
✓ *		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
	Illumination added in 2021	East-Zorra Tavistock	OR60 and OR33	11	4 / 0
		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 <sup>th</sup> 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 (Tilson 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) *	✓	
Tiltsnburg / South-West Oxford	Oxford Road 20 (Tiltsnburg 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	✓	
Tiltsnburg	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"> <li>Continue Speed Management &amp; Road Safety Programs</li> <li>Expand the Program to Include Intersection Safety Improvements</li> </ul>
		Collision Database	<ul style="list-style-type: none"> <li>Continue to Update and Maintain the Collision Database</li> <li>Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements</li> </ul>
	Network Performance	Community Safety Zones	<ul style="list-style-type: none"> <li>Complete Implementation of Initial Community Safety Zones</li> <li>Review and monitor network for potential future CSZ to be added as required</li> </ul>
		Roundabout Implementation	<ul style="list-style-type: none"> <li>Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions</li> </ul>
Active Transportation	Accommodating Future Growth	Transportation Demand Management	<ul style="list-style-type: none"> <li>Continue to Promote Working from Home through Engagement with Residents and Businesses</li> <li>Implement 2024 TMP Active Transportation and People Movement Strategies</li> </ul>
	Cycling Infrastructure	Expanding Cycling Infrastructure	<ul style="list-style-type: none"> <li>Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy</li> </ul>
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Continue Review of Existing Conditions &amp; Network</li> <li>Implement Accessible &amp; Best Practice Design Guidance</li> <li>Improve Pedestrian Links with Communities and Important Destinations</li> <li>Integrate Pedestrian Improvements with Other Modes</li> <li>Develop Reasonable Pedestrian Improvement Funding Strategy</li> <li>Complete Safety Analysis of Existing Infrastructure</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Pedestrian Infrastructure	Pedestrian Safety	<ul style="list-style-type: none"> <li>Support use of Staggered and/or Extended Pedestrian Phasing at Signals</li> <li>Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects</li> <li>Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner</li> </ul>
	Trail Infrastructure	Trails Master Plan	<ul style="list-style-type: none"> <li>Facilitate trail development with municipal partners and stakeholders</li> <li>Complete update to 2014 Trails Master Plan</li> </ul>
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> <li>Develop and Implement a Micro Mobility Strategy</li> </ul>
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> <li>Explore Opportunities to Implement/Host New Technology Pilots</li> <li>Consider Incentive Program to Encourage Use of New Sustainable Travel Modes</li> </ul>
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> <li>Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight</li> </ul>
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> <li>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</li> <li>Develop a Goods Movements Priority Network</li> <li>Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor</li> </ul>

## 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"> <li>Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail</li> </ul>	
		North Oxford Transit	<ul style="list-style-type: none"> <li>Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service</li> </ul>	
		Transit Promotion	<ul style="list-style-type: none"> <li>Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services</li> </ul>	
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> <li>Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations</li> <li>Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement</li> </ul>	
		Service Integration	<ul style="list-style-type: none"> <li>Advocate for Continued TGO Intercommunity Bus Service to the Woodstock and Ingersoll Stations</li> <li>Advocate for North Oxford Intercommunity Bus Service to provide the same service</li> </ul>	
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> <li>Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services</li> </ul>	
		Carpooling / Ridesharing	<ul style="list-style-type: none"> <li>Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County</li> </ul>	
	Enhancing Mobility	Transport Action Ontario (TAO) and Transportation Action Canada (TAC) support y		<ul style="list-style-type: none"> <li>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</li> </ul>
			Mobility Hubs	<ul style="list-style-type: none"> <li>Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers</li> </ul>
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> <li>Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility</li> </ul>	
		Charging Network	<ul style="list-style-type: none"> <li>Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study</li> </ul>	
	Electric Vehicles and Charging Stations	Funding Strategy	<ul style="list-style-type: none"> <li>Develop a Funding Strategy for the Implementation of Charging Stations</li> </ul>	
		Implement AV Network	<ul style="list-style-type: none"> <li>Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles</li> </ul>	
	Autonomous Vehicles	Integrate AV Network	<ul style="list-style-type: none"> <li>Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion</li> </ul>	
		Work with MACAVO	<ul style="list-style-type: none"> <li>Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)</li> </ul>	
	Low Carbon and New Technology Alternatives	Monitor Network	<ul style="list-style-type: none"> <li>Monitor the Safety and Success of AV Network as Implemented</li> </ul>	
		Alternative Fuel Sources	<ul style="list-style-type: none"> <li>Explore Implementation of Solar Photovoltaic Charging Options</li> <li>Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative</li> <li>Monitor the use of Hydrogen as a Fuel Alternative in the Long-term</li> <li>Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County</li> </ul>	
	Future Technology	Connected Vehicles	<ul style="list-style-type: none"> <li>Support Provincial Truck Platooning Pilot Program</li> <li>Consider Development of Connected Vehicle Policy for County Roads</li> </ul>	
		Transit Electrification	<ul style="list-style-type: none"> <li>Prompt Area Municipalities in the Electrification of Transit Service</li> </ul>	



## 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

Spring 2023

### TASK 3: DEVELOP DRAFT RECOMMENDATIONS

- Recommended changes to accommodate transportation needs to 2044

### TASK 4: TRANSPORTATION MASTER PLAN REPORT

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](https://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](https://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](mailto:rvink@oxfordcounty.ca)  
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Cell: 289-404-5363



Have your say: [oxfordcounty.ca/speakup](https://oxfordcounty.ca/speakup)



# APPENDIX E

PCC#2 Survey Responses

# Project Report

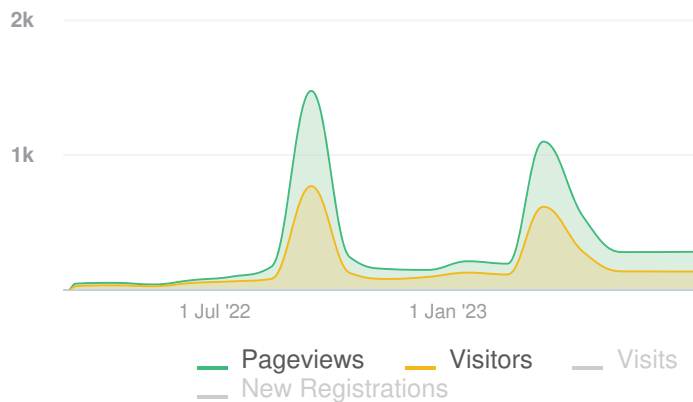
Phase 1 and Phase 2 Public Consultation

# Speak Up, Oxford!

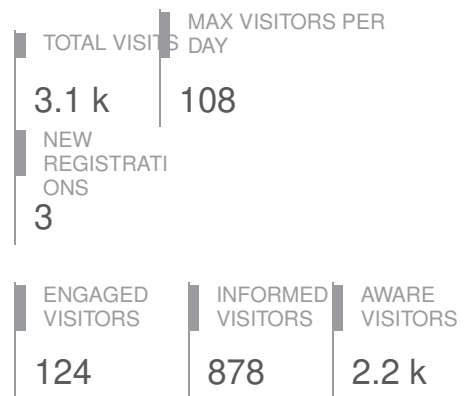
## 2024 Transportation Master Plan



### Visitors Summary

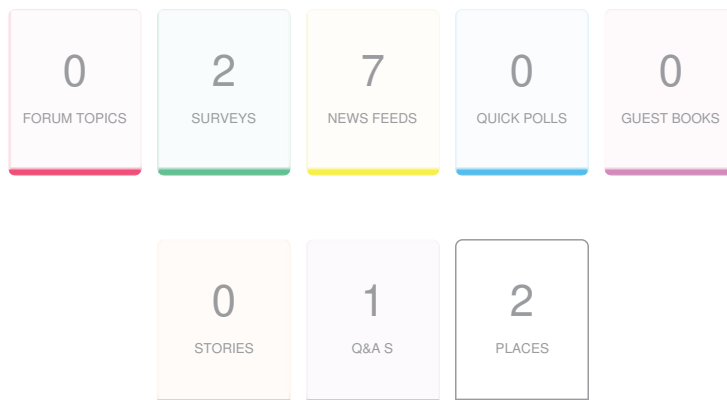


### Highlights



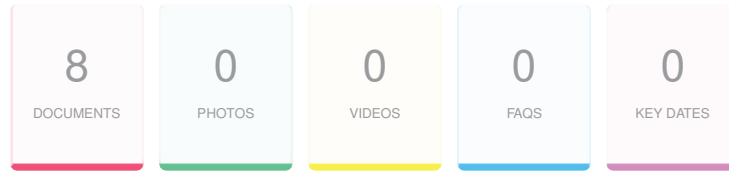
Aware Participants		Engaged Participants			
2,218		124			
Aware Actions Performed	Participants	Engaged Actions Performed			
		Registered	Unverified	Anonymous	
Visited a Project or Tool Page	2,218				
Informed Participants	878	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated 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

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## QANDA

### Ask a question

Visitors <b>33</b>	Contributors <b>1</b>	CONTRIBUTIONS <b>1</b>
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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>.



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## 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 <b>248</b>	Contributors <b>28</b>	CONTRIBUTIONS <b>53</b>
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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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94300">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94300</a></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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94301">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94301</a></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 &amp; then eastward to connect with Perth Road 107, &amp; 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 &amp; 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 &amp; only a few cars can pass; &amp; whenever a transport truck is passing there is only enough time on green for the truck &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; area just because it's at the fringe of the county! It's a very vibrant &amp; very growing community. Address: 985019 Perth-Oxford Road, Perth East, Ontario N0B 2R0, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94386">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94386</a></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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94544">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94544</a></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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94611">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94611</a></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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94612">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94612</a>
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.
CATEGORY General	Address: 322 Leinster Street, Woodstock, Ontario N4S 5R5, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94613">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94613</a>
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.
CATEGORY General	Address: 957 Warwick Street, Woodstock, Ontario N4S 7M4, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94614">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94614</a>
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?
CATEGORY General	Address: Road 68, East Zorra-Tavistock, Ontario N4S 7V7, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94615">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94615</a>
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
CATEGORY Roads	Address: 448 Springbank Avenue, Woodstock, Ontario N4T 1E7, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94616">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94616</a>
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.
CATEGORY General	Address: 692 Henry Street, Woodstock, Ontario N4S 3P2, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94617">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94617</a>
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. 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
CATEGORY Roads	Address: 1040 Cree Avenue, Woodstock, Ontario N4T 1A2, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94618">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94618</a>

# 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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94619">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94619</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94620">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94620</a>
CATEGORY General	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94621">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94621</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94680">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94680</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94737">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94737</a>
CATEGORY General	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94756">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94756</a>
CATEGORY General	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94757">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94757</a>
CATEGORY General	

## 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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94758">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94758</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94759">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94759</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94760">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94760</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94761">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94761</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94794">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94794</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94795">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94795</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94796">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94796</a>

# 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
CATEGORY Cycling	Address: Ingersoll Pipe Band Armouries, 108 Wonham St S, Ingersoll, Ontario N5C 2K8, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94797">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94797</a>
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
CATEGORY Roads	Address: Otterville Road, Springford, Ontario N0J 1R0, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94867">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94867</a>
2022-09-22 09:15:44 -0400	From a resident - Need of a stop light Clark and Culloden - Very Hard to cross
CATEGORY Roads	Address: 134 Culloden Road, Ingersoll, Ontario N5C 3R3, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94872">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94872</a>
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.
CATEGORY General	Address: 458 Norwich Avenue, Woodstock, Ontario N4S 3W4, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94918">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94918</a>
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.
CATEGORY General	Address: 220 Victoria Street South, Woodstock, Ontario N4S 2C9, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94919">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94919</a>
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
CATEGORY General	Address: 217 Fifth Avenue, Woodstock, Ontario N4S 2S3, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94921">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94921</a>
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.
CATEGORY Roads	Address: Oxford Road 17, Woodstock, Ontario N4S 7W2, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94922">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94922</a>

# 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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94923">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94923</a>
2022-09-23 20:52:19 -0400	N/A Address: 338 Simcoe Street, Woodstock, Ontario N4S 1J3, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94924">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94924</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94926">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94926</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94927">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94927</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94928">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94928</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94929">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94929</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94930">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94930</a>



# 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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94931">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94931</a>
2022-09-24 10:26:03 -0400	agreed dangerous, truck accessibility Address: Highway 401, Norwich, Ontario N4S 7W3, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94932">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94932</a>
2022-09-24 10:28:10 -0400	street light required Address: 754800 Highway 53, Norwich, Ontario N4S 7W3, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94933">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94933</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94934">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94934</a>
2022-09-24 10:31:55 -0400	difficult intersection to access from Montclair Address: Juliana Drive, Woodstock, Ontario N4V 1B9, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94935">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94935</a>
2022-09-24 10:34:46 -0400	difficult intersection to access Address: 685774 Highway 2, Woodstock, Ontario N4S 7V9, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94936">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94936</a>
2022-09-24 10:36:21 -0400	difficult left hand turn from Vansit Address: 359 Dundas Street, Woodstock, Ontario N4S 1B6, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94937">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94937</a>

# ENGAGEMENT TOOL: PLACE

## Places

2022-09-24 10:37:16 -0400	<p>overhead turning lane signage Address: 344 Dundas Street, Woodstock, Ontario N4S 1B4, Canada</p>
<p>CATEGORY Roads</p>	<p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94938">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94938</a></p>
2022-09-24 14:30:52 -0400	<p>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!</p>
<p>CATEGORY Roads</p>	<p>Address: 3 North Court Street East, Norwich, Ontario N0J 1P0, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94939">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94939</a></p>
2022-09-26 13:15:57 -0400	<p>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.</p>
<p>CATEGORY Roads</p>	<p>Address: 311980 Dereham Line, Bayham, Ontario N4G 4G8, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94951">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94951</a></p>
2022-09-27 14:49:36 -0400	<p>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.</p>
<p>CATEGORY Roads</p>	<p>Address: 126 Dundas Street, Woodstock, Ontario N4S 1A2, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94978">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94978</a></p>
2022-10-14 23:38:41 -0400	<p>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.</p>
<p>CATEGORY Cycling</p>	<p>Address: 5194 Cobble Hills Road, Zorra, Ontario N0M 2M0, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95327">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95327</a></p>
2022-10-18 11:00:06 -0400	<p>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</p>
<p>CATEGORY Roads</p>	<p>Address: 565337 Towerline Road, Woodstock, Ontario N4V 0C5, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95409">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95409</a></p>

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## ENGAGEMENT TOOL: SURVEY TOOL

### Connecting Oxford: What are Oxford's transportation priorities?

Visitors <b>175</b>	Contributors <b>55</b>	CONTRIBUTIONS <b>55</b>
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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*

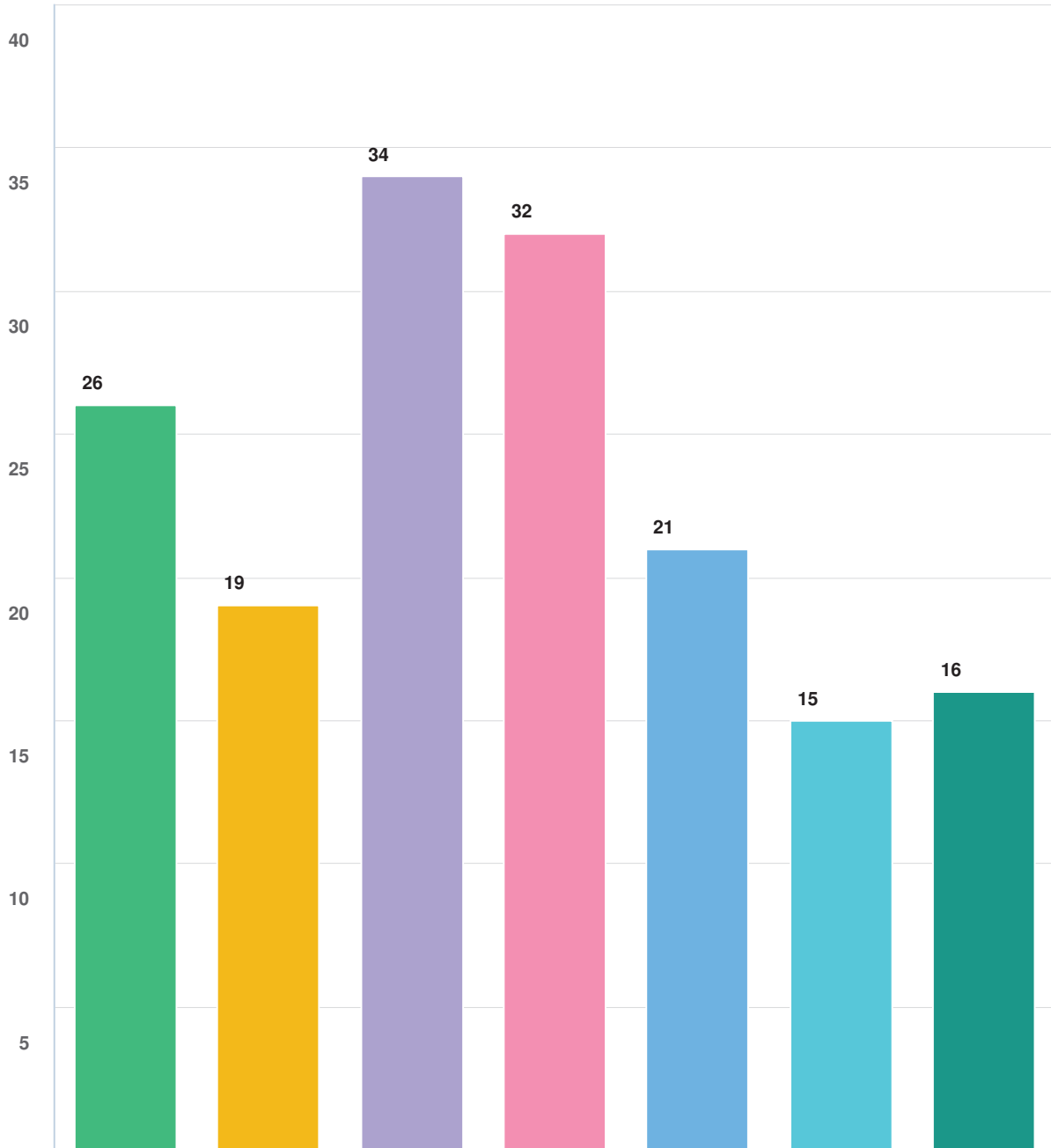
**How important are the following local transportation modes in Oxford County? Please rank on a scale from 1 to 5, with "5" being very important and "1" being not at all important.**



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)

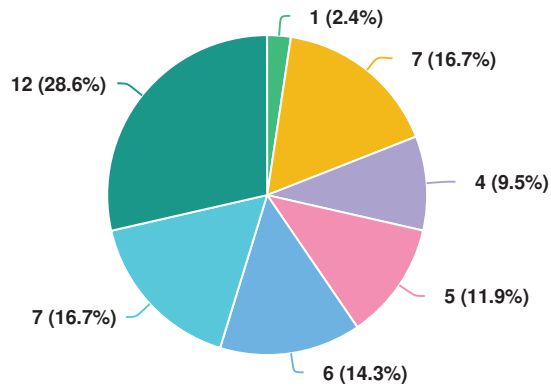
Question type: Checkbox Question

# ENGAGEMENT TOOL: SURVEY TOOL

## Survey: Draft recommendations for the Transportation Master Plan

Visitors <b>120</b>	Contributors <b>42</b>	CONTRIBUTIONS <b>42</b>
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### Where do you live?



#### Question options

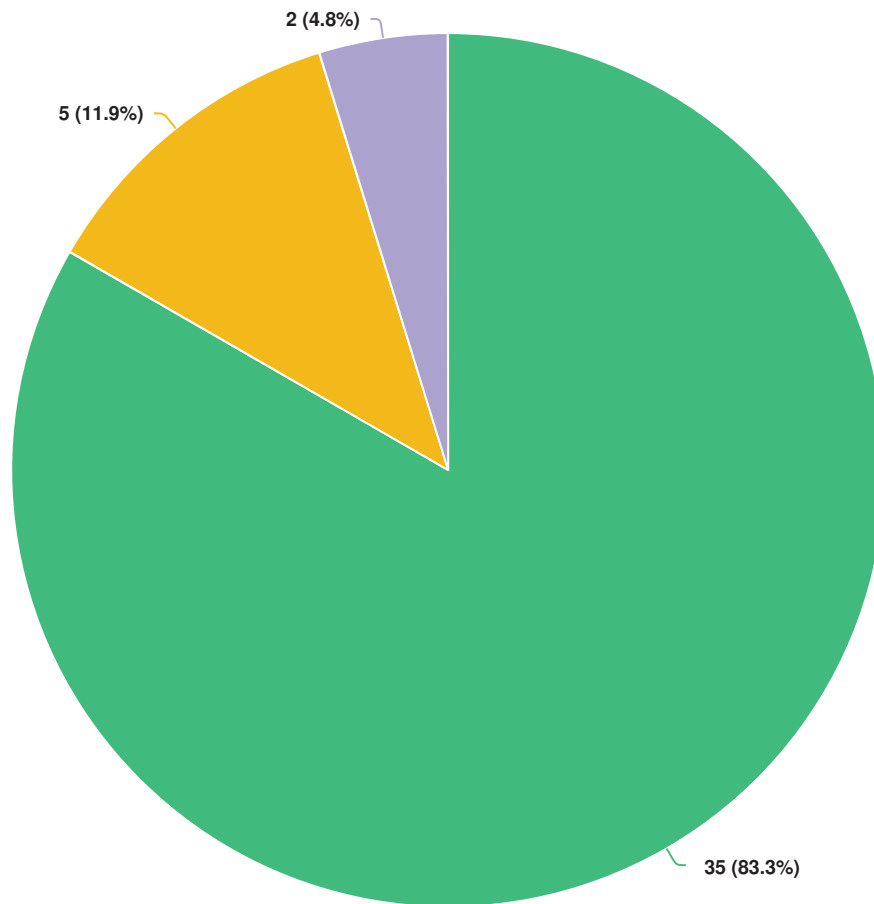
- Woodstock
- Tillsonburg
- South-West Oxford
- Norwich Township
- Ingersoll
- East Zorra-Tavistock
- Blandford-Blenheim

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**

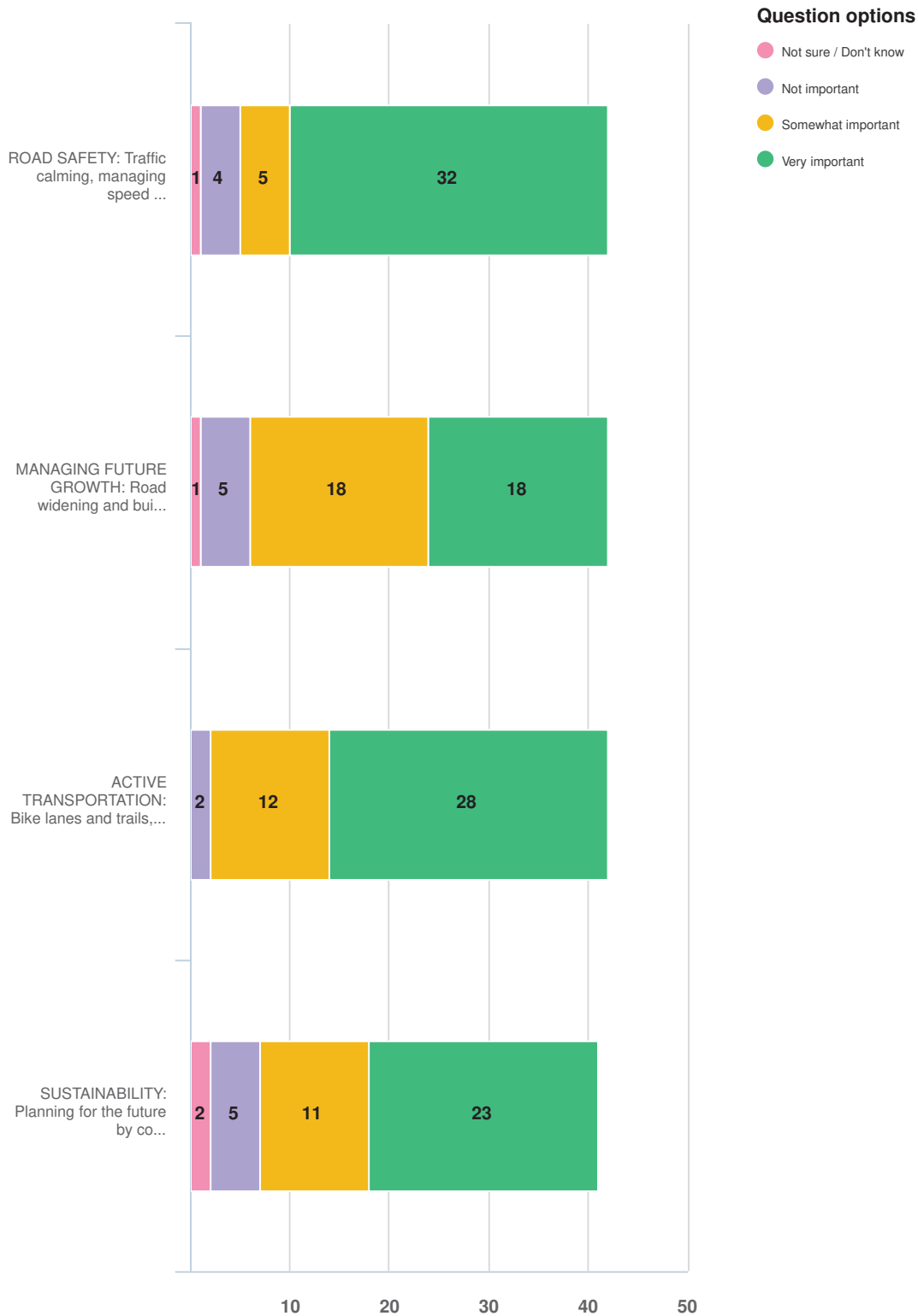
- Not sure
- No
- Yes

Optional question (42 response(s), 0 skipped)

Question type: Radio Button Question



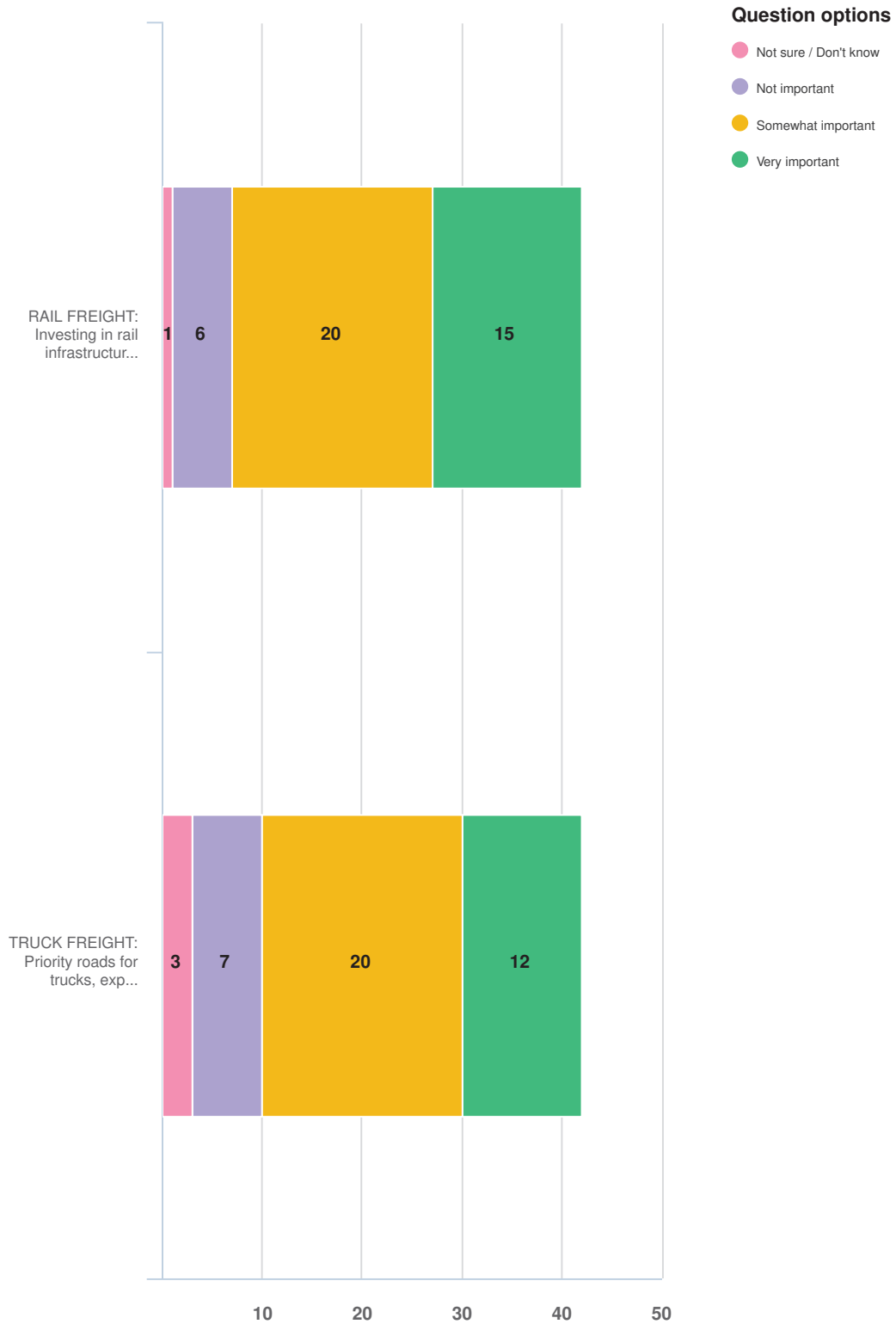
The following questions ask for your opinion on the key areas of focus for the Plan's recommendations. **PRIORITY AREA: Building the road network** Our communities are growing: Oxford County is expected to grow by approximately 34,000 residents and 15,0...



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 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?



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...**

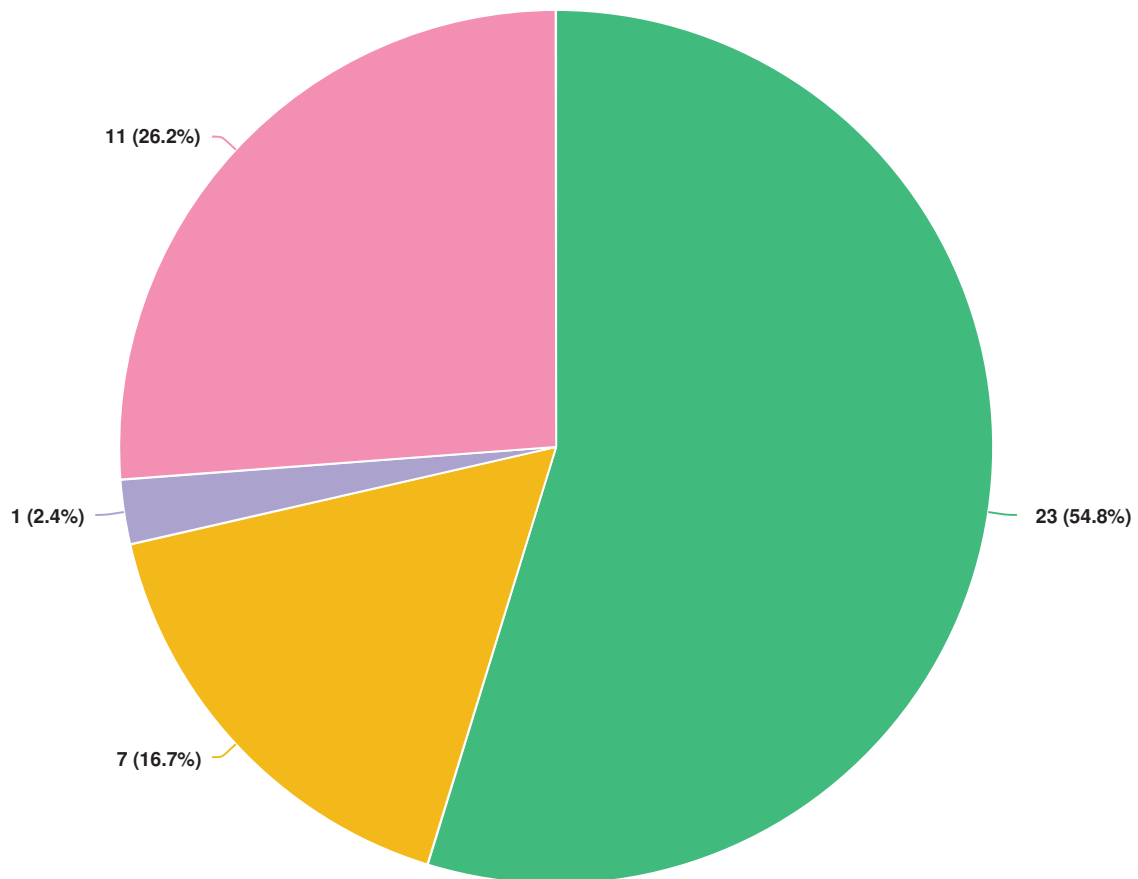


Optional question (42 response(s), 0 skipped)

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**

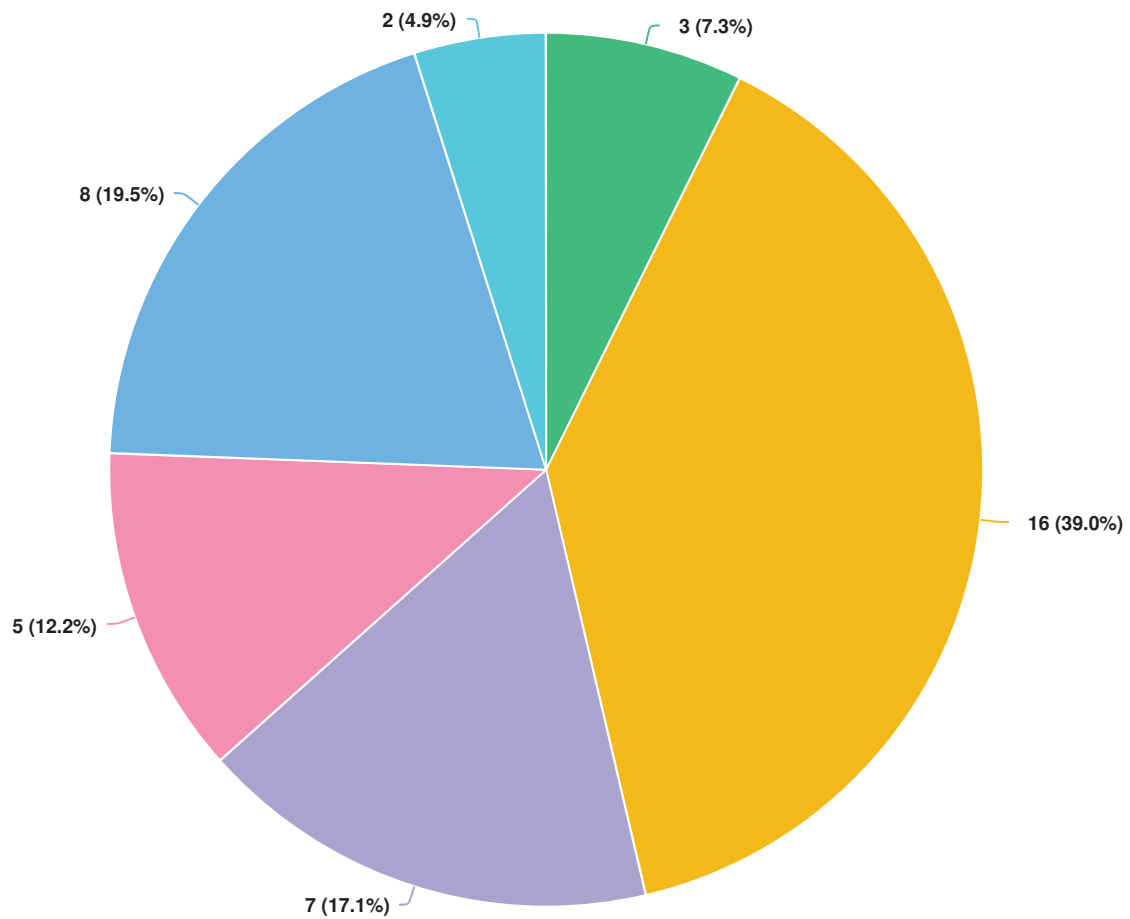
- I do not travel for work / This question does not apply to me
- 1 to 3 times in a month
- 1 to 3 times in a week
- 4 or more times a week

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?



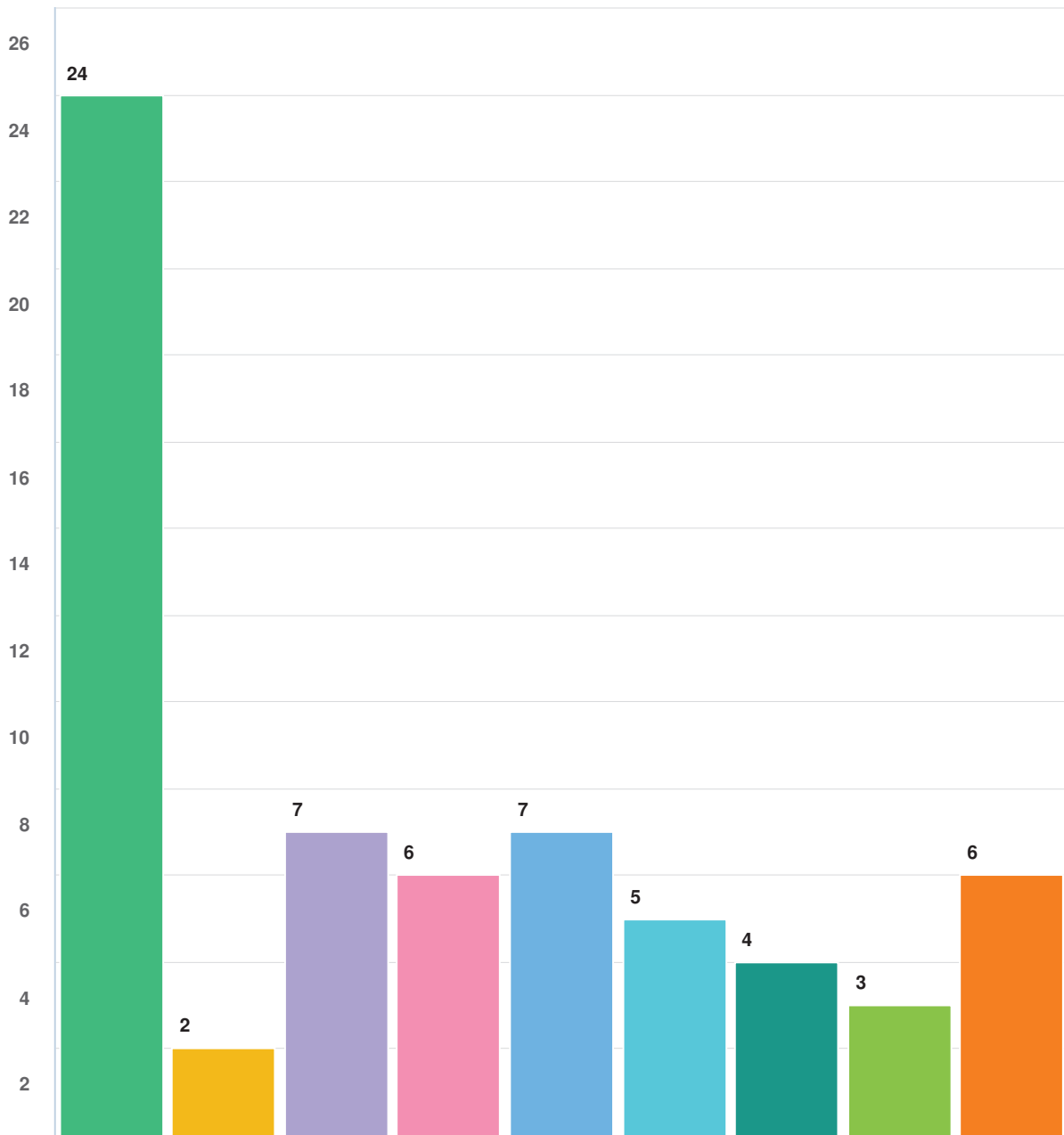
**Question options**

- 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**

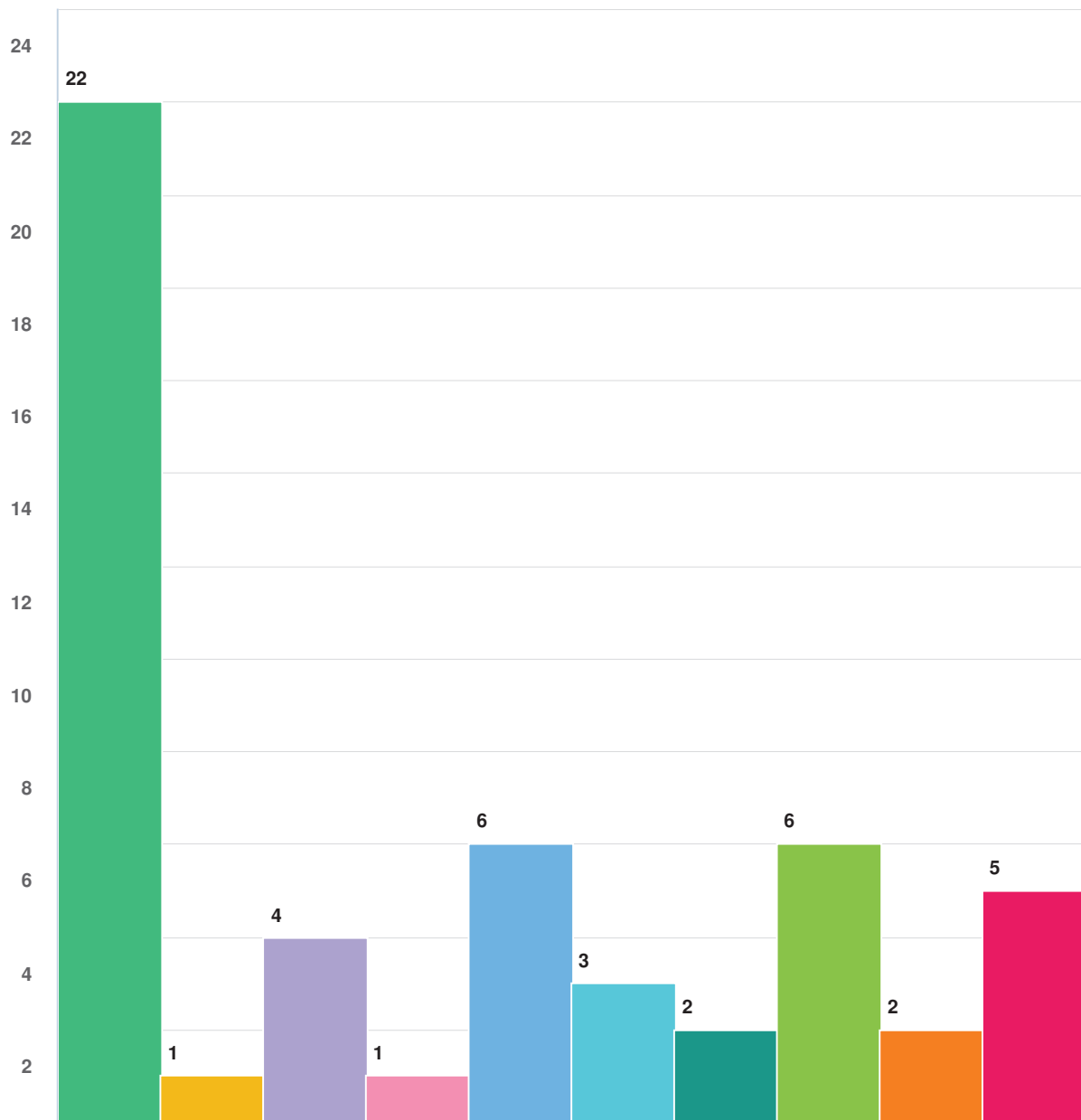
- Other (please explain)
- None: I work from home
- Carpool or ride sharing
- Ride service (taxi, Uber, etc.)
- Active transportation (cycling, walking, rollerblading, etc.)
- Inter-community transit (e.g., Southwest Community Transit)
- Transit (local bus service, train, etc.)
- Electronic-powered device (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**

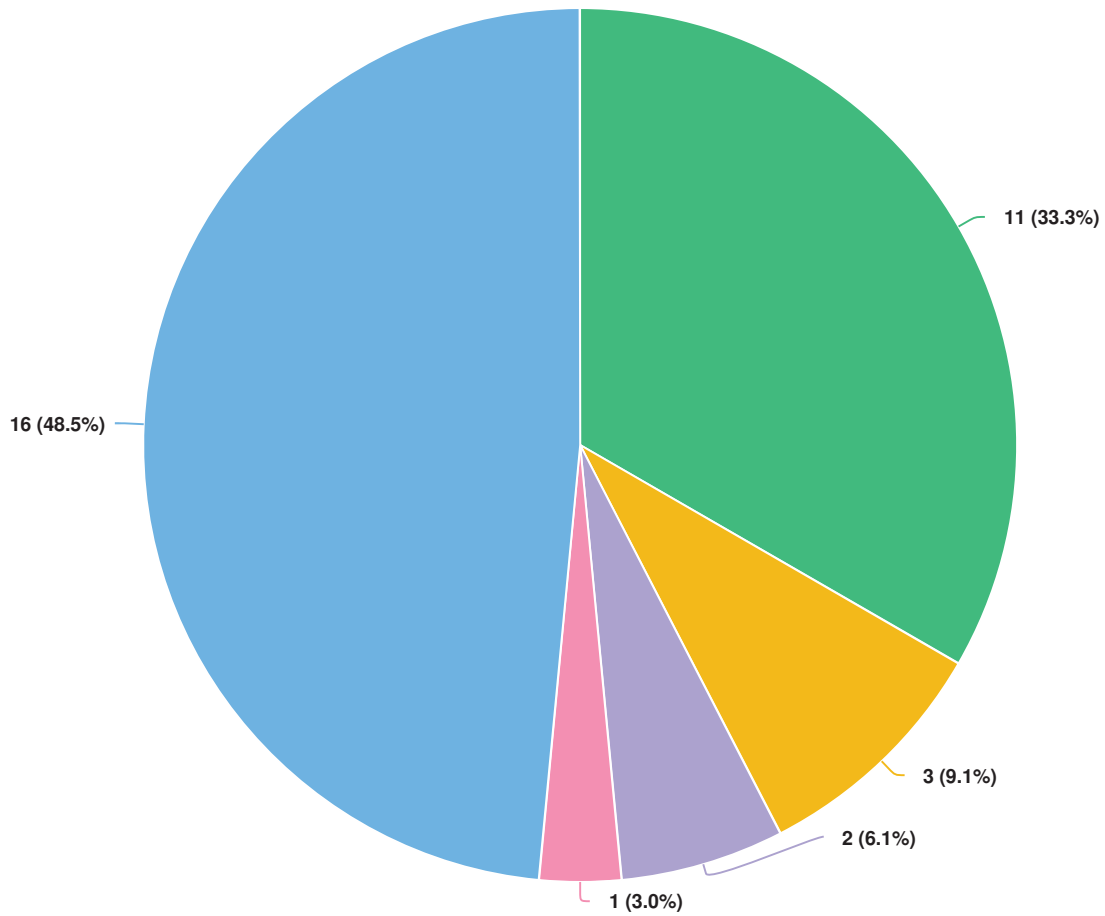
- Other (please explain)    ● None: I have always worked from home
- None: My job shifted to remote work during the pandemic    ● Carpool or ride sharing    ● Ride service (taxi, Uber, etc.)
- Active transportation (cycling, walking, rollerblading, etc.)    ● Inter-community transit (e.g., Southwest 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**

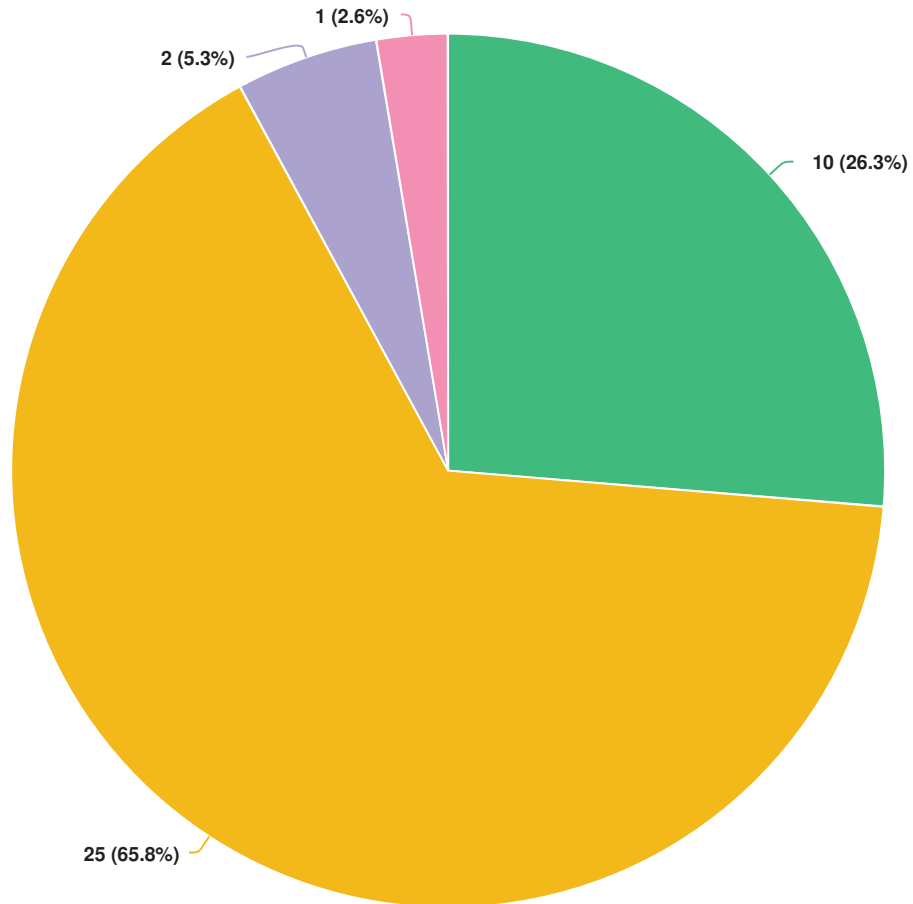
- Other (please explain) ● More than 20 ● 10 - 20 ● 5 - 10 ● 1 - 5

Optional question (33 response(s), 9 skipped)

Question type: Dropdown Question

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**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**

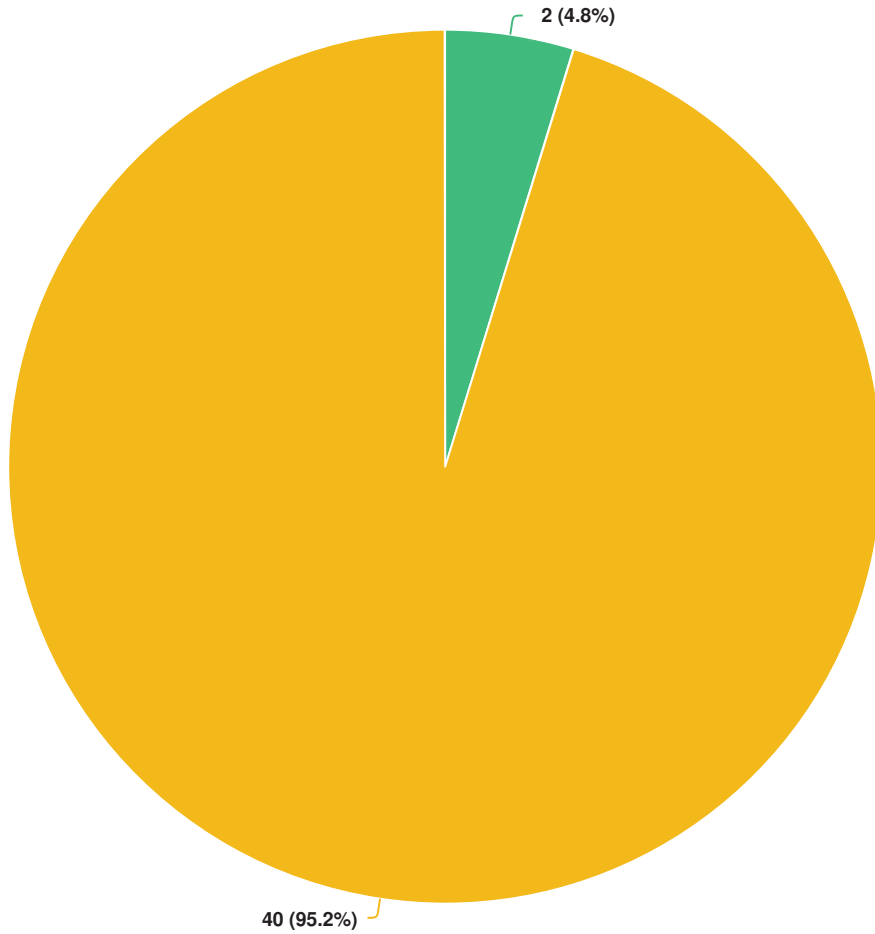
- Not sure / don't know     About the same     No     Yes

*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**

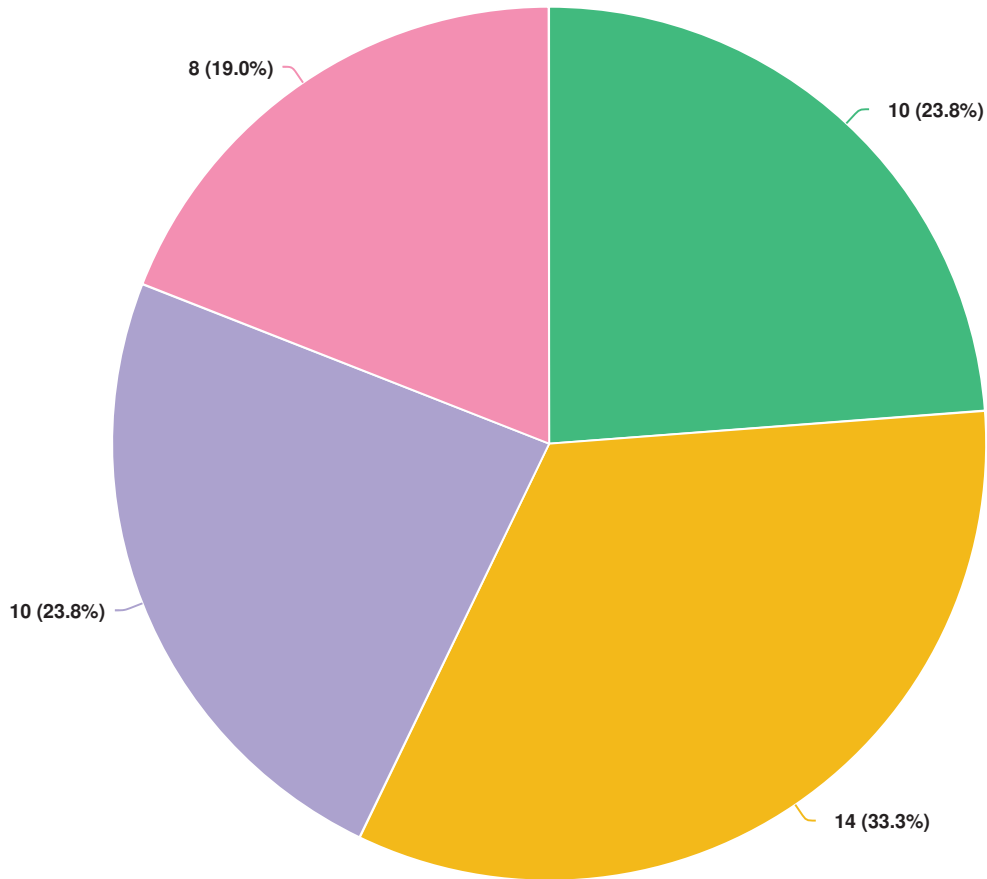
- No
- Yes

*Optional question (42 response(s), 0 skipped)*

*Question type: Dropdown Question*

---

Are you planning to buy an electric vehicle?



**Question options**

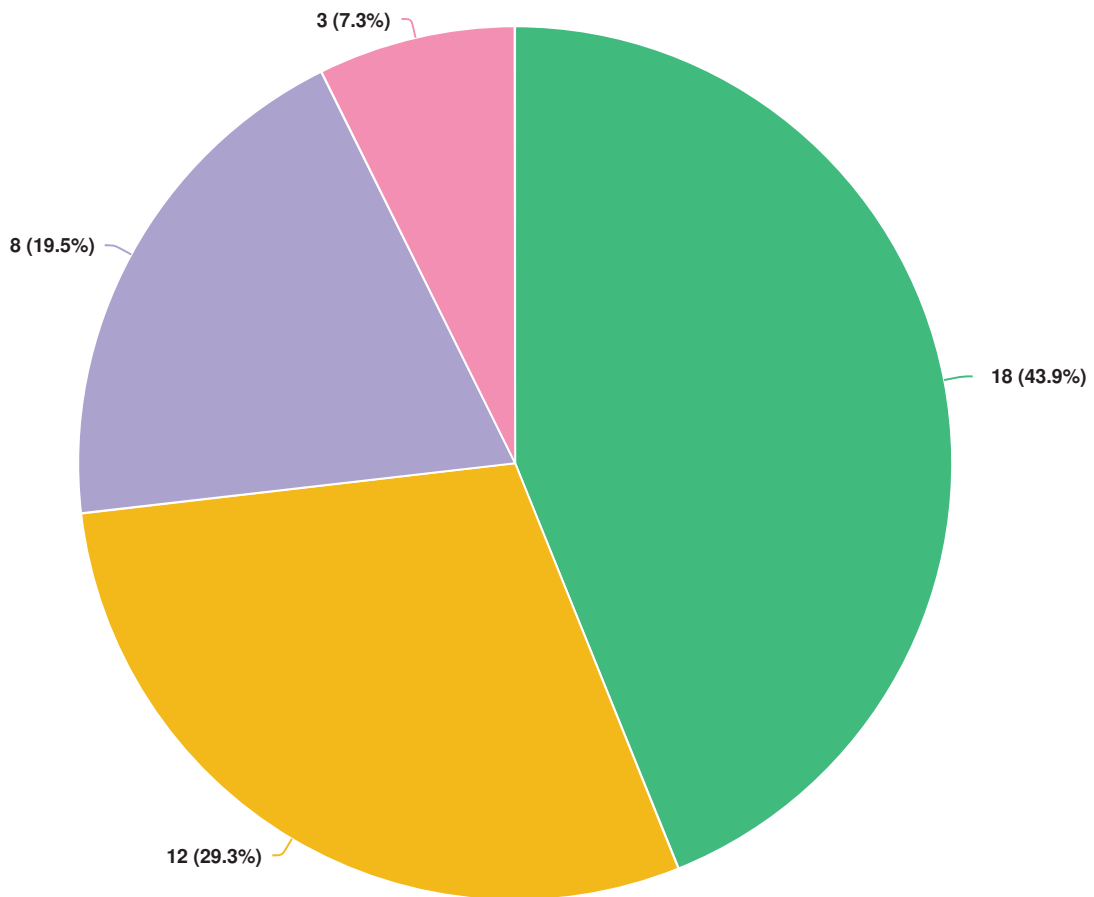
- Other (please explain)
- Not sure / don't know
- Maybe, but more than five years from now
- Yes, in five years or less

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) ...



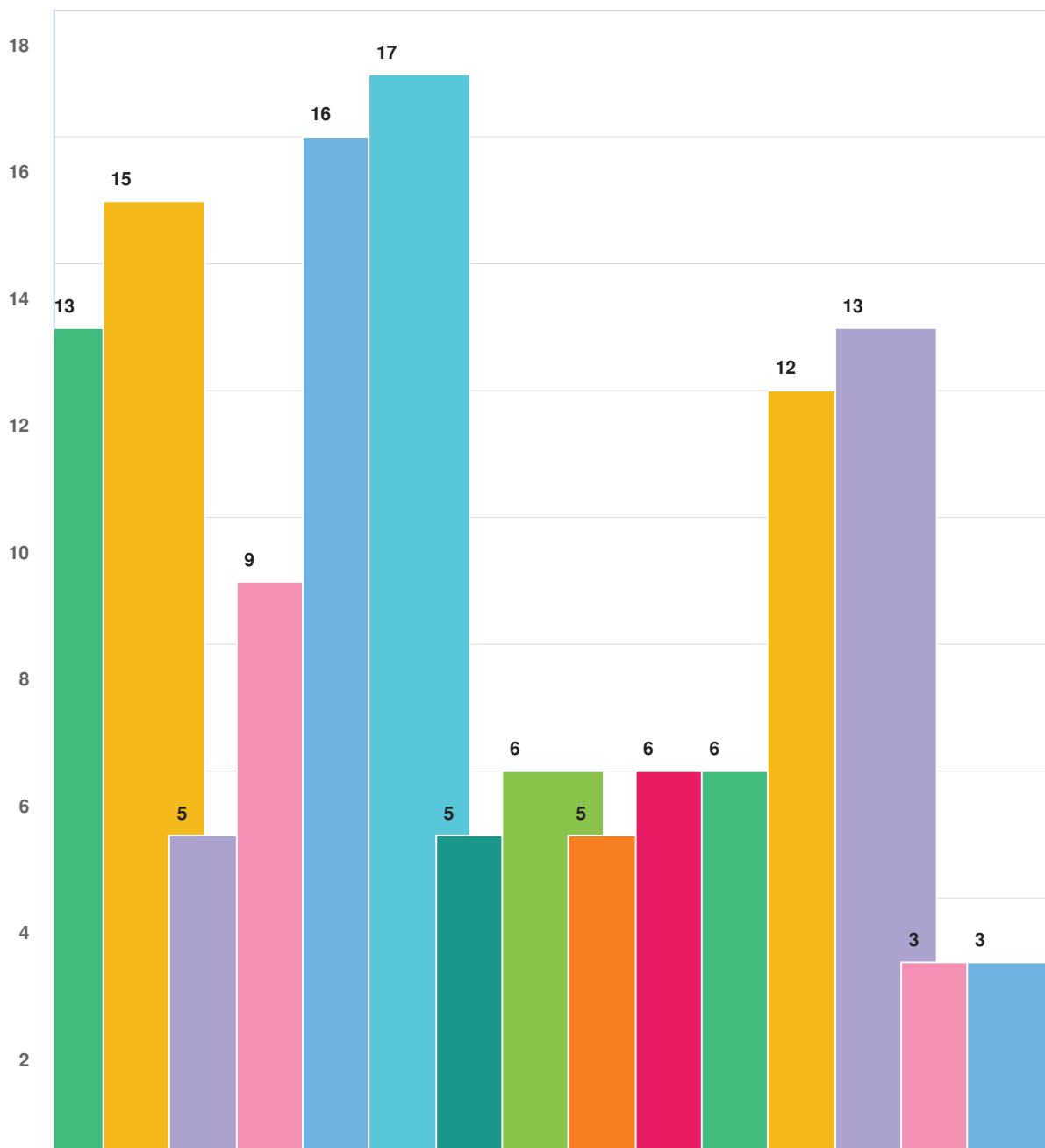
**Question options**

- 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

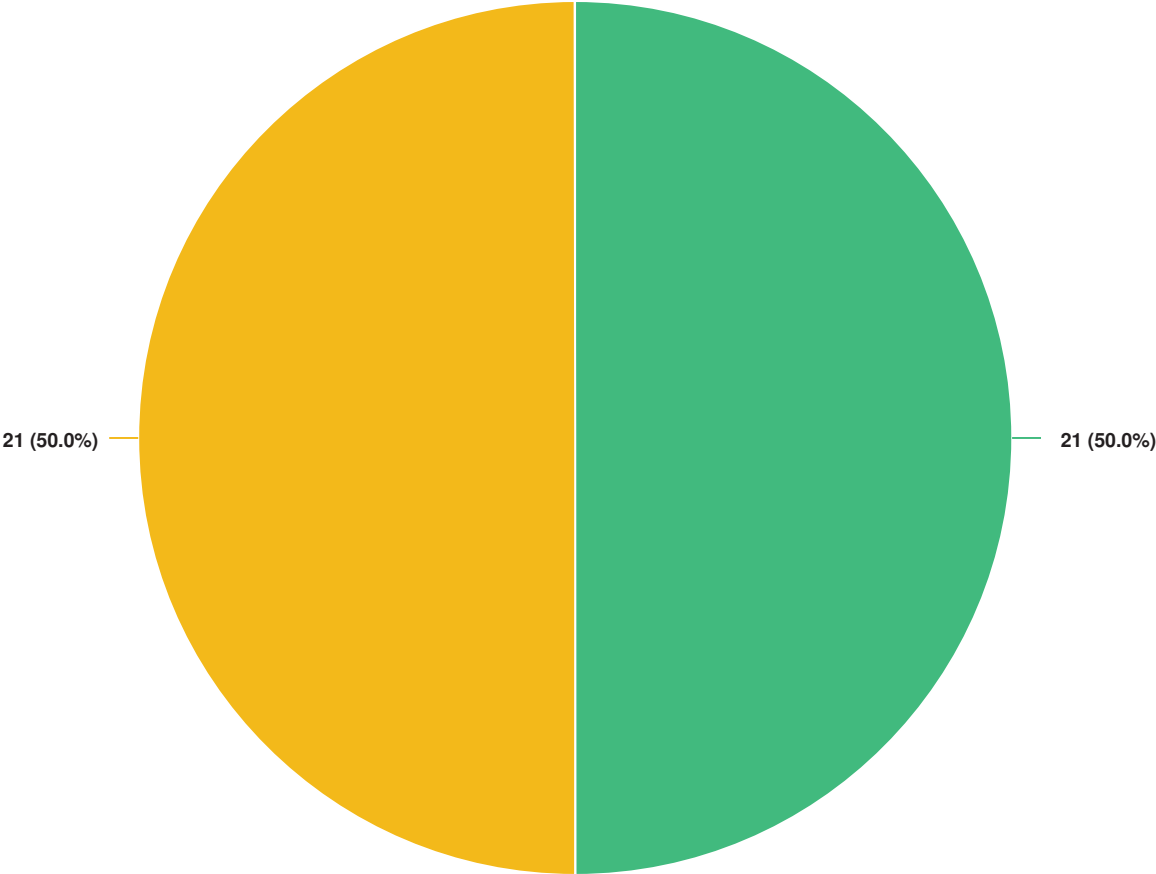
Optional question (24 response(s), 18 skipped)

Question type: Checkbox Question



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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

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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

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Q13. **The questions in this section ask for more input on electric vehicles.Do you have an electric vehicle now?** No

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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

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Q17. **Is there anything else you would like to tell us?**

not answered

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Q18. **Would you like to receive updates about this project?** not answered

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      **Other (please explain)**  
Never

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      **Other (please explain)**  
No retired

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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?**

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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

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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? )

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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

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**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

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**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.)

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**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.)

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**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

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Yes, in five years or less

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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 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 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 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 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

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**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

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**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

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      1 - 5

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Not sure / don't know

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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?**

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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

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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.

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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. 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 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 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

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**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

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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.)

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**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

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**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

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**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

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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

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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.

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Q18. Would you like to receive updates about this project? **Yes (Please enter your email address in the box below)**

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**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 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 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 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.      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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      not answered

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**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

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Q16. If you answered "Yes" to the question above, to not answered

**which communities are you most likely to travel? Check all that apply.**

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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.

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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 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) 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.)

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**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

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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 lines 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.

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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

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**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 countys. 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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      Not sure / Don't know

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**Q9. How do you travel to work now? Please check all that apply.**      **Other (please explain)**  
Retired

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      not answered

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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

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**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

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** Other (please explain)  
0

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project?

No
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**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 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 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 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 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

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**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

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**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.)

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**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.)

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**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.

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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?**

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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

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Q17. **Is there anything else you would like to tell us?**

not answered

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Q18. **Would you like to receive updates about this project?** No

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**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 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. 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

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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) 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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      1 - 5

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**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

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**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

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**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

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**Q17. Is there anything else you would like to tell us?**

not answered

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**Q18. Would you like to receive updates about this project?**

No

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**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 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. 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 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 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.

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Q18. **Would you like to receive updates about this project?**  No

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**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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      About the same as I am now

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      5 - 10

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Yes, in five years or less

---

**Q15. This section is about inter-community transit. Other (please explain)**  
**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?** It needs to become a door to door service like Brant County

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**Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. Other (please specify)**  
Brantford  
Toronto

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**Q17. Is there anything else you would like to tell us?**  
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.

---

**Q18. Would you like to receive updates about this project?** No

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**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 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. 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 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 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

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Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** 1 - 5

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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

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Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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Q14. **Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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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.**

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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)**

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**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

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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

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Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?**      **Other (please explain)**  
Never

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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

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Q18. Would you like to receive updates about this project? No

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**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.)

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**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.)

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**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

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** 10 - 20

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**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?

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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

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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

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

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**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

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**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

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**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.**

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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

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Q18. **Would you like to receive updates about this project?**  No

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**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 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 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 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

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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 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

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**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

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**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

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**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

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.

Brantford
London

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project?

No
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**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.

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**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

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**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.

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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?**

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Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** London

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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.

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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 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 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 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

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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.)

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Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**  
Never

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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

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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

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Q17. Is there anything else you would like to tell us?

Safe cycling infrastructure is very important

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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 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. 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 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

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**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

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**Q17. Is there anything else you would like to tell us?**

not answered

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**Q18. Would you like to receive updates about this project?**

No

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**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 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. 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 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.)

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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

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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

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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 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. 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 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 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

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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

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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

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Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

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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

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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)

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**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

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**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.**

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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.

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Q18. **Would you like to receive updates about this project?** No

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**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 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. 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 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) 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      More often than I am now

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      1 - 5

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Yes, in five years or less

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**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

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Q16. If you answered "Yes" to the question above, to not answered

**which communities are you most likely to travel? Check all that apply.**

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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.

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      More often than I am now

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      5 - 10

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Not sure / don't know

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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?**

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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

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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.

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Q18. **Would you like to receive updates about this project?** No

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**Respondent No:** 31

**Login:** Unverified

**Responded At:** Apr 04, 2023 09:44:54 am

**Last Seen:** Apr 04, 2023 09:44:54 am

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- 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. 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 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 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

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      Other (please explain)  
0

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Other (please explain)  
No

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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?

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**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?**

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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

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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.

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Q18. **Would you like to receive updates about this project?** No

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**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 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 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 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 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

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**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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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 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

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**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 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?

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.

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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 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.)

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**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.

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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

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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)

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**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 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 Not 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) 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 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?**      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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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 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?

Quality accessible transit for seniors to get to appointments and complete routine activities such as grocery shopping is important

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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      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

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**Q17. Is there anything else you would like to tell us?**

not answered

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**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 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                                                                          | 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                                                                         | 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

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**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 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 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 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.**

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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.

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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 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 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 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

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### PHASE 2 PUBLIC CONSULTATION

June 26, 2023

2024 Transportation Master Plan

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**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 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.

In light of the above and given the approved site plan, 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.

We urge you to reconsider the recommendation to realign the intersection considering the above.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ahmed Mahmoud', is positioned above the typed name.

**Ahmed Mahmoud, P.Eng., MBA, PMP**  
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 2025<sup>1</sup>. 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 biking<sup>2</sup>.

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 collisions<sup>3</sup>. 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 collisions<sup>4</sup>.

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<sup>5</sup>.

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](mailto: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/>



# 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"> <li>February 27, 2023</li> </ul>
Oxford Review	<ul style="list-style-type: none"> <li>March 1, 2023</li> <li>March 8, 2023</li> <li>March 15, 2023</li> </ul>
Norfolk-Tillsonburg News	<ul style="list-style-type: none"> <li>March 2, 2023</li> <li>March 9, 2023</li> <li>March 16, 2023</li> </ul>
Woodstock Sentinel Review	<ul style="list-style-type: none"> <li>February 28, 2023</li> <li>March 7, 2023</li> <li>March 14, 2023</li> </ul>
Ayr News	<ul style="list-style-type: none"> <li>March 1, 2023</li> <li>March 8, 2023</li> <li>March 15, 2023</li> </ul>
Wilmot-Tavistock Gazette	<ul style="list-style-type: none"> <li>March 2, 2023</li> <li>March 9, 2023</li> <li>March 16, 2023</li> </ul>
St. Marys Independent (SMI)	<ul style="list-style-type: none"> <li>March 8, 2023</li> </ul>

**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"> <li>March 14, 2023</li> </ul>
News release issued to local media	<ul style="list-style-type: none"> <li>March 15, 2023</li> </ul>
Facebook, Instagram & Twitter (social media organic posts)	<ul style="list-style-type: none"> <li>Mar 15 – Apr 4</li> </ul>
Facebook ads	<ul style="list-style-type: none"> <li>March 22 – March 23</li> <li>March 27 – March 28</li> <li>March 29 – March 30</li> <li>April 5 – April 7</li> </ul>
Post Media	<ul style="list-style-type: none"> <li>Mar 27 – April 10</li> </ul>
Google	<ul style="list-style-type: none"> <li>April 3-9</li> </ul>

**TABLE 3: PUBLIC CONSULTATION CENTRE #2 MAIL/EMAIL**

Mail/Email	Dates
Agencies and Public (email)	<ul style="list-style-type: none"> <li>March 6, 2023</li> </ul>
Property Owners along OR 4 Corridor (mail)	<ul style="list-style-type: none"> <li>March 1, 2023</li> </ul>
Indigenous Communities (email and registered mail)	<ul style="list-style-type: none"> <li>March 8, 2023</li> </ul>

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

<b>Ingersoll Council Chambers</b>	
<ul style="list-style-type: none"> <li>Attendees were interested about how the County made the decision to implement a roundabout and how the design of these intersections were completed.</li> <li>Attendees were in favour of the methodology to identify the need for road improvements when a v/c ratio was above 0.8.</li> </ul>	
<b>Woodstock Council Chambers</b>	
<ul style="list-style-type: none"> <li>Attendees were interested in the projects identified for Woodstock.</li> <li>Attendee wanted to see more active transportation infrastructure build, and the connections between the facilities improved.</li> </ul>	
<b>Tillsonburg Council Chambers</b>	
<ul style="list-style-type: none"> <li>Numerous attendees raised concerns over the project population increase for Tillsonburg. Felt it was far too low.</li> <li>There were concerns over the overall safety of the pedestrian crossings which had recently been installed around Town.</li> </ul>	

### 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"> <li>• New bus route along specific streets (Devonshire to Lansdowne to Dundas) (1)</li> <li>• An express bus with hourly frequency and bus service on weekends (2)</li> <li>• Bus services that cater to those in rural areas for medical appointments (1)</li> <li>• Use of smaller buses to accommodate lower demand (1)</li> </ul>
<p>Cycling Infrastructure</p>	<ul style="list-style-type: none"> <li>• Separated and safe bike paths for commuting (3)</li> <li>• Bike lanes on major roads (Charles, King) for children to safely bike to school (1)</li> <li>• Bike lanes on highways between communities for increased safety (1)</li> <li>• Lack of cycling infrastructure in certain areas, especially the South end of Woodstock (2)</li> <li>• Bike racks, lockable racks for fitness, and bike resources to boost tourism (2)</li> </ul>
<p>Pedestrian Infrastructure</p>	<ul style="list-style-type: none"> <li>• Need for pedestrian-friendly entrances to stores separate from car entrances (1)</li> </ul>
<p>Transit Service Improvements</p>	<ul style="list-style-type: none"> <li>• Improved transit service like Brant Transit's bookable van system (2)</li> <li>• More frequent and extended service times, especially on weekends and holidays (5)</li> <li>• Point-to-point transit system for improved accessibility (2)</li> </ul>
<p>Environmental Considerations</p>	<ul style="list-style-type: none"> <li>• Research about the environmental impacts of battery manufacturing (1)</li> <li>• Technology to reduced negative effects from traditional energy sources (1)</li> <li>• Need for wildlife corridors and clear span crossings at all watercourses (1)</li> </ul>
<p>Infrastructure Planning</p>	<ul style="list-style-type: none"> <li>• An overall plan for new growth and incorporating new intersections with roundabouts (1)</li> <li>• Need for a third bridge over Pittock to connect Woodstock North more effectively (1)</li> </ul>
<p>Tillsonburg Regional Airport</p>	<ul style="list-style-type: none"> <li>• More funding and expansion of the Tillsonburg Regional Airport to offer passenger flights with commuter airlines and charter services (3)</li> </ul>

Accessibility and Convenience	<ul style="list-style-type: none"> <li>• Need for quality accessible transit for seniors and people with disabilities (2)</li> </ul>
Roads and Restrictions	<ul style="list-style-type: none"> <li>• Need for more roads without half-load restrictions, especially during March and April (1)</li> </ul>
Interconnected Trails and Paths	<ul style="list-style-type: none"> <li>• Creation of paved bike/walking trails between municipalities for safer travel between areas (2)</li> </ul>
Via Train Connectivity	<ul style="list-style-type: none"> <li>• Via train connectivity to Brampton/GTA for improved transportation options (2)</li> </ul>

## 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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
Public	<ul style="list-style-type: none"> <li>• Concern for traffic at this intersection, including large queues along OR17.</li> </ul>

## 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"> <li>• 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.</li> <li>• 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.</li> </ul>

## 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"> <li>• 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 2025<sup>1</sup>. 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.</li> <li>• 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.</li> <li>• 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 collisions<sup>3</sup>. 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</li> </ul>

	<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"> <li>• 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.</li> </ul>
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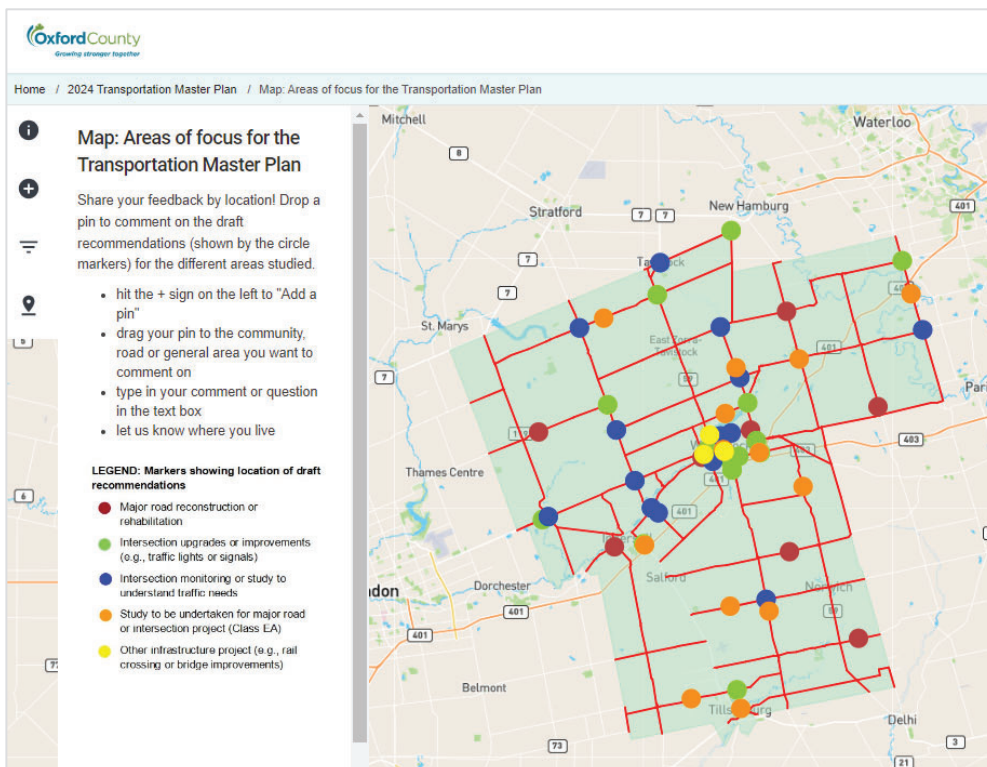
## 8.0 Interactive Map

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

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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

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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

NOTICE OF PCC#1



## 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](http://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](http://www.oxfordcounty.ca/speakup), and other advertisements.

### Contacts for information

Ryan Vink, P.Eng.  
Oxford County Project Manager  
[rvink@oxfordcounty.ca](mailto:rvink@oxfordcounty.ca) | 1-800-755-0394, ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
[john.grieve@parsons.com](mailto: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](http://www.oxfordcounty.ca/2024tmp)



# APPENDIX B

## PROJECT MAILING LIST

### Oxford County TMP - Project Team List

Project Role	Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	PostalCode	Phone	Email
Oxford County Project Manager	Ryan Vink, P.Eng	Project Engineer	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x. 3023	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Oxford County Key Staff	Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanacker@oxfordcounty.ca">svanacker@oxfordcounty.ca</a>
Consultant Project Manager	John McGill, P. Eng., PTOE, RSP <sub>1</sub>	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
Consultant Project Coordinator	John Grieve, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.grieve@parsons.com">john.grieve@parsons.com</a>
Consultation & Engagement Lead	Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>

**Oxford County TMP - INTAC**

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	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Shawn Vanaecker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanaecker@oxfordcounty.ca">svanaecker@oxfordcounty.ca</a>
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	<a href="mailto:mabercrombie@oxfordcounty.ca">mabercrombie@oxfordcounty.ca</a>
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	<a href="mailto:fgross@oxfordcounty.ca">fgross@oxfordcounty.ca</a>
David Simpson	Director	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dsimpson@oxfordcounty.ca">dsimpson@oxfordcounty.ca</a>
Reuben Davis	Supervisor of Engineering Services	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:rdavis@oxfordcounty.ca">rdavis@oxfordcounty.ca</a>
Travis Pawlick	Supervisor of Water and Wastewater	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:tpawlick@oxfordcounty.ca">tpawlick@oxfordcounty.ca</a>
Don Ford	Manager of Water and Wastewater	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dford@oxfordcounty.ca">dford@oxfordcounty.ca</a>
Jennifer Lavallee	Asset Management Coordinator	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:jlavallee@oxfordcounty.ca">jlavallee@oxfordcounty.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	<a href="mailto:tcontle@oxfordcounty.ca">tcontle@oxfordcounty.ca</a>
Paul Michiels	Manager, Planning Policy	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:pmichiels@oxfordcounty.ca">pmichiels@oxfordcounty.ca</a>
John McGill, P. Eng., PTOE, RSP, 1	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
John Grieve, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.grieve@parsons.com">john.grieve@parsons.com</a>
Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>

## Oxford County TMP - EXTAC

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	Postal Code	Phone	Email
Ryan Vink, P.Eng	Project Engineer	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9000 x 3023	<a href="mailto:ryan.vink@oxfordcountv.ca">ryan.vink@oxfordcountv.ca</a>
Shawn Vansicker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:shawn.vansicker@oxfordcountv.ca">shawn.vansicker@oxfordcountv.ca</a>
Melissa Ascarecchio, P.Eng	Manager of Engineering Services	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9000 x 3131	<a href="mailto:melissa.ascarecchio@oxfordcountv.ca">melissa.ascarecchio@oxfordcountv.ca</a>
Frank Cross, C.Tech	Manager of Transportation & Waste Management	Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9000 x 3120	<a href="mailto:frank.cross@oxfordcountv.ca">frank.cross@oxfordcountv.ca</a>
David Simpson		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:david.simpson@oxfordcountv.ca">david.simpson@oxfordcountv.ca</a>
Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:reuben.davis@oxfordcountv.ca">reuben.davis@oxfordcountv.ca</a>
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:don.ford@oxfordcountv.ca">don.ford@oxfordcountv.ca</a>
Jennifer Lavallee		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:jennifer.lavallee@oxfordcountv.ca">jennifer.lavallee@oxfordcountv.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9000 x 3003	<a href="mailto:tommasina.conte@oxfordcountv.ca">tommasina.conte@oxfordcountv.ca</a>
Paul Michalek		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:paul.michalek@oxfordcountv.ca">paul.michalek@oxfordcountv.ca</a>
		Cycling Advisory Committee								
Cynthia St. John	Chief Executive Officer	SW Public Health		1230 Talbot Street		St. Thomas	Ontario	N5P 1G9	519-631-9000 x 1207	<a href="mailto:cstjohn@swpublichealth.ca">cstjohn@swpublichealth.ca</a>
Jim Sobco	Director of Public Works	Township of Bradford-Beetham	Public Works	47 Wind Street South	P.O. Box 100	Dunbar	Ontario	N0J 1G0	519-463-5047 x 226	<a href="mailto:jim.sobco@bradfordbeetham.ca">jim.sobco@bradfordbeetham.ca</a>
Tom Lightfoot	Public Works Manager	Township of East Zorra-Tavistock	Public Works	90 Lowry Street East	P.O. Box 100	Hickson	Ontario	N0J 1L0	519-462-2697 x 7830	<a href="mailto:tom.lightfoot@eastzorra-tavistock.ca">tom.lightfoot@eastzorra-tavistock.ca</a>
Remesh Ummit	Town Engineer & Director of Operations	Town of Ingersoll		130 Oxford Street, 2nd Floor		Ingersoll	Ontario	N5C 2V5	519-485-0129 x 6236	<a href="mailto:remesh.ummit@ingersoll.ca">remesh.ummit@ingersoll.ca</a>
Doug Wiluk	Works Manager	Town of Ingersoll							519-485-2051	<a href="mailto:doug.wiluk@ingersoll.ca">doug.wiluk@ingersoll.ca</a>
Ken Farbas	Manager of Public Works	Township of Norwich	Public Works	28577 Airport Road		Norwich	Ontario	N0J 1P0	519-468-2410 x 228	<a href="mailto:kfarbas@norwich.ca">kfarbas@norwich.ca</a>
Adam Phosie	Works Superintendent	Township of South-West Oxford	Public Works	192915 Darham Line	R.R. #1	Mount Elgin	Ontario	N0J 1N0	519-485-0477 x 260	<a href="mailto:adam.phosie@swoxford.ca">adam.phosie@swoxford.ca</a>
Carlos Reyes	Director of Operations	Town of Tilsonburg		200 Broadway, 2nd Floor		Tilsonburg	Ontario	N4G 5A7	519-688-3009 x 4400	<a href="mailto:carlos.reyes@tilsonburg.ca">carlos.reyes@tilsonburg.ca</a>
Richard Spetham	Manager of Public Works	Town of Tilsonburg		20 Spruce Street		Tilsonburg	Ontario	N4G 4Y5	519-688-3009 x 4420	<a href="mailto:richard.spetham@tilsonburg.ca">richard.spetham@tilsonburg.ca</a>
Shayne Relema	Manager of Engineering	Town of Tilsonburg		200 Broadway, 2nd Floor		Tilsonburg	Ontario	N4G 5A7	519-688-3009 x 4410	<a href="mailto:shayne.relema@tilsonburg.ca">shayne.relema@tilsonburg.ca</a>
Harold deHaan	City Engineer	City of Woodstock		944 James Street	P.O. Box 40	Woodstock	Ontario	N4S 7W5	519-539-2382 x	<a href="mailto:harold.dehaan@cityofwoodstock.ca">harold.dehaan@cityofwoodstock.ca</a>
Steve O'her	Director of Public Works	Township of Zorra	Public Works	274620 27th Line	P.O. Box 306	Ingersoll	Ontario	N5C 2V5	519-485-2499 x 7227	<a href="mailto:steve.o'her@zorra.ca">steve.o'her@zorra.ca</a>
Alan Hodgins	Corridor Management Planner	Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3		<a href="mailto:alan.hodgins@ontario.ca">alan.hodgins@ontario.ca</a>
David Seord		Ministry of Transportation		659 Exeter Road		London	Ontario	N6E 1L3	1 (226) 980-8915	<a href="mailto:david.seord@ontario.ca">david.seord@ontario.ca</a>
To Whom It May Concern		Town of Ingersoll		130 Oxford Street	2nd Floor	Ingersoll	ON	N5C 2V5		<a href="mailto:towhom@ingersoll.ca">towhom@ingersoll.ca</a>
To Whom It May Concern		Town of Tilsonburg		200 Broadway, 2nd Floor		Tilsonburg	Ontario	N4G 5A7		<a href="mailto:towhom@tilsonburg.ca">towhom@tilsonburg.ca</a>
John McGill, P.Eng, PTOE, RSP,	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9569	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
John Greive, MCFP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 300	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.greive@parsons.com">john.greive@parsons.com</a>
Marianne Holden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1939 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-988-6532	<a href="mailto:marianne.holden@parsons.com">marianne.holden@parsons.com</a>

Oxford County TMP - Ecd FORUM

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	<a href="mailto:rvink@oxfordcounty.ca">rvink@oxfordcounty.ca</a>
Shawn Vanacker		Oxford County	Public Works	21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:svanacker@oxfordcounty.ca">svanacker@oxfordcounty.ca</a>
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	<a href="mailto:mabercrombie@oxfordcounty.ca">mabercrombie@oxfordcounty.ca</a>
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	<a href="mailto:fgross@oxfordcounty.ca">fgross@oxfordcounty.ca</a>
David Simpson		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dsimpson@oxfordcounty.ca">dsimpson@oxfordcounty.ca</a>
Reuben Davis		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:rdavis@oxfordcounty.ca">rdavis@oxfordcounty.ca</a>
Travis Pawlick		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:tpawlick@oxfordcounty.ca">tpawlick@oxfordcounty.ca</a>
Don Ford		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:dford@oxfordcounty.ca">dford@oxfordcounty.ca</a>
Jennifer Lavallee		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:lavallee@oxfordcounty.ca">lavallee@oxfordcounty.ca</a>
Tommasina Conte	Strategic Communication & Engagement	Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3	519-539-9800 x 3503	<a href="mailto:tcont@oxfordcounty.ca">tcont@oxfordcounty.ca</a>
Paul Michiels		Oxford County		21 Reeve Street	Box 1614	Woodstock	Ontario	N4S 7Y3		<a href="mailto:pmitchiels@oxfordcounty.ca">pmitchiels@oxfordcounty.ca</a>
Curtis Tighe	Economic Development Officer	Town of Ingersoll	Economic Development	130 Oxford Street (2nd Floor)		Ingersoll	Ontario	N5C 2V5	519-485-0120 ext 6225	<a href="mailto:curtis.tighe@ingersoll.ca">curtis.tighe@ingersoll.ca</a>
Cephas Panschow	Development Commissioner	Town of Tillsonburg	Economic Development	204-200 Broadway		Tillsonburg	Ontario	N4G 5A7	519-665-3009 ext 4007	<a href="mailto:cpanschow@tillsonburg.ca">cpanschow@tillsonburg.ca</a>
Ronda Stewart	Economic Development Director	Rural Oxford Economic Development Corporation							519-619-6895	<a href="mailto:ronda@ruraloxford.ca">ronda@ruraloxford.ca</a>
Hejal Modi Devram	Assistant Manager	Tovola							519-212-9629	<a href="mailto:hejal.modi@tovola.com">hejal.modi@tovola.com</a>
Mike Rombouts	Facilities Engineer	Camt							519-521-7289	<a href="mailto:michael.rombouts@qm.com">michael.rombouts@qm.com</a>
		CES Oxford		40 Metalf Street		Woodstock	Ontario	N4S 3E7		<a href="mailto:info@woodstockchamber.ca">info@woodstockchamber.ca</a>
		Woodstock Chamber of Com								<a href="mailto:admin@ingersollchamber.com">admin@ingersollchamber.com</a>
		Ingersoll Chamber of Comm								<a href="mailto:suzanne@tillsonburgchamber.ca">suzanne@tillsonburgchamber.ca</a>
Suzanne Renken	CEO	Tillsonburg Chamber of Com								<a href="mailto:manager@townwoodstock.ca">manager@townwoodstock.ca</a>
Virginia Armstrong	Manager	Woodstock BIA		201-5 Graham Street		Woodstock	Ontario	N4S 6J5	519-537-5721	<a href="mailto:m.comud@tillsonburghia.ca">m.comud@tillsonburghia.ca</a>
Mark Renaud	Executive Director	Tillsonburg BIA								
John McGill, P.Eng., PTOE, RSP1	Senior Program Director	Parsons	Mobility Solutions	110 James Street		St. Catharines	Ontario	L2R 7E8	905-330-9669	<a href="mailto:john.mcgill@parsons.com">john.mcgill@parsons.com</a>
John Grievie, MCIP, RPP	Manager of Transportation Planning	Parsons	Mobility Solutions	625 Cochrane Drive	Suite 900	Markham	Ontario	L3R 9R9	289-404-5363	<a href="mailto:john.grievie@parsons.com">john.grievie@parsons.com</a>
Marianne Alden, MCIP, RPP	Principal Project Manager	Parsons	Mobility Solutions	1069 Wellington Road S	Suite 214	London	Ontario	N6E 1W4	226-989-6532	<a href="mailto:marianne.alden@parsons.com">marianne.alden@parsons.com</a>



# Oxford County TMP - Indigenous Communities

Updated	Title	First Name	Last Name	Community	Role	Address 1	Address 2	P. Code	Telephone	Email	Notice of Commencement	Notice of PCC #1	Notice of PCC #2	Notice of Completion
3/1/2022	Chief	Chris	Blair	Akwesasne First Nation	Chief	978 Tashmo Avenue	Sarnia, ON	N7T 7J5	519-338-8430 ext 236	chris.blair@akwesane.ca	X	X		
3/1/2022		Caitleen	O'Brien	Akwesasne First Nation	Environmental Coordinator	978 Tashmo Avenue	Sarnia, ON	N7T 7J5	587-644-0778	cobrien@akwesane.ca	X	X		
3/1/2022		Courtnie	Jackson	Akwesasne First Nation	Employment Worker	978 Tashmo Avenue	Sarnia, ON	N7T 7J5		courtnie@akwesane.ca	X	X		
3/1/2022	Grand Chief	Jack	Rogers	Association of Innuks & Allied Indians	Grand Chief	387 Princess Avenue	London, ON	N6B 2A2	519-434-2761	jackr@aiia.ca	X	X		
3/1/2022		Scott	Stonefish	Association of Innuks & Allied Indians	Director of Operations	387 Princess Avenue	London, ON	N6B 2A2	519-434-2761 ext 225	scott@aiia.ca	X	X		
3/1/2022	Chief	Mary	Sudsworth	Caledonia First Nation	Chief	P.O. Box 388	Leamington, ON	N8B 3V3	519-389-8922	mary@caledonia.ca	X	X		
3/1/2022				Caledonia First Nation	Environmental & Consultation Coordinator					cc@caledonia.ca	X	X		
3/1/2022	Chief	Jason	Henry	Chippewas of Kettle and Stony Point First Nation	Chief	4247 Indian Lane	North & Stony Point FN, ON	N0M 1A0		Jason.Henry@kcsncc.net	X	X		
3/1/2022	Chief	Jacqueline	Burch	Chippewas of the Thames First Nation	Chief	120 Chippewa Road, RR # 1	Murray, ON	NK6 1Y5	519-389-3555	jacqueline@chippewas.ca	X	X		
3/1/2022		Fallon	Burch	Chippewas of the Thames First Nation	Consultation Officer	120 Chippewa Road, RR # 1	Murray, ON	NK6 1Y5	519-389-2662 ext 213	fallon@chippewas.ca	X	X		
2/8/2022		Amelie	Smith	Chippewas of the Thames First Nation						amelie@chippewas.ca	X	X		
2/8/2022		Rochelle	Smith	Chippewas of the Thames First Nation						rochelle@chippewas.ca	X	X		
3/1/2022	Chief	Denise	Stonefish	Delaware Nation	Chief	14780 School House Lane, RR # 3	Thamesville, ON	N0P 2K0	519-692-3936	denise.stonefish@delawarenation.on.ca	X	X		
7/11/2022		Chayenne	Hopkins	Delaware Nation	Lands and Resource Consultation Manager	14780 School House Lane, RR # 3	Thamesville, ON	N0P 2K0	519-692-4290	chayennehopkins@delaware.ca	X	X		
4/11/2022				Haudenosaunee Confederacy Chiefs Council						hcc@hcc.on.ca	X	X		
4/11/2022				London District Chiefs Council (Southern First Nations Secretariat)						ldcc@ldcc.on.ca	X	X		
4/11/2022	Chief	Shaw	LaForne	Mississauga of Credit First Nation	Chief	22361 Austin Line	Bothwell, ON	N0P 1C0	519-692-5868	shaw@mississaugaofcredit.ca	X	X		
3/1/2022		Mary	LaForne	Mississauga of Credit First Nation	Director	22361 Mississauga Road, RR # 6	Mississauga, ON	N4A 1H6	905-979-6254	mary@mississaugaofcredit.ca	X	X		
3/1/2022		John	LaForne	Mississauga of Credit First Nation	Archaeological Coordinator	4865 Hwy 6	Mississauga, ON	N4A 1H6		john@mississaugaofcredit.ca	X	X		
3/1/2022	Chief	Archie	Christoff	Mississauga of Credit First Nation	Chief	4865 Hwy 6	Mississauga, ON	N4A 1H6		archie@mississaugaofcredit.ca	X	X		
7/11/2022	Chief	Boyer	Thomas	Musque Delawares Nation	Chief	289 Adeline Road, RR # 1	Murray, ON	NK6 1Y5	519-289-4336 ext 205	boyer@musque.ca	X	X		
3/1/2022	Chief	Archie	Christoff	Ononda Nation of the Thames	Chief	2212 Elm Avenue	Southwell, ON	NK3 2J5	519-319-4998	archie@onondanation.on.ca	X	X		
3/1/2022		Mark	Wright	Ononda Nation of the Thames	HR	2212 Elm Avenue	Southwell, ON	NK6 2J5	519-692-4181	mark@onondanation.on.ca	X	X		
3/1/2022	Chief	Mark B.	Hill	Six Nations of the Grand River Territory	Chief	1695 Cheltenham Road, PO Box 1000	Oswegen, ON	N4A 1M5	519-445-2201	markhill@sixnations.ca	X	X		
13/7/2022		Tammy	Martin	Six Nations of the Grand River Territory	Chief of Staff	1695 Cheltenham Road, PO Box 1000	Oswegen, ON	N4A 1M5	519-445-2209 ext 3227	tammymartin@sixnations.ca	X	X		
3/1/2022	Grand Council Chief	Reginald	Niganobe	Union of Ontario Indians	Grand Council Chief	1 Midget Millan	North Bay, ON	P1B 8J8	705-487-9127	reginald@uoind.ca	X	X		
3/1/2022	Chief	Charles	Rampson	Wabigoon First Nation	Chief	492 Box 711	RR # 3 Wabigoon, ON	N8A 6G3	519-627-1481 ext 300	charles.rampson@wabigoon.ca	X	X		
11/1/2022		Dean	Harold	Wabigoon First Nation	Consultation Manager		RR # 3 Wabigoon, ON	N8A 6G3	519-627-1479 ext 104	dean.harold@wabigoon.ca	X	X		
11/7/2022		Janet	Macbeth	Wabigoon First Nation	Project Review Coordinator		RR # 3 Wabigoon, ON	N8A 6G3		janet.macbeth@wabigoon.ca	X	X		
11/7/2022		Larisa	Wrightman	Wabigoon First Nation	Project Office and Community Planning Assistant		RR # 3 Wabigoon, ON	N8A 6G3	519-627-1479 ext 279	larisa.wrightman@wabigoon.ca	X	X		







# Oxford County TMP - Public

Name	Title	Company	Dept	Address 1	Address 2	City	Prov.	PostalCode	Phone	Email	Notes	Date added to contact list	Notice of Commencement	Notice of PCC #1	Notice of PCC #2	Notice of Completion	
Almond Mahmoud		Melrose Investments Inc.	Project Management, Construction Division	145 Raymond Street	Suite 400	Oakville	ON	L6J 9A7	F (905) 849-1990 F (905) 849-9621 C (847) 288-8888	almondm@melroseltd.com			X				
Kenneth Chan	Vice President	LEA Consulting Ltd.	Transportation Engineering and Planning						T: 508 888-5007 C: 416-435-9771	kchan@lea.ca			X				
Jim MacKay				581 Devonshire Ave		Woodstock	ON	N8B 2P9	519-538-3225	macj@woodstock.ca	County resident. Owns several parcels of land on OHR and is a key figure in the Inverkip area. Owns Ray's car sales property and the lands to the north, and several other parcels along the corridor on the way to Inverkip.		X				
Bill Cheaney	Resident and Property Owner								519-533-2469	billcheaney@outlook.com			X				
Teresa Lebowitz				115018 Oxford Road 4		Woodstock	ON	N8Y 1M5		teresa.lebowitz@gmail.com			X				
Steven Tenny	Director - Safety Chain Division	Restaurant Brands International		East Zorra Township		East Zorra Township	ON			stenny@rbri.com		5/29/2022	X				
Cheryl Eddy		Edmonton Design & Build		Stouffville		Stouffville	ON			ceddy@edmonton.ca		5/29/2022	X				
Al Bondy		Edmonton Design & Build		Stouffville		Stouffville	ON			albondy@edmonton.ca		5/29/2022	X				
Robert Major		Stouffville		Stouffville		Stouffville	ON			robmajor@stouffville.ca		5/29/2022	X				
Paul Boyer		Progress Freight		East Zorra Township		East Zorra Township	ON			pboyer@progressfreight.com		5/29/2022	X				
Michelle Wilson		Wilson Truck & Sales		Stouffville		Stouffville	ON			mwilson@wilson.ca		5/29/2022	X				
Paul van Gorpel		Enduro Farm Systems Inc.		Zorra		Zorra	ON			pvangorpel@enduro.com		5/29/2022	X				
Robert Gaudet		Wick Tractor Centre		Zorra		Zorra	ON			rgaudet@wick.ca		5/29/2022	X				
Bob Bawson		Wood Bait		Zorra		Zorra	ON			rbawson@woodbait.com		5/29/2022	X				
David Hogg		Stouffville		Zorra		Zorra	ON			dogg@stouffville.com		5/29/2022	X				
Chris Coleman		Maple Leaf Products Inc.		Stouffville-Markham		Stouffville-Markham	ON			ccoleman@mapleleaf.com		5/29/2022	X				
Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.		Stouffville		Stouffville	ON			malcolm@malcolmhldgs.com		5/29/2022	X				
Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.		Stouffville		Stouffville	ON			malcolm@malcolmhldgs.com		5/29/2022	X				
Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.		Stouffville		Stouffville	ON			malcolm@malcolmhldgs.com		5/29/2022	X				
Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.		Stouffville		Stouffville	ON			malcolm@malcolmhldgs.com		5/29/2022	X				
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Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.		Stouffville		Stouffville	ON			malcolm@malcolmhldgs.com		5/29/2022	X				
Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.		Stouffville		Stouffville	ON			malcolm@malcolmhldgs.com		5/29/2022	X				
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Debbie Malcolm		Malcolm Holdings Inc. via Malcolm Holdings Ltd.															

# APPENDIX C

## PCC#2 Pop-Up Event Boards

# 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](http://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?

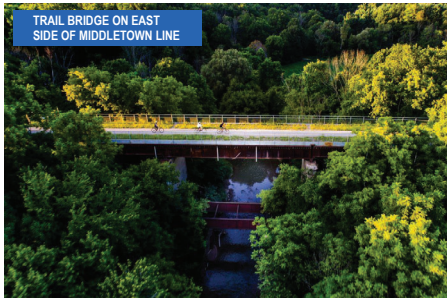
- Oxford County's Transportation Master Plan is a strategic long term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.
- A safe, effective and sustainable multimodal transportation 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

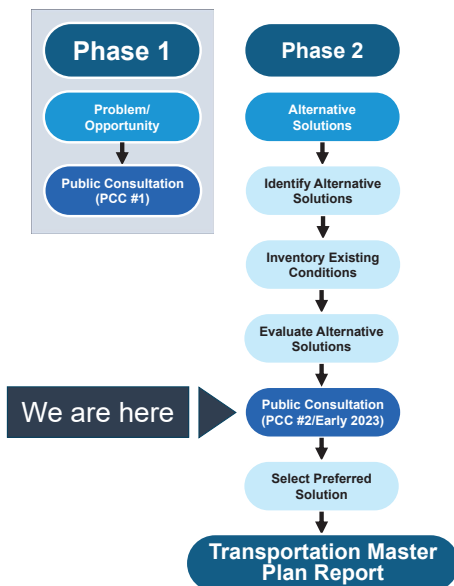


NEW PEDESTRIAN CROSSING - OXFORD ROAD 33 IN INNERKIP



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.*



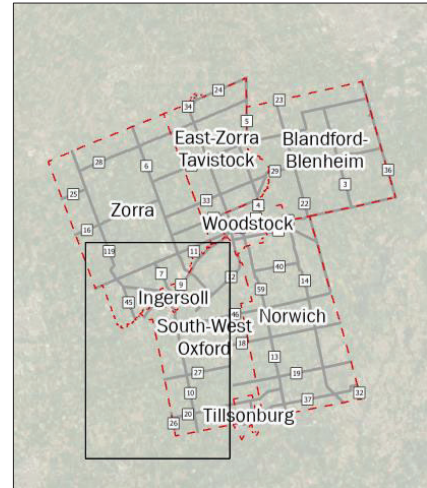
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### 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 Cullogen 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

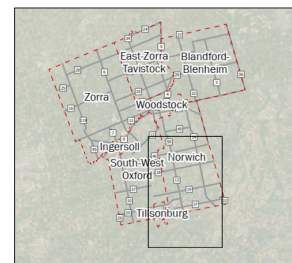


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### 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).

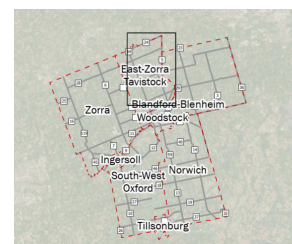
Location of Public Consultation Centre #1 comments for Tillsonburg/Norwich



### 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).*
	• Dog Park requested (e.g., Innerkip).*
Transportation	• 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	• 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.

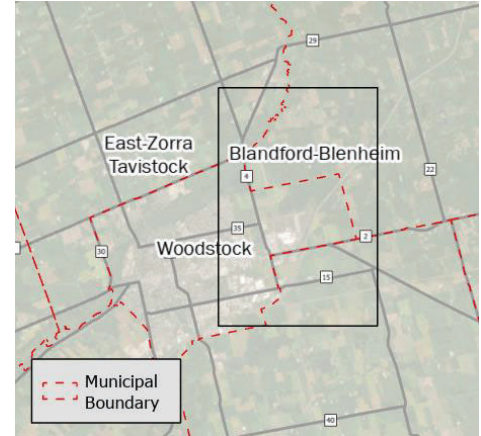
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### East Woodstock/Blandford-Blenheim/Norwich Township

Category	Comment
Safety	<ul style="list-style-type: none"> <li>Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4).</li> <li>Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4).</li> <li>Need more parking (e.g., Innerkip – new plaza and housing development).*</li> <li>Illumination (e.g., streetlights at Highway 53 in Norwich Township).</li> </ul>

\* 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



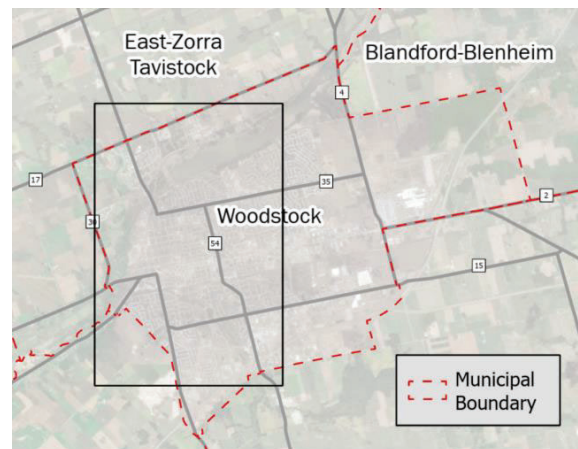
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> <li>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).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street).</li> <li>Traffic signal timings (e.g., review OR 59/Montclair Drive).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Intersection layout (e.g., square off intersection OR 2/OR 9).</li> <li>Railway tracks (e.g., fix track crossing on OR 9).</li> <li>Pedestrian crossing (e.g., required at OR 35/Clark St.).</li> </ul>

\* 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 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



Have your say: [oxfordcounty.ca/speakup](https://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 (31<sup>st</sup> 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

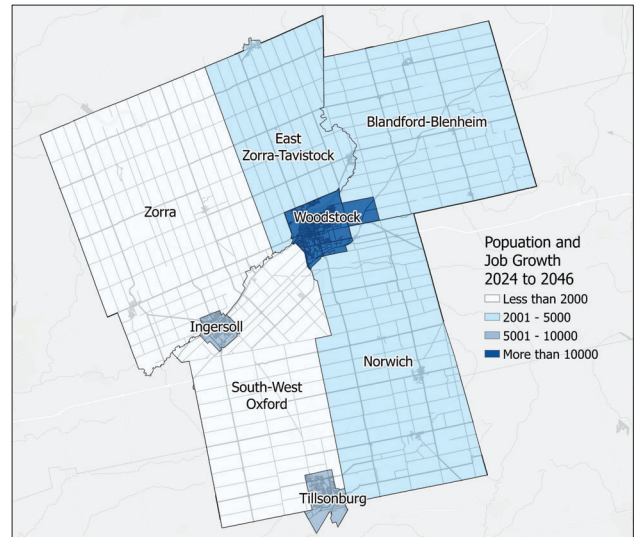
### Class Environmental Assessment Studies

- 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

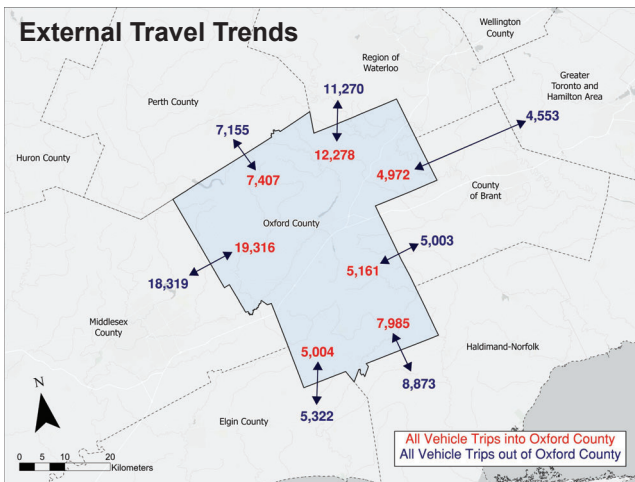
## THE COUNTY IS GROWING

- 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

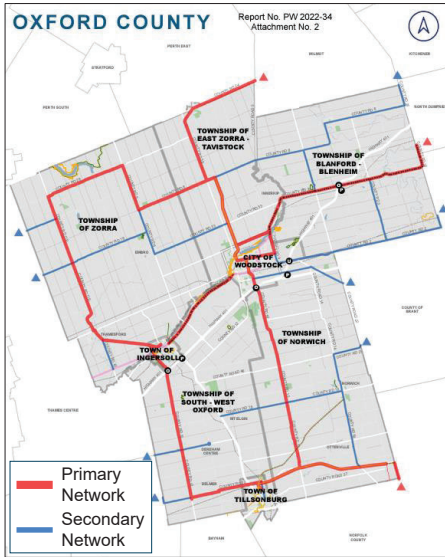
**Top 3 Internal County Origin-Destination Patterns**

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

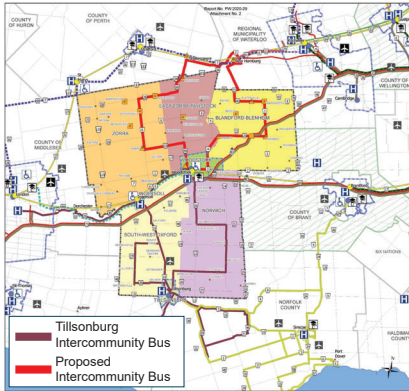


TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

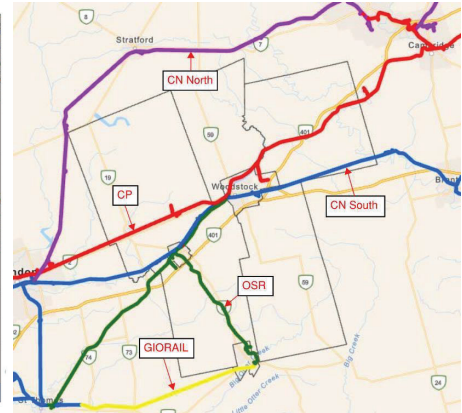
Cycling Network



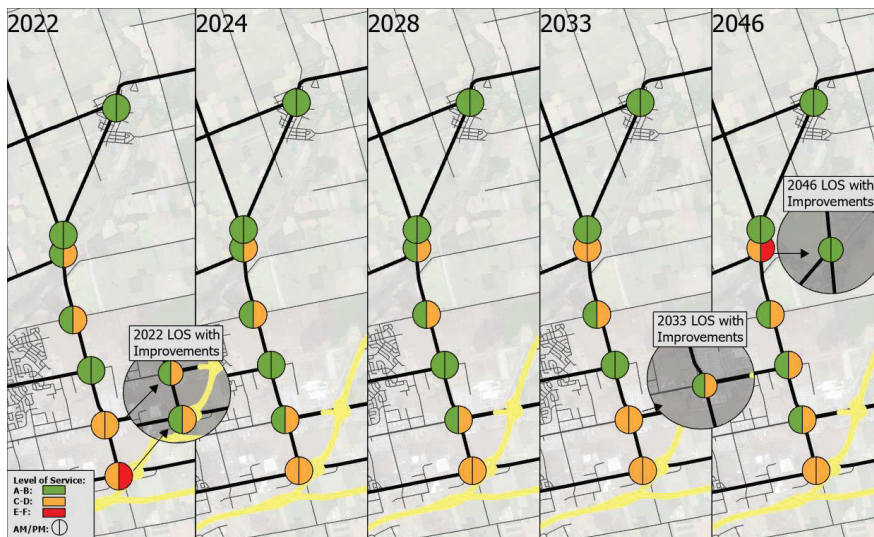
Inter-Community Transit



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 15  
Signal timing optimization – OR 4 and OR 2
  - 2033: Dual SB Left – OR4 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.

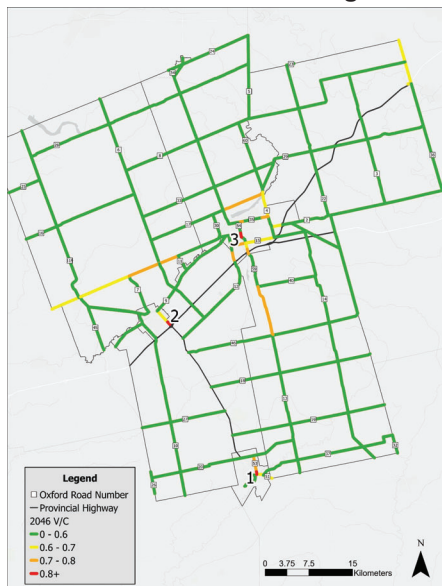
**V/C – 0.7 to 0.8**  
Some restricted traffic flow. Decline in comfort and convenience

**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:
  - 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.



## 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 Hounsfield/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

## 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 <sup>th</sup> 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 Kam 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 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 +)
Nonwich	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) *	✓	
Nonwich	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)	✓	
Nonwich	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](https://oxfordcounty.ca/speakup)





## 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"> <li>Continue Speed Management &amp; Road Safety Programs</li> <li>Expand the Program to Include Intersection Safety Improvements</li> </ul>
		Collision Database	<ul style="list-style-type: none"> <li>Continue to Update and Maintain the Collision Database</li> <li>Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements</li> </ul>
	Network Performance	Community Safety Zones	<ul style="list-style-type: none"> <li>Complete Implementation of Initial Community Safety Zones</li> <li>Review and monitor network for potential future CSZ to be added as required</li> </ul>
		Roundabout Implementation	<ul style="list-style-type: none"> <li>Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions</li> </ul>
Active Transportation	Cycling Infrastructure	Transportation Demand Management	<ul style="list-style-type: none"> <li>Continue to Promote Working from Home through Engagement with Residents and Businesses</li> <li>Implement 2024 TMP Active Transportation and People Movement Strategies</li> </ul>
		Expanding Cycling Infrastructure	<ul style="list-style-type: none"> <li>Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy</li> </ul>
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Continue Review of Existing Conditions &amp; Network</li> <li>Implement Accessible &amp; Best Practice Design Guidance</li> <li>Improve Pedestrian Links with Communities and Important Destinations</li> <li>Integrate Pedestrian Improvements with Other Modes</li> <li>Develop Reasonable Pedestrian Improvement Funding Strategy</li> <li>Complete Safety Analysis of Existing Infrastructure</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Trail Infrastructure	Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Support use of Staggered and/or Extended Pedestrian Phasing at Signals</li> <li>Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects</li> <li>Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner</li> </ul>
		Trails Master Plan	<ul style="list-style-type: none"> <li>Facilitate trail development with municipal partners and stakeholders</li> <li>Complete update to 2014 Trails Master Plan</li> </ul>
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> <li>Develop and Implement a Micro Mobility Strategy</li> </ul>
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> <li>Explore Opportunities to Implement/Host New Technology Pilots</li> <li>Consider Incentive Program to Encourage Use of New Sustainable Travel Modes</li> </ul>
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> <li>Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight</li> </ul>
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> <li>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</li> <li>Develop a Goods Movements Priority Network</li> <li>Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor</li> </ul>

## 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"> <li>Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail</li> </ul>
		North Oxford Transit	<ul style="list-style-type: none"> <li>Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service</li> </ul>
		Transit Promotion	<ul style="list-style-type: none"> <li>Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services</li> </ul>
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> <li>Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations</li> <li>Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement</li> </ul>
		Service Integration	<ul style="list-style-type: none"> <li>Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations</li> <li>Advocate for North Oxford Intercommunity Bus Service to provide the same service</li> </ul>
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> <li>Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services</li> </ul>
		Carpooling / Ridesharing	<ul style="list-style-type: none"> <li>Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County</li> </ul>
			<ul style="list-style-type: none"> <li>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</li> </ul>
		Mobility Hubs	<ul style="list-style-type: none"> <li>Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers</li> </ul>
Ppl. Movement and Public Transportation (cont'd)	Mobility	Universal Basic Mobility	<ul style="list-style-type: none"> <li>Promote Universal Basic Mobility through improved active transportation infrastructure, expanded transit service, transit oriented development and micro mobility</li> </ul>
		Electric Vehicles and Charging Stations	Charging Network
	Funding Strategy		<ul style="list-style-type: none"> <li>Develop a Funding Strategy for the Implementation of Charging Stations</li> </ul>
	Autonomous Vehicles	Implement AV Network	<ul style="list-style-type: none"> <li>Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles</li> </ul>
		Integrate AV/Network	<ul style="list-style-type: none"> <li>Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion</li> </ul>
		Work with MACAVO	<ul style="list-style-type: none"> <li>Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)</li> </ul>
	Low Carbon and New Technology Alternatives	Monitor Network	<ul style="list-style-type: none"> <li>Monitor the Safety and Success of AV Network as Implemented</li> </ul>
		Alternative Fuel Sources	Expanding Use of Alternative Fuels
	Future Technology		Connected Vehicles
		Transit Electrification	<ul style="list-style-type: none"> <li>Prompt Area Municipalities in the Electrification of Transit Service</li> </ul>

## 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.



## SPEAK UP!

### Connect with Us!

- Visit [oxfordcounty.ca/speakup](https://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](https://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](mailto:rvink@oxfordcounty.ca)  
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Cell: 289-404-5363

# APPENDIX D

Public Consultation Centre  
#2 Boards

# 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

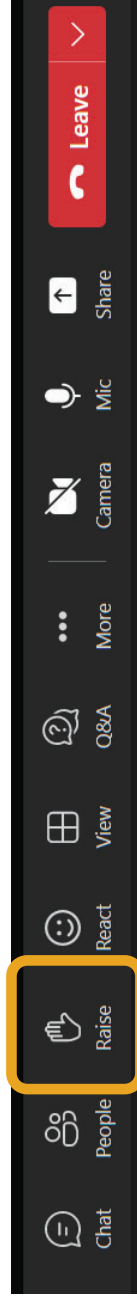
DISCLAIMER: THIS MEETING IS BEING RECORDED. BY PARTICIPATING  
IN THIS MEETING, YOU ARE CONSENTING TO BE RECORDED.

## 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.

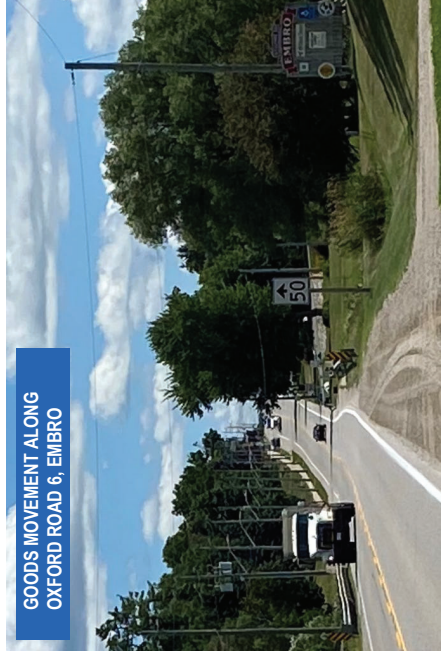
## PURPOSE OF PUBLIC CONSULTATION CENTRE #2

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](http://oxfordcounty.ca/speakup) where you can:

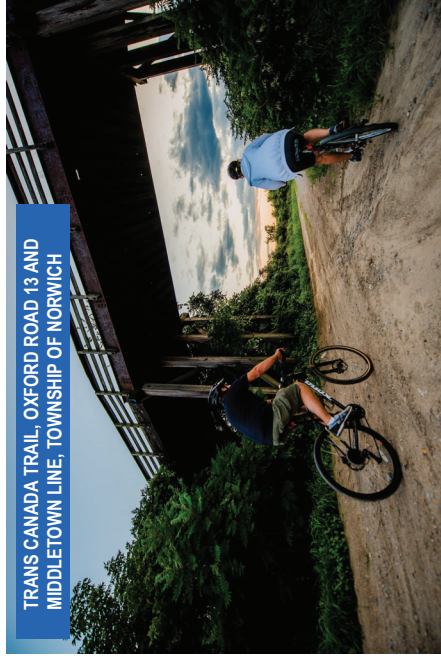
- View an interactive map and provide comments
- Complete the survey
- Scan the QR code to take you directly to the project website



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?

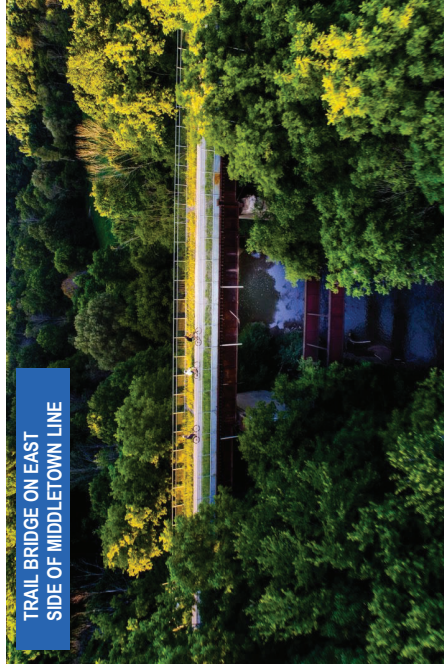
- Oxford County's Transportation Master Plan is a strategic long term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.
- A safe, effective and sustainable multimodal transportation 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?

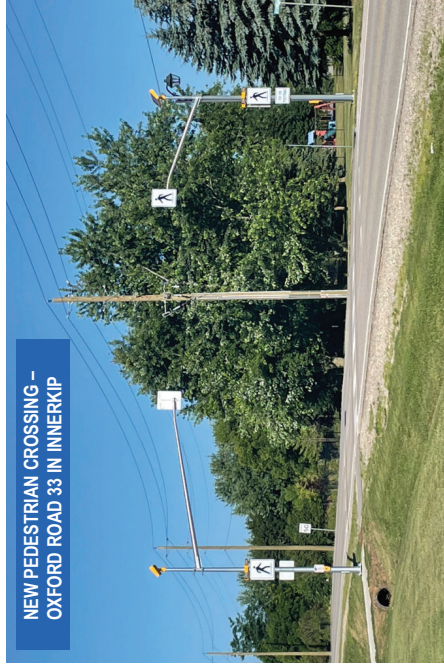
- **Community Well Being** – Increased awareness, access and mobility through an emphasis on active transportation, goods movement, accessibility, climate change, equity, sustainability and safety.
- **Balance Needs** - Changing travel patterns (e.g., work from home and needs of residents and businesses 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.

## CONNECTING OXFORD 2024 VISION STATEMENT

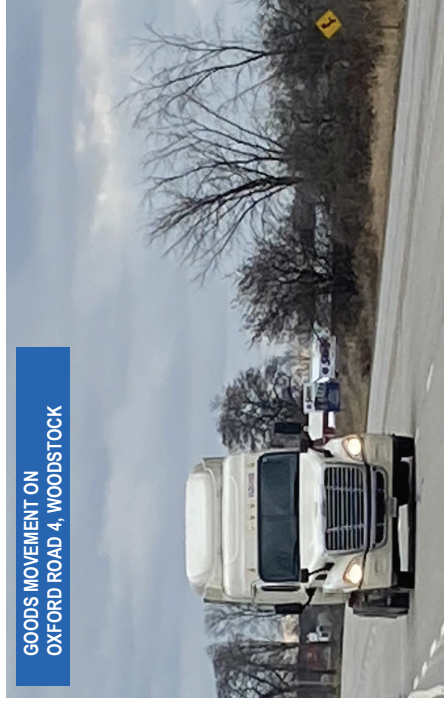
*Through 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient and sustainable multimodal transportation network to move people and goods into and throughout the County, 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

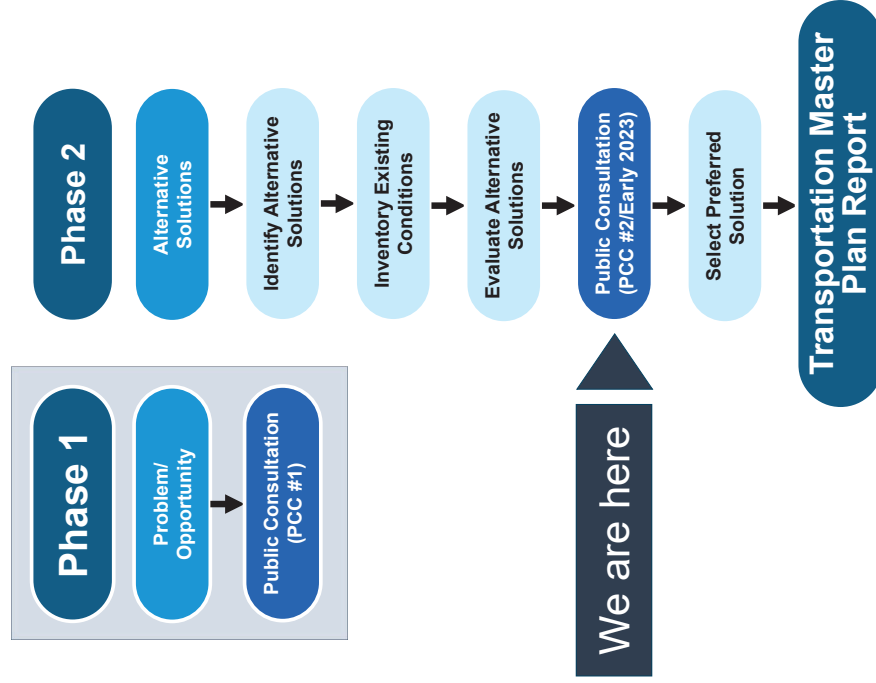


NEW PEDESTRIAN CROSSING - OXFORD ROAD 33 IN INNERKIP



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.*



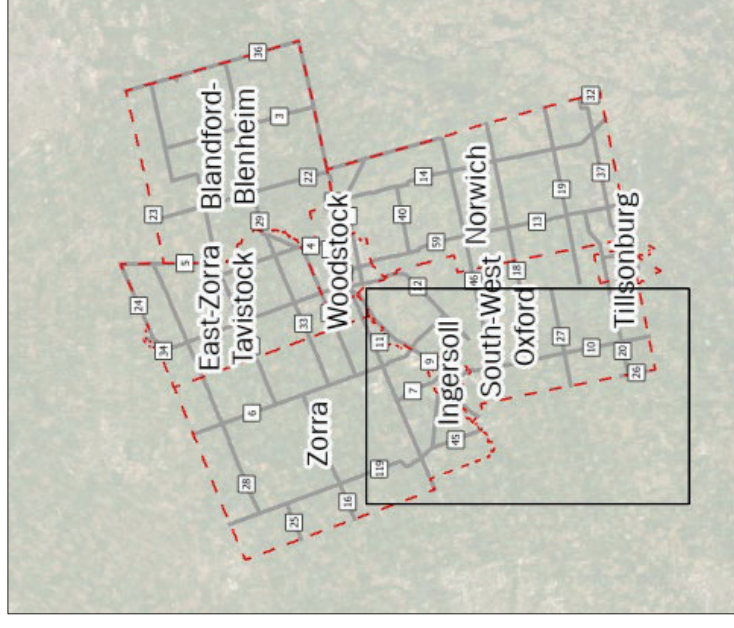
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### South-West Oxford Township/Ingersoll/Zorra Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Difficult to make left turns (e.g., from Harris Street in Ingersoll).</li> <li>Intersection control required (e.g., traffic lights at Clarke Road and Culloden Road in Ingersoll).*</li> <li>Speeding is an issue on Pressey Road in Ingersoll.*</li> <li>Dangerous for cyclists on cycling routes (e.g., Cobble Hills Road in Zorra Township has high volume of traffic and speeding is an issue).*</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Ensure active transportation corridors are established with development (e.g., the creation of new subdivisions) and link with existing active transportation routes.*</li> <li>Increase active transportation infrastructure (e.g., pedestrian bridge across the Thames River in Ingersoll)*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Limit truck traffic in central Ingersoll, and turning movements (e.g., no right turns of the corner of Thames Street and Charles Street).*</li> </ul>

\* 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

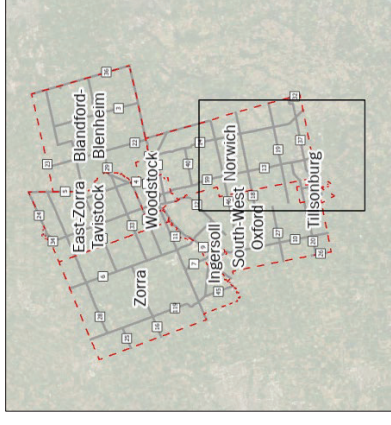


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

Location of Public Consultation Centre #1  
Tillsonburg/Norwich

### Tillsonburg/Norwich

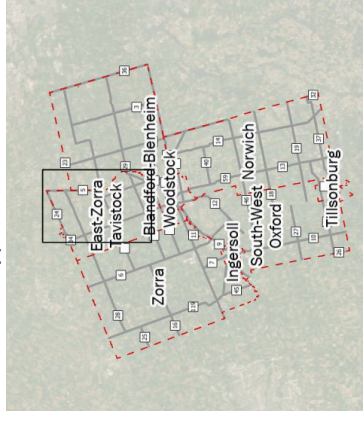
Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increase pedestrian crossings (e.g., pedestrian crossing required on Oxford Road 59 (Stover St.) on each end of Norwich)</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Disconnected or missing sidewalks (e.g., sidewalk ends on Otterville Road before speed limit increases to 80 km/h, extend sidewalk on the south side to the east).*</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., Baldwin and Oxford Streets in Tillsonburg should have an advance green during rush hour).</li> </ul>



### East Zorra-Tavistock Township/Blandford-Blenheim

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Excessive speed (e.g., Blandford Street, Innerkip).</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>Need for pedestrian trails (e.g., Innerkip).*</li> <li>Dog Park requested (e.g., Innerkip).*</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Extend existing roads (e.g., Oxford Road 34 needs to be extended northward and connect with Perth Road 107).</li> <li>Determine jurisdiction on Perth-Oxford Road (e.g., road maintenance required).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Signal timings (e.g., in Tavistock, need motion sensor at the lights on Oxford Road 59 and Oxford Road 24).</li> </ul>

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.

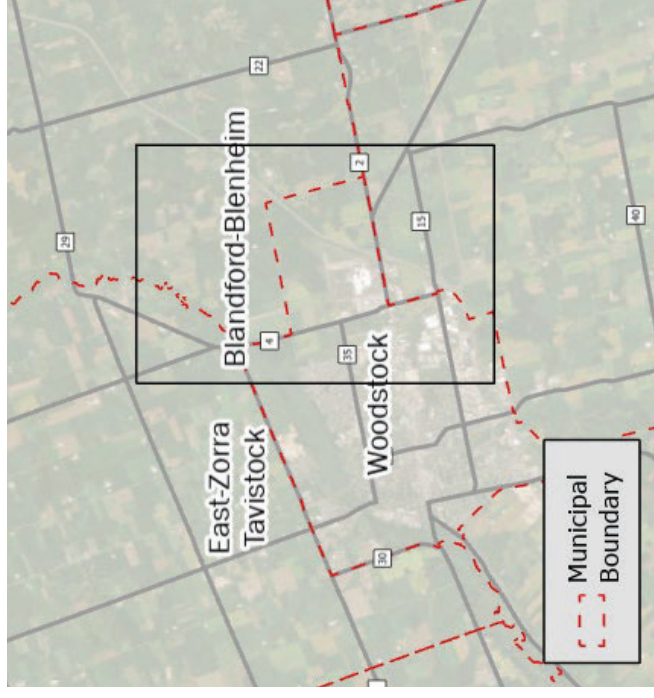
## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### East Woodstock/Blandford-Blenheim/Norwich Township

Location of Public Consultation Centre #1 comments for East Woodstock/Innerkip/ Norwich Township

Category	Comment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Dangerous intersection (e.g., Oxford Road 4/Oxford Road 15).</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Intersection control required (e.g., Oxford Road 4/Oxford Road 15 and Oxford Road 4/Oxford Road 17 need traffic signals).</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Add turning lanes (e.g., auxiliary eastbound left turn lane at Parkinson Road/Oxford Road 4).</li> <li>Reroute roads (e.g., Oxford Road 17 away from the rail tracks and link into 16th Line to connect to Oxford Road 4).</li> <li>Need more parking (e.g., Innerkip – new plaza and housing development)*.</li> <li>Illumination (e.g., streetlights at Highway 53 in Norwich Township).</li> </ul>

\* Note: County will pass on comments noted within the Area Municipalities' jurisdiction to corresponding/applicable Area Municipality.



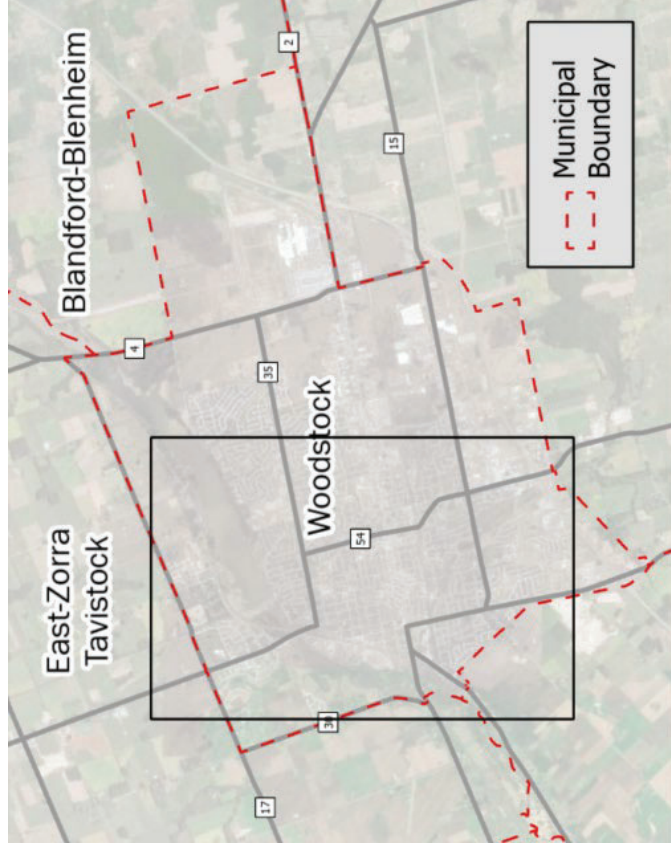


## WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE #1

### West Woodstock

Location of Public Consultation Centre #1 comments for West Woodstock

Category	Comment
Active Transportation	<ul style="list-style-type: none"> <li>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).</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Intersection control required (e.g., OR 35/Leinster Street, OR 2/11th Line, OR 59/Henry Street).</li> <li>Traffic signal timings (e.g., review OR 59/Montclair Drive).</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Intersection layout (e.g., square off intersection OR 2/OR 9).</li> <li>Railway tracks (e.g., fix track crossing on OR 9).</li> <li>Pedestrian crossing (e.g., required at OR 35/Clark St.).</li> </ul>



\* 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



Have your say: [oxfordcounty.ca/speakup](https://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 Rd. 2 to #226 Ingersoll Rd. – Ph 1) – Woodstock
  - 2) Oxford Road 16 (31<sup>st</sup> 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

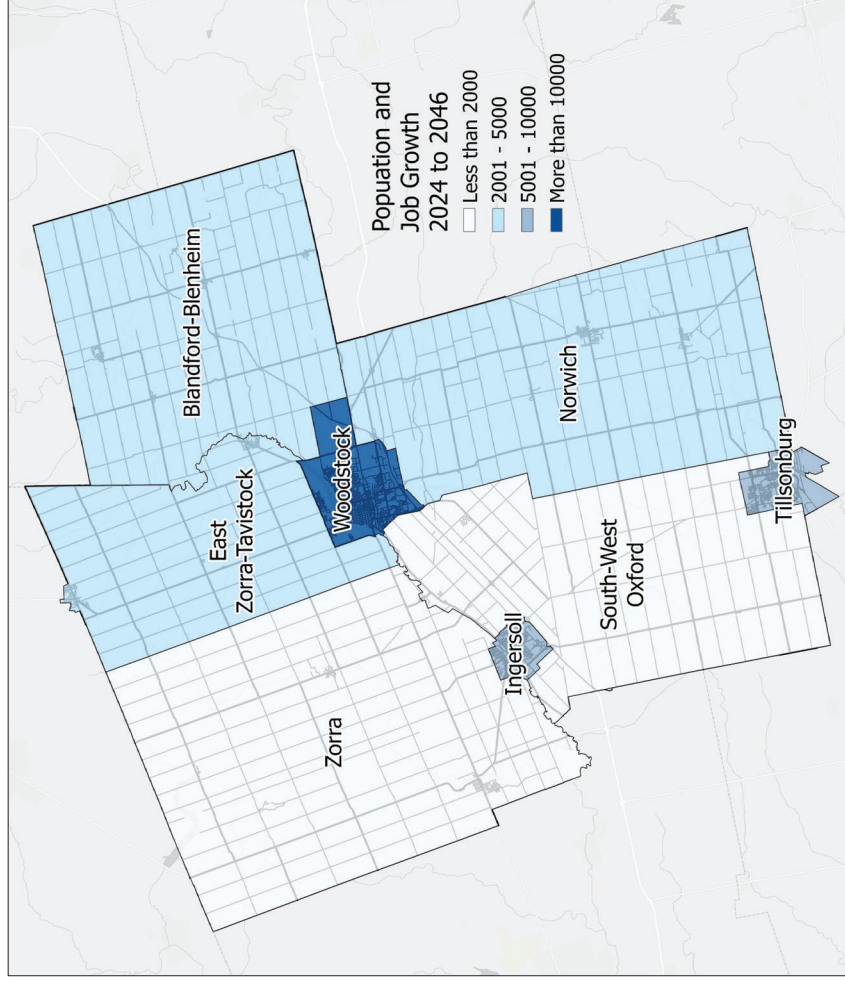
### Class Environmental Assessment Studies

- 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

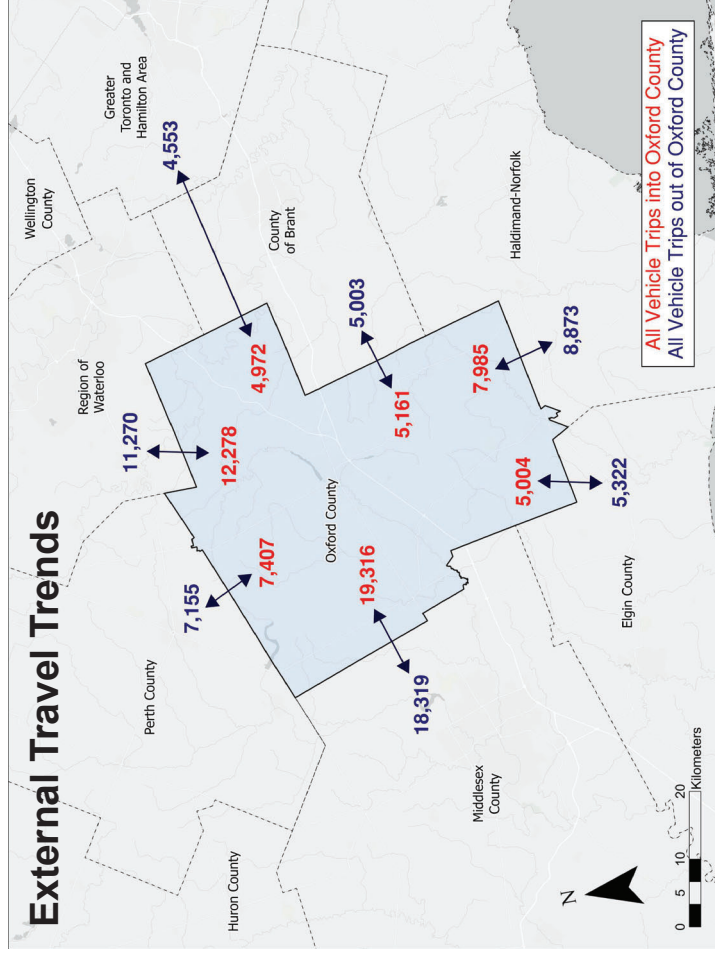
## THE COUNTY IS GROWING

- 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

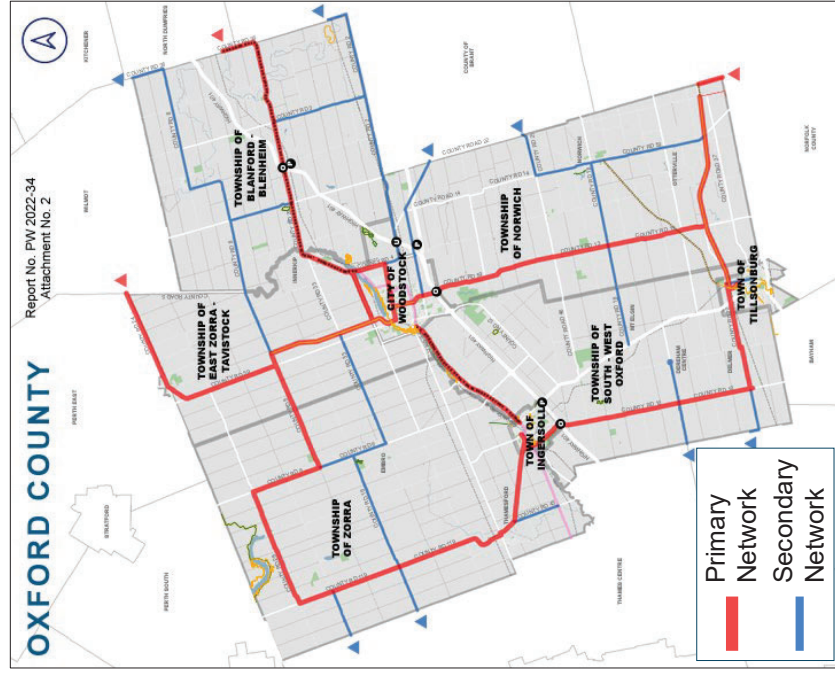
### Top 3 Internal County Origin-Destination Patterns

- 1) Woodstock to Woodstock
- 2) Ingersoll to Ingersoll
- 3) Tillsonburg to Tillsonburg

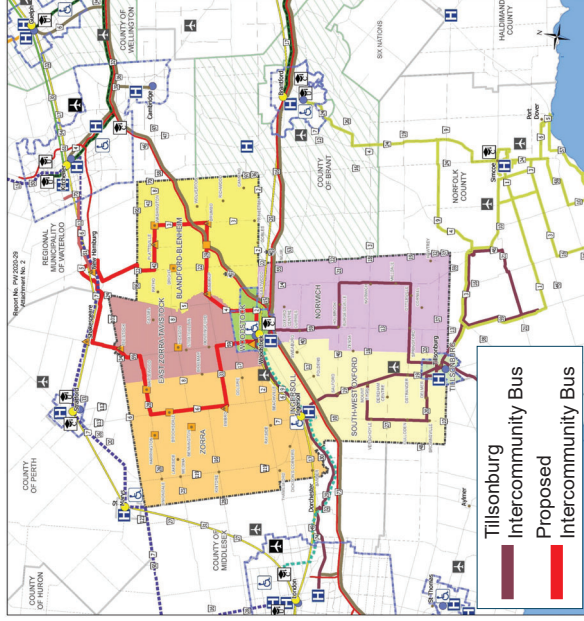


## TRAVEL TRENDS – ACTIVE TRANSPORTATION, INTER-COMMUNITY TRANSIT, GOODS MOVEMENT & RAIL

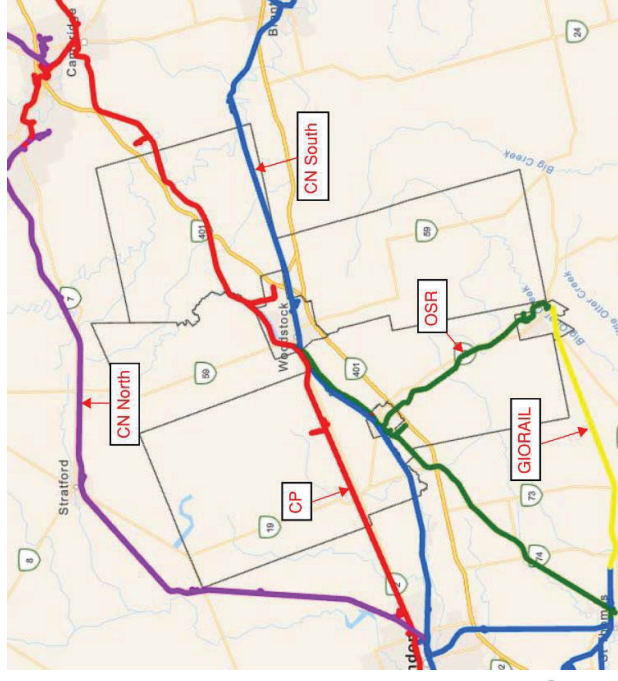
### Cycling Network



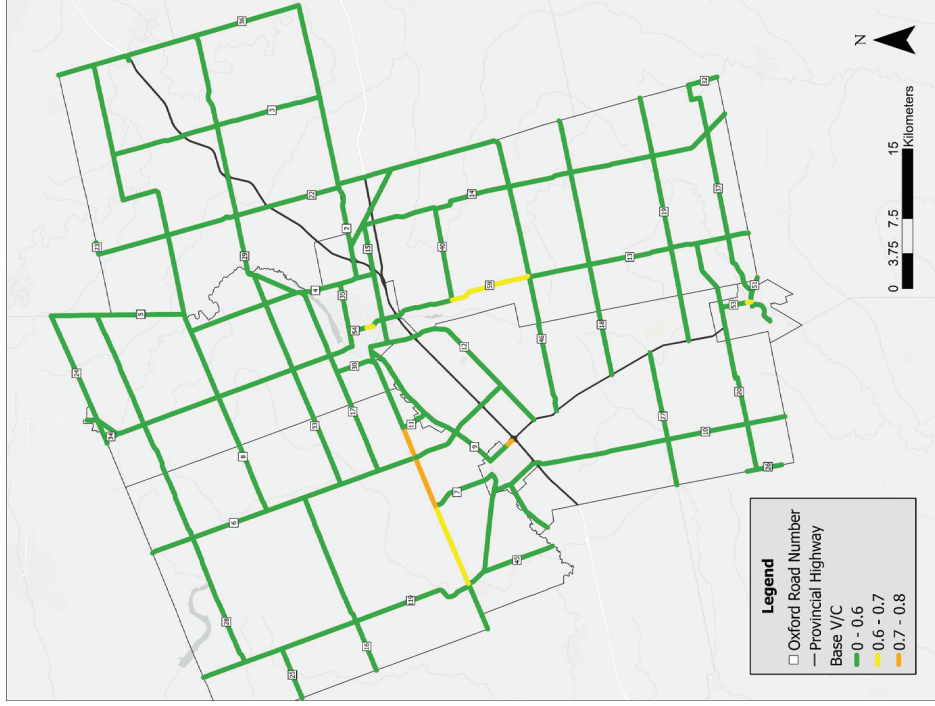
### Inter-Community Transit



### 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.

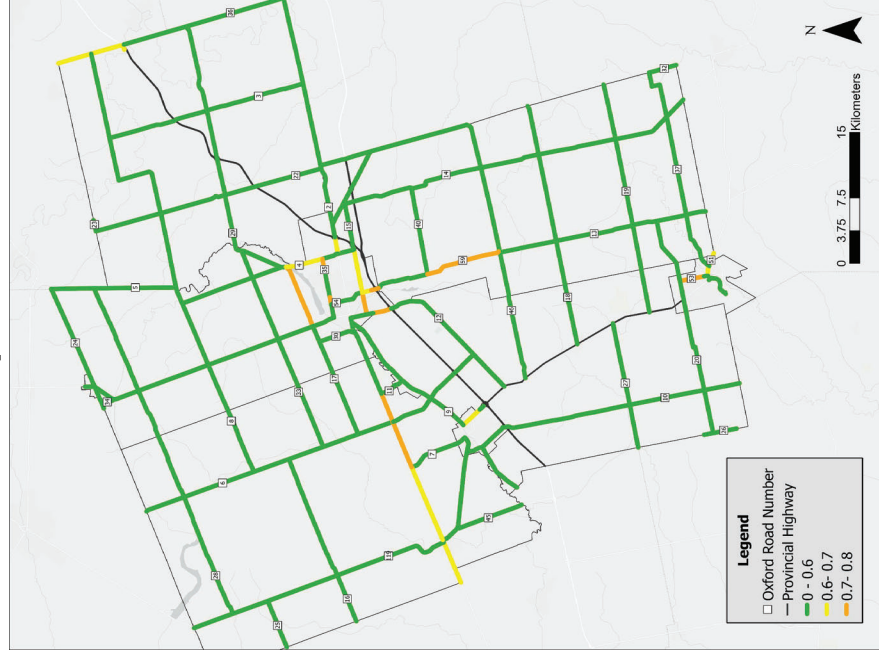


## FUTURE ROAD NETWORK ANALYSIS

2046 – Do Nothing

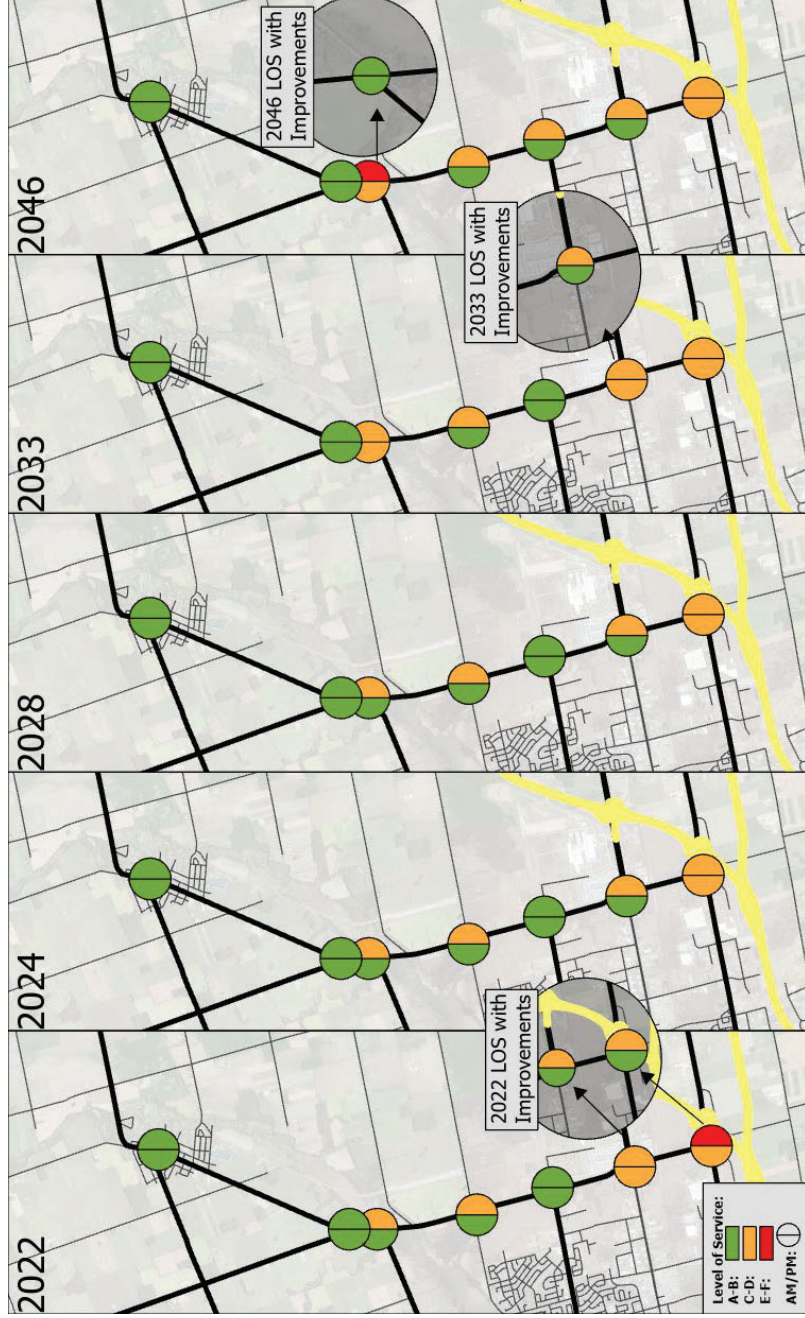


2046 – Proposed Network



- 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

Signal timing optimization – OR 4 and OR 2



## 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 <sup>th</sup> 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 (Tilson 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) *	✓	
Tiltsnburg / South-West Oxford	Oxford Road 20 (Tiltsnburg 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	✓	
Tiltsnburg	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"> <li>Continue Speed Management &amp; Road Safety Programs</li> <li>Expand the Program to Include Intersection Safety Improvements</li> </ul>
		Collision Database	<ul style="list-style-type: none"> <li>Continue to Update and Maintain the Collision Database</li> <li>Perform a Yearly Review to Inform the Locations Identified for Safety Measure Improvements</li> </ul>
	Network Performance	Community Safety Zones	<ul style="list-style-type: none"> <li>Complete Implementation of Initial Community Safety Zones</li> <li>Review and monitor network for potential future CSZ to be added as required</li> </ul>
		Roundabout Implementation	<ul style="list-style-type: none"> <li>Utilize the Roundabout Feasibility and Screening Tool to Consider Roundabouts as an Alternative to Traditional Signalization to improve traffic free flow conditions</li> </ul>
Active Transportation	Accommodating Future Growth	Transportation Demand Management	<ul style="list-style-type: none"> <li>Continue to Promote Working from Home through Engagement with Residents and Businesses</li> <li>Implement 2024 TMP Active Transportation and People Movement Strategies</li> </ul>
	Cycling Infrastructure	Expanding Cycling Infrastructure	<ul style="list-style-type: none"> <li>Coordinate implementation of primary cycling network with planned road rehabilitation program and CMP prioritization strategy</li> </ul>
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>Continue Review of Existing Conditions &amp; Network</li> <li>Implement Accessible &amp; Best Practice Design Guidance</li> <li>Improve Pedestrian Links with Communities and Important Destinations</li> <li>Integrate Pedestrian Improvements with Other Modes</li> <li>Develop Reasonable Pedestrian Improvement Funding Strategy</li> <li>Complete Safety Analysis of Existing Infrastructure</li> </ul>

Theme	Policy or Initiative	Focus Area	Recommendations
Active Transportation (cont'd)	Pedestrian Infrastructure	Pedestrian Safety	<ul style="list-style-type: none"> <li>Support use of Staggered and/or Extended Pedestrian Phasing at Signals</li> <li>Consider inclusion of pedestrian infrastructure and safety improvements as part of future road/intersection upgrades and planned projects</li> <li>Enhance Opportunities to Deliver Information to the Public in Accessible and an Easy-to-Understand Manner</li> </ul>
	Trail Infrastructure	Trails Master Plan	<ul style="list-style-type: none"> <li>Facilitate trail development with municipal partners and stakeholders</li> <li>Complete update to 2014 Trails Master Plan</li> </ul>
	Future Technology	Micro Mobility Strategy	<ul style="list-style-type: none"> <li>Develop and Implement a Micro Mobility Strategy</li> </ul>
Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	<ul style="list-style-type: none"> <li>Explore Opportunities to Implement/Host New Technology Pilots</li> <li>Consider Incentive Program to Encourage Use of New Sustainable Travel Modes</li> </ul>
		Strategic Investments into Rail Freight Infrastructure	<ul style="list-style-type: none"> <li>Develop a Strategy to Engage Local and Surrounding Municipalities to Coordinate Discussion Around Rail Freight</li> </ul>
	Supporting Truck Freight	Goods Movement Strategy	<ul style="list-style-type: none"> <li>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</li> <li>Develop a Goods Movements Priority Network</li> <li>Consider and Explore Options for the Implementation of a Freight Village around the Highway 401/403 Corridor</li> </ul>

## 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"> <li>Support the Continuation of Intercommunity Bus Transit Service and the Intermodal Connections to Commuter Rail</li> </ul>	
		North Oxford Transit	<ul style="list-style-type: none"> <li>Advocate for the Implementation of the Proposed North Oxford Intercommunity Bus Transit Service</li> </ul>	
		Transit Promotion	<ul style="list-style-type: none"> <li>Coordinate with SW Ontario Community Transit Association and Local Transit Providers to Develop a Promotion Program to Improve Public Awareness of the Services</li> </ul>	
	Enhancing Commuter Rail	Continued Service	<ul style="list-style-type: none"> <li>Advocate for Continued passenger Rail Service to the Woodstock and Ingersoll Stations</li> <li>Work with Transport Action Ontario (TAO) and Transportation Action Canada (TAC) to advocate and support studies which explore southwestern Ontario passenger rail enhancement</li> </ul>	
		Service Integration	<ul style="list-style-type: none"> <li>Advocate for Continued T:GO Intercommunity Bus Service to the Woodstock and Ingersoll Stations</li> <li>Advocate for North Oxford Intercommunity Bus Service to provide the same service</li> </ul>	
	Tillsonburg Airport	Support Regional Connectivity	<ul style="list-style-type: none"> <li>Consider Options/Alternatives to Better Connect/Integrate the Airport to the Community/County and Other Transportation Services</li> </ul>	
	Enhancing Mobility Transportation Action Ontario (TAO) and Transportation Action Canada (TAC) support y	Carpooling / Ridesharing		<ul style="list-style-type: none"> <li>Expand Education and Promotion of Carpooling and Ridesharing as a Mode Choice in the County</li> </ul>
			Mobility Hubs	<ul style="list-style-type: none"> <li>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</li> <li>Ensure existing and future intercommunity bus transit or other modes of transit are integrated within the "Mobility Hubs" through coordination with transit providers</li> </ul>
		Universal Basic Mobility	Charging Network	<ul style="list-style-type: none"> <li>Support the Implementation of the EV Charging Network from the Oxford County Feasibility Study</li> <li>Develop a Funding Strategy for the Implementation of Charging Stations</li> </ul>
			Funding Strategy	<ul style="list-style-type: none"> <li>Support Implementation of Proposed AV Network to Promote Testing of AV Vehicles</li> </ul>
Low Carbon and New Technology Alternatives	Autonomous Vehicles	Implement AV Network	<ul style="list-style-type: none"> <li>Coordinate with Local Municipalities to Integrate Municipal Routes and Network Expansion</li> </ul>	
		Work with MACAVO	<ul style="list-style-type: none"> <li>Continue work with Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO)</li> <li>Monitor the Safety and Success of AV Network as Implemented</li> </ul>	
Alternative Fuel Sources	Expanding Use of Alternative Fuels	Monitor Network	<ul style="list-style-type: none"> <li>Explore Implementation of Solar Photovoltaic Charging Options</li> <li>Continue to Identify Opportunities to Utilize Compressed Natural Gas as a Fuel Alternative</li> <li>Monitor the use of Hydrogen as a Fuel Alternative in the Long-term</li> <li>Investigate Opportunities for the Development and Use of Biofuel from Local Sources in the County</li> </ul>	
		Connected Vehicles	<ul style="list-style-type: none"> <li>Support Provincial Truck Platooning Pilot Program</li> <li>Consider Development of Connected Vehicle Policy for County Roads</li> </ul>	
		Transit Electrification	<ul style="list-style-type: none"> <li>Prompt Area Municipalities in the Electrification of Transit Service</li> </ul>	

## 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](https://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](https://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](mailto:rvink@oxfordcounty.ca)  
Desk: 1-800-755-0394 ext. 3023

John Grieve, MCIP, RPP  
Parsons Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Cell: 289-404-5363



Have your say: [oxfordcounty.ca/speakup](https://oxfordcounty.ca/speakup)



# APPENDIX E

PCC#2 Survey Responses

# Project Report

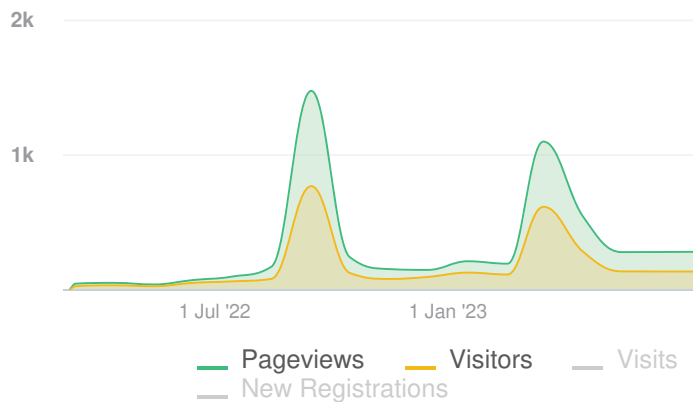
Phase 1 and Phase 2 Public Consultation

# Speak Up, Oxford!

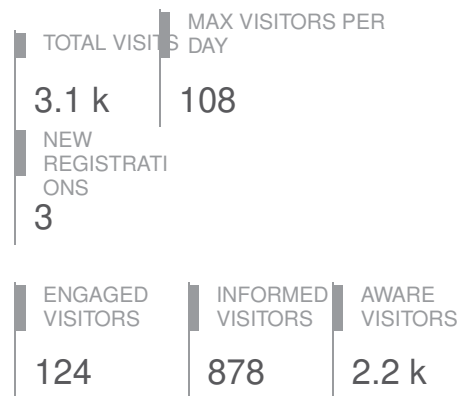
## 2024 Transportation Master Plan



### Visitors Summary

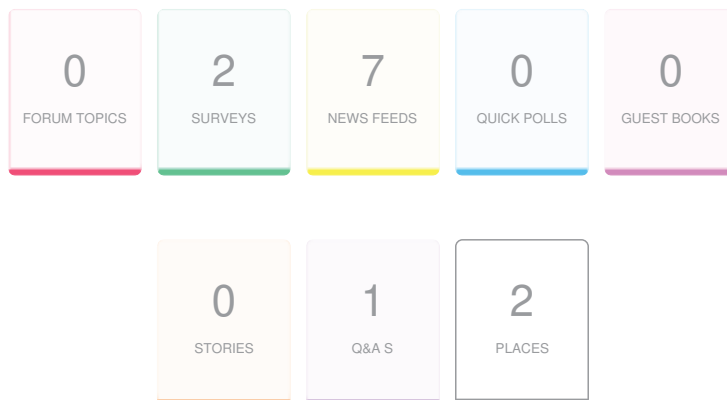


### Highlights



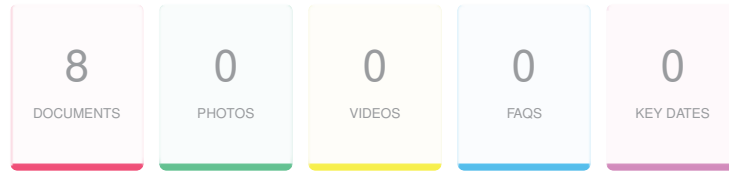
Aware Participants		Engaged Participants			
2,218		124			
Aware Actions Performed		Engaged Actions Performed			
	Participants		Registered	Unverified	Anonymous
Visited a Project or Tool Page	2,218				
Informed Participants		878			
Informed Actions Performed		Participants			
Viewed a video	0	Contributed on Forums	0	0	0
Viewed a photo	0	Participated in Surveys	10	86	0
Downloaded a document	476	Contributed to Newsfeeds	0	0	0
Visited the Key Dates page	0	Participated in Quick Polls	0	0	0
Visited an FAQ list Page	0	Posted on Guestbooks	0	0	0
Visited Instagram Page	0	Contributed to Stories	0	0	0
Visited Multiple Project Pages	451	Asked Questions	1	0	0
Contributed to a tool (engaged)	124	Placed Pins on Places	4	24	0
		Contributed to Ideas	0	0	0

## 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

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## QANDA

### Ask a question

Visitors <b>33</b>	Contributors <b>1</b>	CONTRIBUTIONS <b>1</b>
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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>.

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## 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 <b>248</b>	Contributors <b>28</b>	CONTRIBUTIONS <b>53</b>
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<p>2022-09-06 17:36:30 -0400</p> <hr/> <p>CATEGORY Trail/ Pedestrian</p>	<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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94300">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94300</a></p>
<p>2022-09-06 17:39:45 -0400</p> <hr/> <p>CATEGORY Trail/ Pedestrian</p>	<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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94301">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94301</a></p>
<p>2022-09-08 11:42:16 -0400</p> <hr/> <p>CATEGORY Roads</p>	<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 &amp; then eastward to connect with Perth Road 107, &amp; 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 &amp; 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 &amp; only a few cars can pass; &amp; whenever a transport truck is passing there is only enough time on green for the truck &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; area just because it's at the fringe of the county! It's a very vibrant &amp; very growing community. Address: 985019 Perth-Oxford Road, Perth East, Ontario N0B 2R0, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94386">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94386</a></p>
<p>2022-09-13 15:11:12 -0400</p> <hr/> <p>CATEGORY Roads</p>	<p>This is a very Dangerous intersection and needs to be addressed. Address: 714880 Oxford Road 4, Norwich, Ontario N4S 7W3, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94544">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94544</a></p>
<p>2022-09-13 19:31:19 -0400</p> <hr/> <p>CATEGORY Trail/ Pedestrian</p>	<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><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94611">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94611</a></p>

# ENGAGEMENT TOOL: PLACE

## Places

2022-09-13 19:32:45 -0400	Excessive speed Address: 123 Blandford St, Innerkip, Ontario N0J 1M0, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94612">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94612</a>
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.
CATEGORY General	Address: 322 Leinster Street, Woodstock, Ontario N4S 5R5, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94613">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94613</a>
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.
CATEGORY General	Address: 957 Warwick Street, Woodstock, Ontario N4S 7M4, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94614">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94614</a>
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?
CATEGORY General	Address: Road 68, East Zorra-Tavistock, Ontario N4S 7V7, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94615">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94615</a>
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
CATEGORY Roads	Address: 448 Springbank Avenue, Woodstock, Ontario N4T 1E7, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94616">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94616</a>
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.
CATEGORY General	Address: 692 Henry Street, Woodstock, Ontario N4S 3P2, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94617">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94617</a>
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. 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
CATEGORY Roads	Address: 1040 Cree Avenue, Woodstock, Ontario N4T 1A2, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94618">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94618</a>

# 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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94619">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94619</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94620">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94620</a>
CATEGORY General	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94621">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94621</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94680">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94680</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94737">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94737</a>
CATEGORY General	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94756">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94756</a>
CATEGORY General	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94757">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94757</a>
CATEGORY General	

## 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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94758">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94758</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94759">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94759</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94760">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94760</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94761">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94761</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94794">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94794</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94795">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94795</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94796">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94796</a>

# 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
CATEGORY Cycling	Address: Ingersoll Pipe Band Armouries, 108 Wonham St S, Ingersoll, Ontario N5C 2K8, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94797">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94797</a>
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
CATEGORY Roads	Address: Otterville Road, Springford, Ontario N0J 1R0, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94867">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94867</a>
2022-09-22 09:15:44 -0400	From a resident - Need of a stop light Clark and Culloden - Very Hard to cross
CATEGORY Roads	Address: 134 Culloden Road, Ingersoll, Ontario N5C 3R3, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94872">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94872</a>
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.
CATEGORY General	Address: 458 Norwich Avenue, Woodstock, Ontario N4S 3W4, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94918">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94918</a>
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.
CATEGORY General	Address: 220 Victoria Street South, Woodstock, Ontario N4S 2C9, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94919">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94919</a>
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
CATEGORY General	Address: 217 Fifth Avenue, Woodstock, Ontario N4S 2S3, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94921">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94921</a>
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.
CATEGORY Roads	Address: Oxford Road 17, Woodstock, Ontario N4S 7W2, Canada  <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94922">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94922</a>

# 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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94923">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94923</a>
CATEGORY Roads	
2022-09-23 20:52:19 -0400	N/A Address: 338 Simcoe Street, Woodstock, Ontario N4S 1J3, Canada <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94924">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94924</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94926">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94926</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94927">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94927</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94928">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94928</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94929">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94929</a>
CATEGORY Roads	
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 <a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94930">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94930</a>
CATEGORY Roads	

# 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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94931">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94931</a>
2022-09-24 10:26:03 -0400	agreed dangerous, truck accessibility Address: Highway 401, Norwich, Ontario N4S 7W3, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94932">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94932</a>
2022-09-24 10:28:10 -0400	street light required Address: 754800 Highway 53, Norwich, Ontario N4S 7W3, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94933">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94933</a>
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	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94934">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94934</a>
2022-09-24 10:31:55 -0400	difficult intersection to access from Montclair Address: Juliana Drive, Woodstock, Ontario N4V 1B9, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94935">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94935</a>
2022-09-24 10:34:46 -0400	difficult intersection to access Address: 685774 Highway 2, Woodstock, Ontario N4S 7V9, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94936">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94936</a>
2022-09-24 10:36:21 -0400	difficult left hand turn from Vansit Address: 359 Dundas Street, Woodstock, Ontario N4S 1B6, Canada
CATEGORY Roads	<a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94937">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94937</a>



# ENGAGEMENT TOOL: PLACE

## Places

2022-09-24 10:37:16 -0400	<p>overhead turning lane signage Address: 344 Dundas Street, Woodstock, Ontario N4S 1B4, Canada</p>
<p>CATEGORY Roads</p>	<p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94938">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94938</a></p>
2022-09-24 14:30:52 -0400	<p>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!</p>
<p>CATEGORY Roads</p>	<p>Address: 3 North Court Street East, Norwich, Ontario N0J 1P0, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94939">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94939</a></p>
2022-09-26 13:15:57 -0400	<p>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.</p>
<p>CATEGORY Roads</p>	<p>Address: 311980 Dereham Line, Bayham, Ontario N4G 4G8, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94951">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94951</a></p>
2022-09-27 14:49:36 -0400	<p>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.</p>
<p>CATEGORY Roads</p>	<p>Address: 126 Dundas Street, Woodstock, Ontario N4S 1A2, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94978">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-94978</a></p>
2022-10-14 23:38:41 -0400	<p>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.</p>
<p>CATEGORY Cycling</p>	<p>Address: 5194 Cobble Hills Road, Zorra, Ontario N0M 2M0, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95327">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95327</a></p>
2022-10-18 11:00:06 -0400	<p>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</p>
<p>CATEGORY Roads</p>	<p>Address: 565337 Towerline Road, Woodstock, Ontario N4V 0C5, Canada</p> <p><a href="http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95409">http://speakup.oxfordcounty.ca/2024tmp/maps/places?reporting=true#marker-95409</a></p>

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## ENGAGEMENT TOOL: SURVEY TOOL

### Connecting Oxford: What are Oxford's transportation priorities?

Visitors <b>175</b>	Contributors <b>55</b>	CONTRIBUTIONS <b>55</b>
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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*

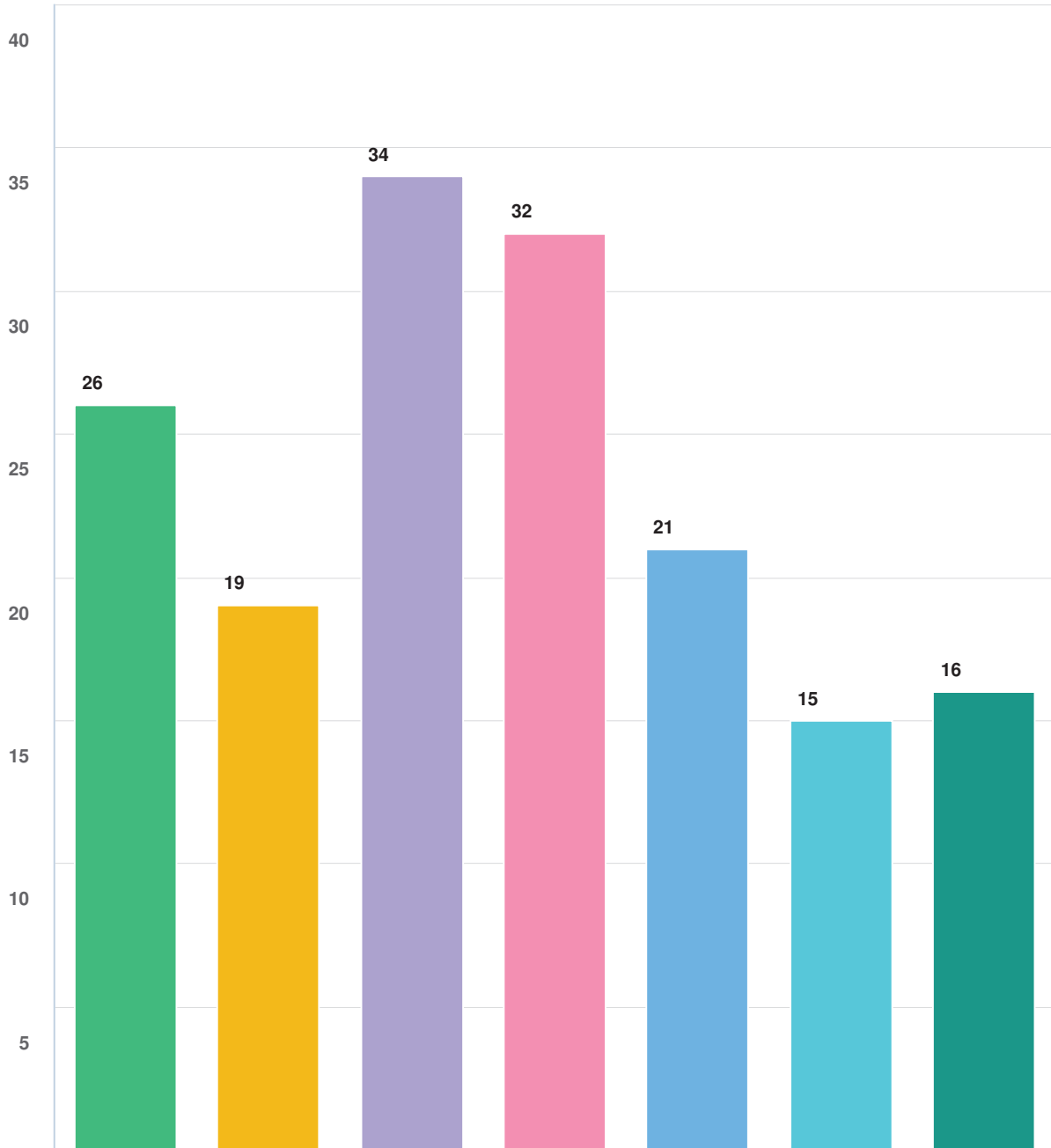
**How important are the following local transportation modes in Oxford County? Please rank on a scale from 1 to 5, with "5" being very important and "1" being not at all important.**



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)

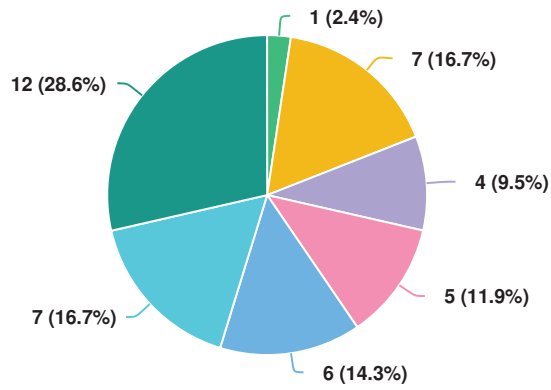
Question type: Checkbox Question

# ENGAGEMENT TOOL: SURVEY TOOL

## Survey: Draft recommendations for the Transportation Master Plan

Visitors <b>120</b>	Contributors <b>42</b>	CONTRIBUTIONS <b>42</b>
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### Where do you live?



#### Question options

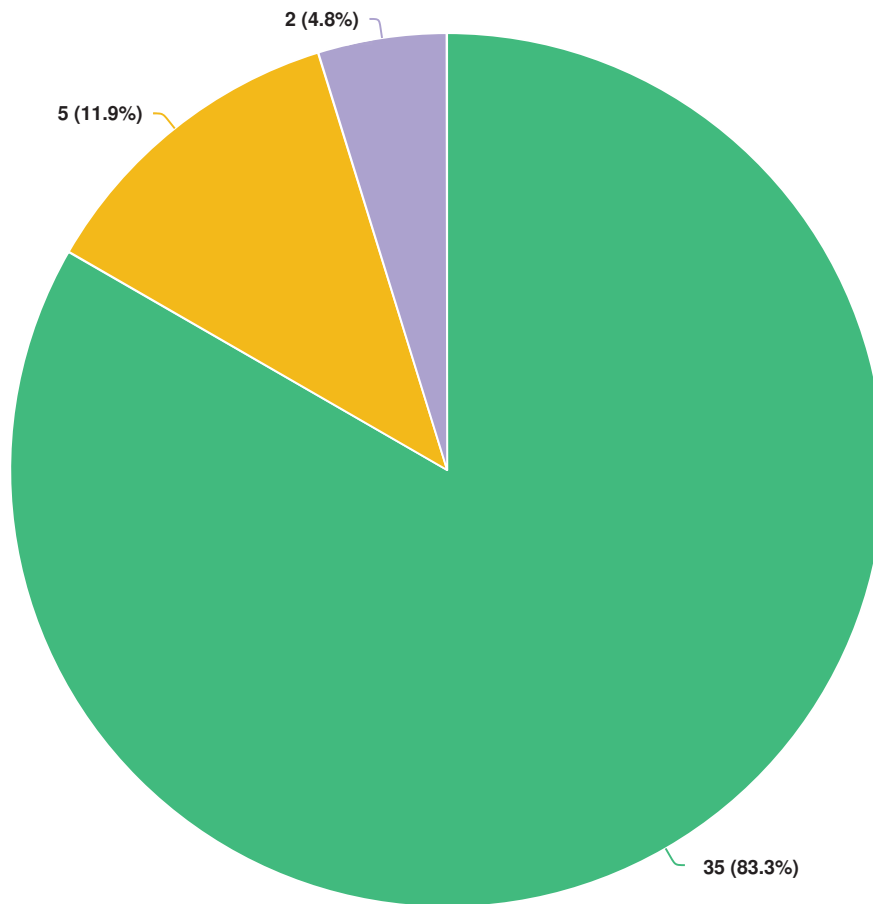
- Woodstock
- Tillsonburg
- South-West Oxford
- Norwich Township
- Ingersoll
- East Zorra-Tavistock
- Blandford-Blenheim

Optional question (42 response(s), 0 skipped)

Question type: Dropdown Question

---

Is this your first time giving feedback on the 2024 Transportation Master Plan?



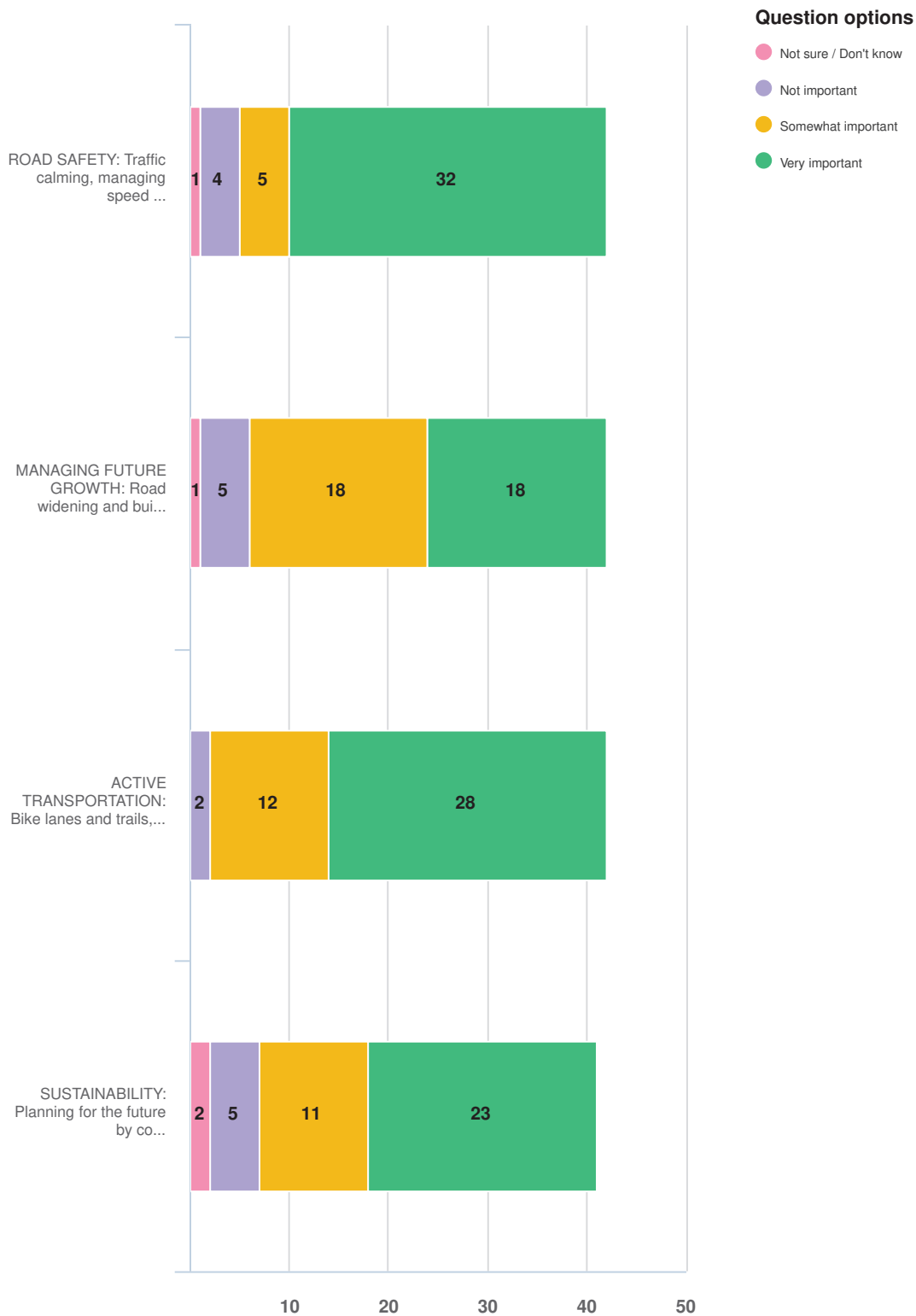
**Question options**

- 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...

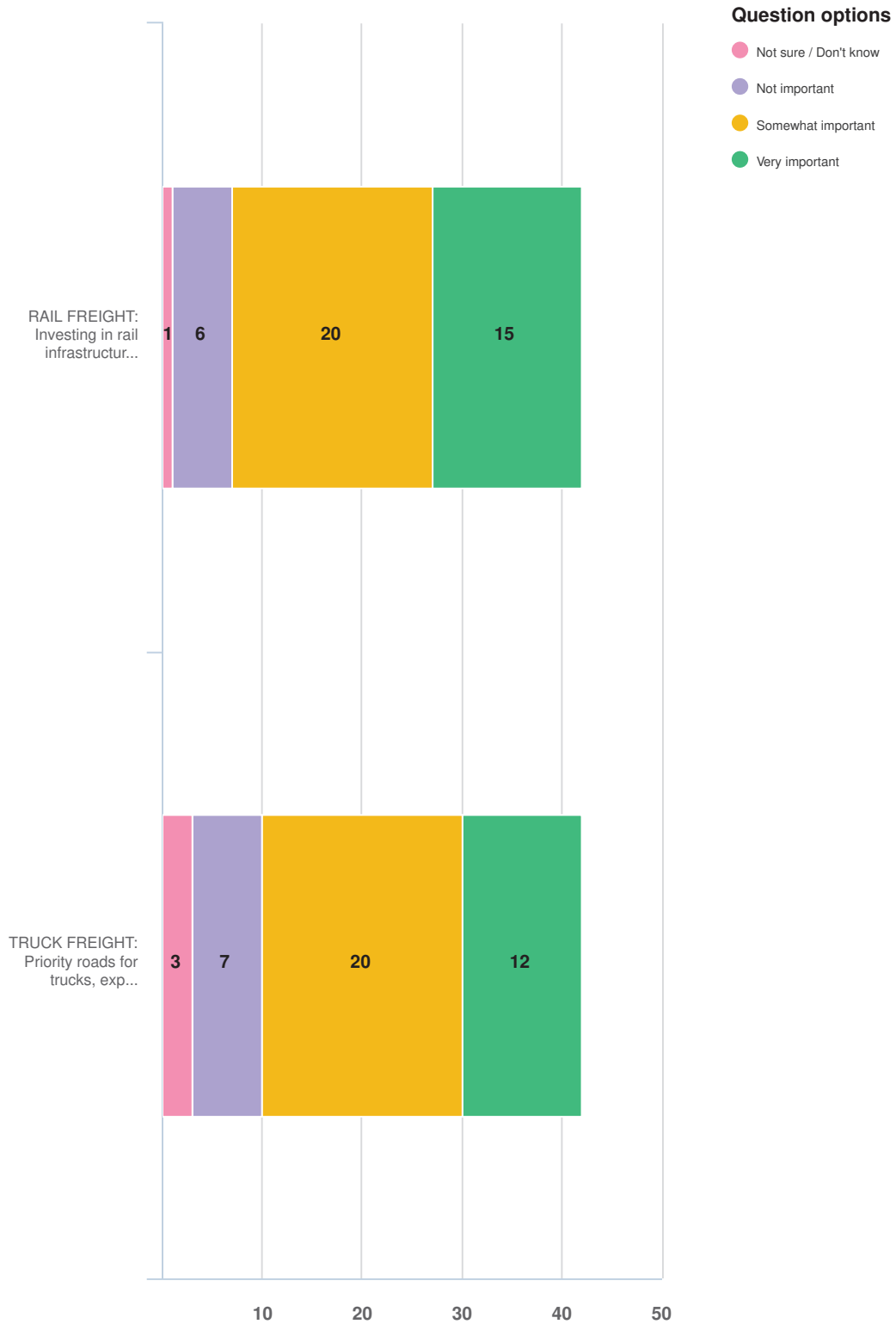


Optional question (42 response(s), 0 skipped)

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 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?



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...**

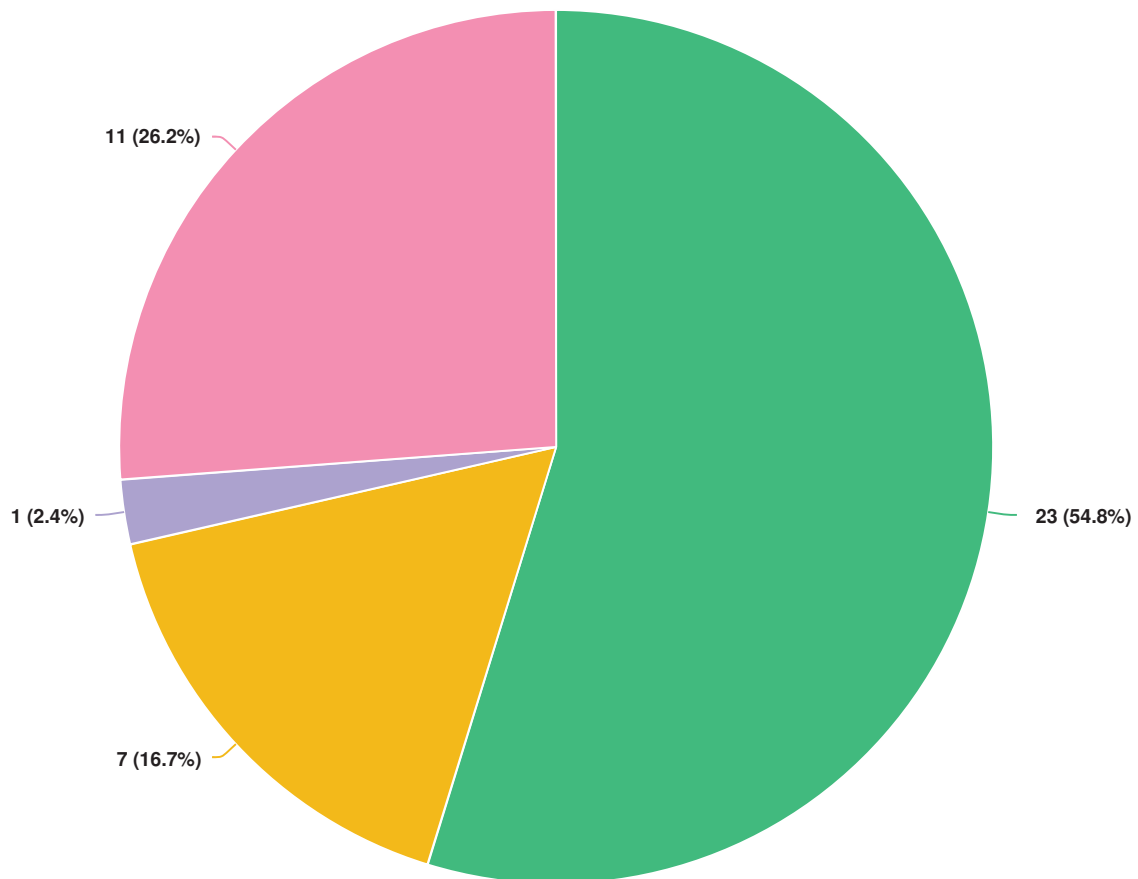


Optional question (42 response(s), 0 skipped)

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**

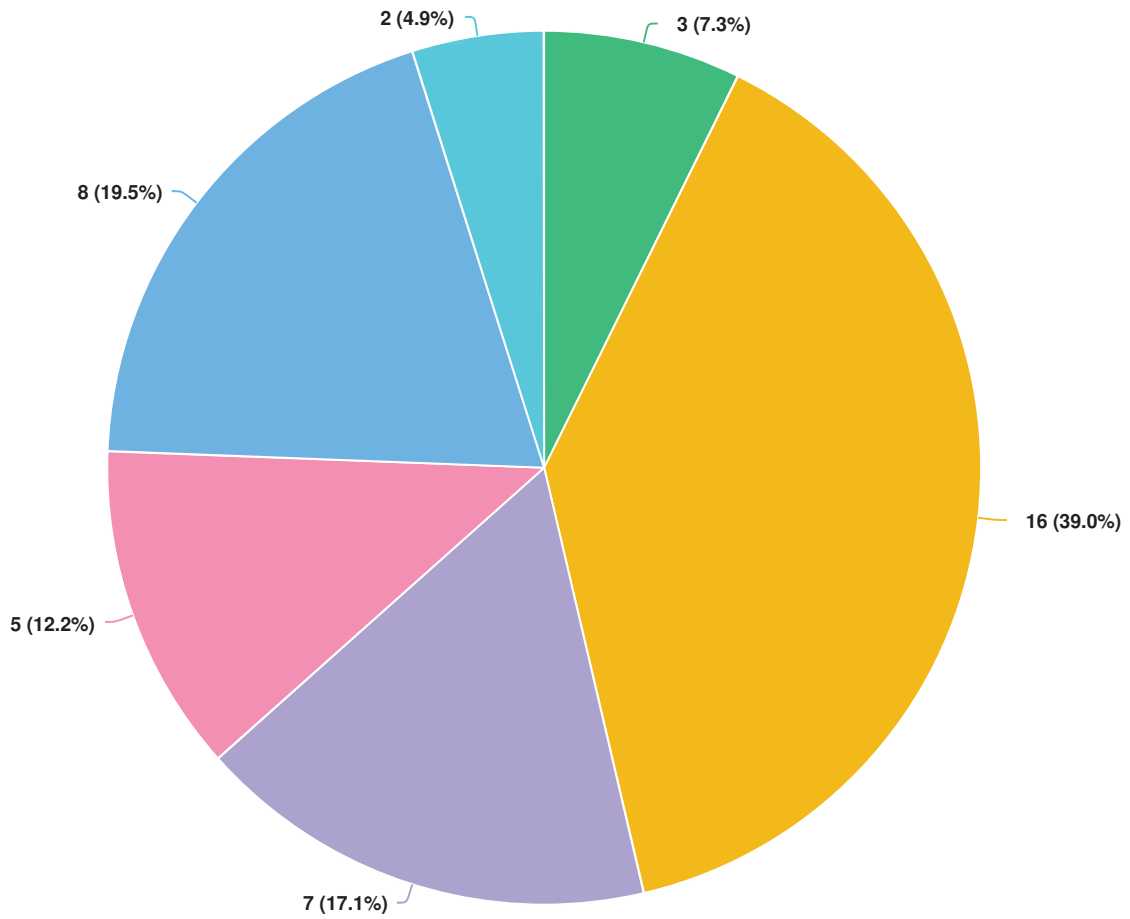
- I do not travel for work / This question does not apply to me
- 1 to 3 times in a month
- 1 to 3 times in a week
- 4 or more times a week

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?



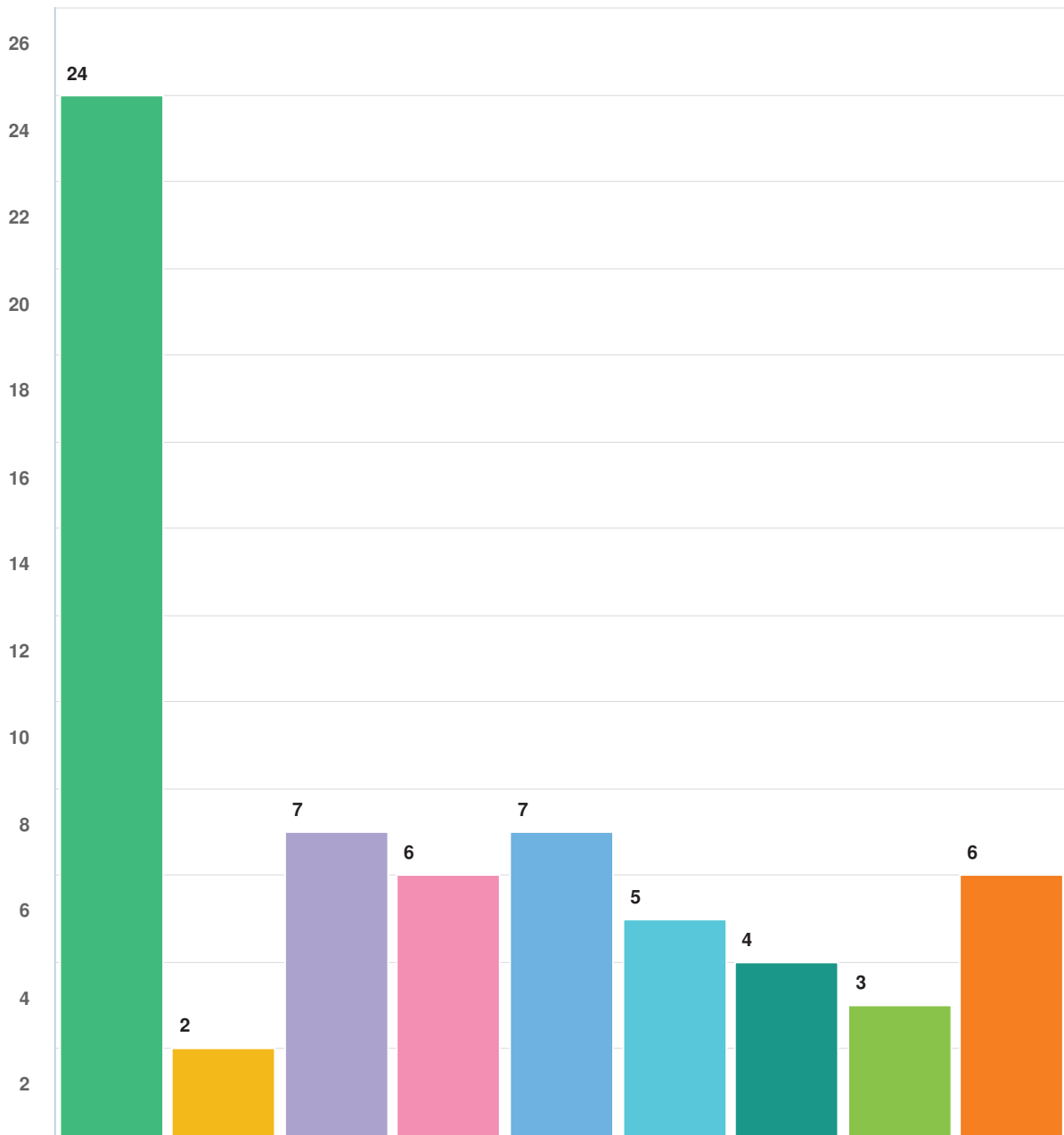
**Question options**

- 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.



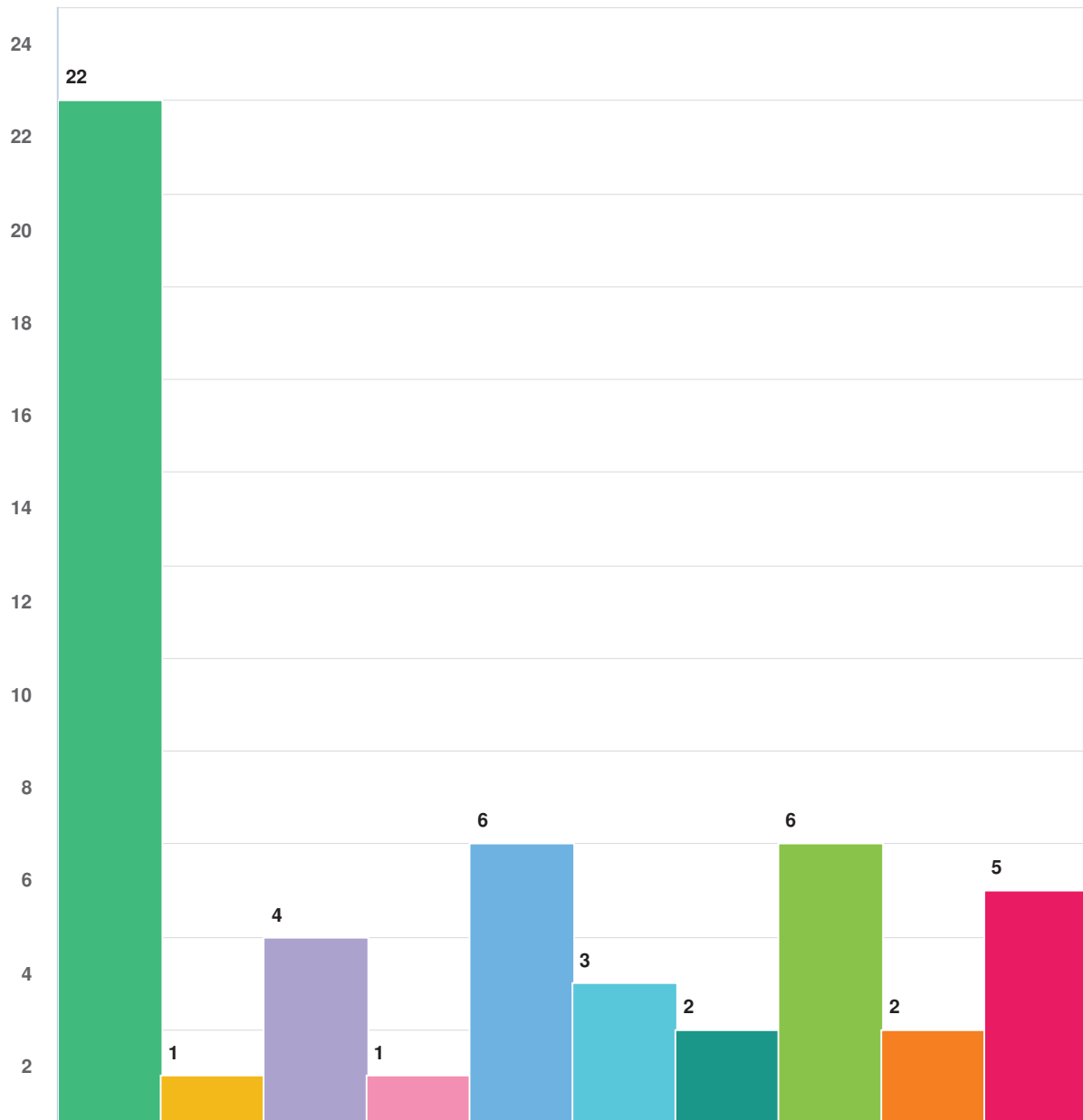
**Question options**

- 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.)

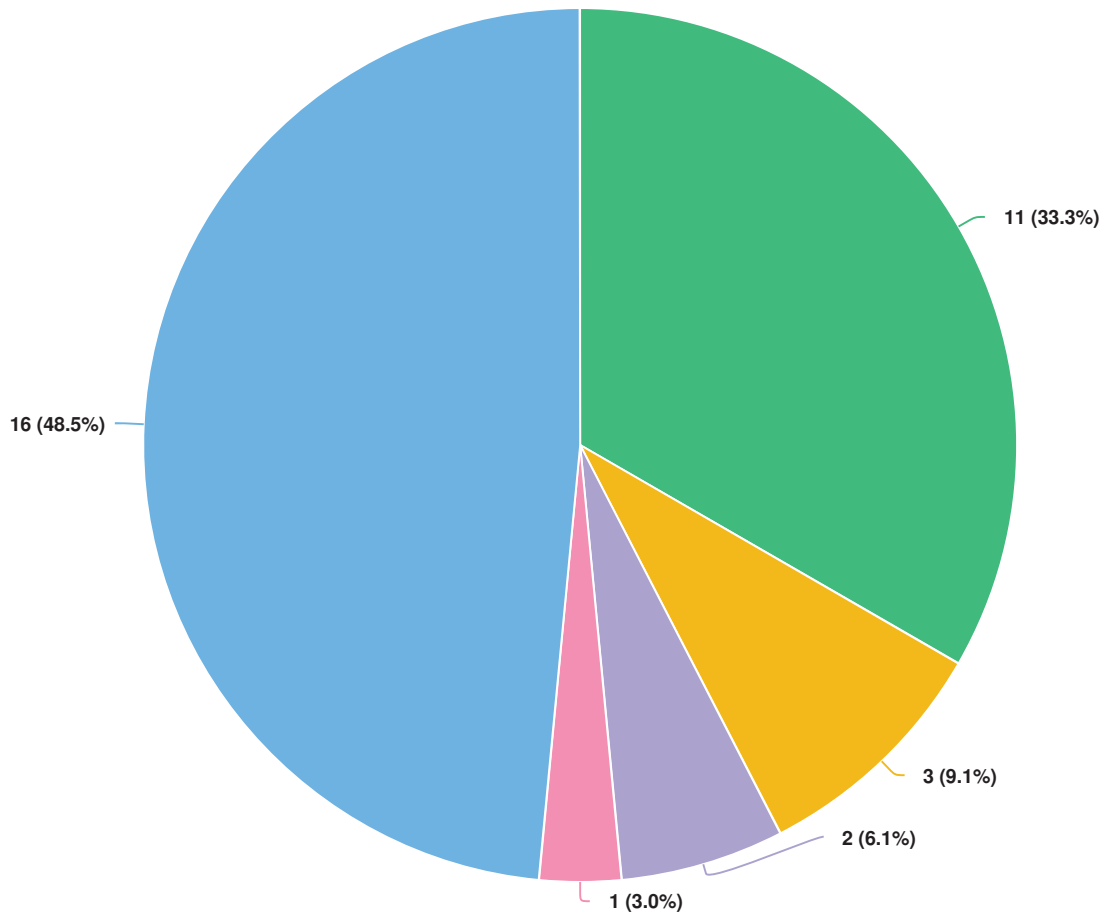
Optional question (40 response(s), 2 skipped)

Question type: Checkbox Question



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How many times a month do you use a ride service (taxi, Uber, etc.)?



**Question options**

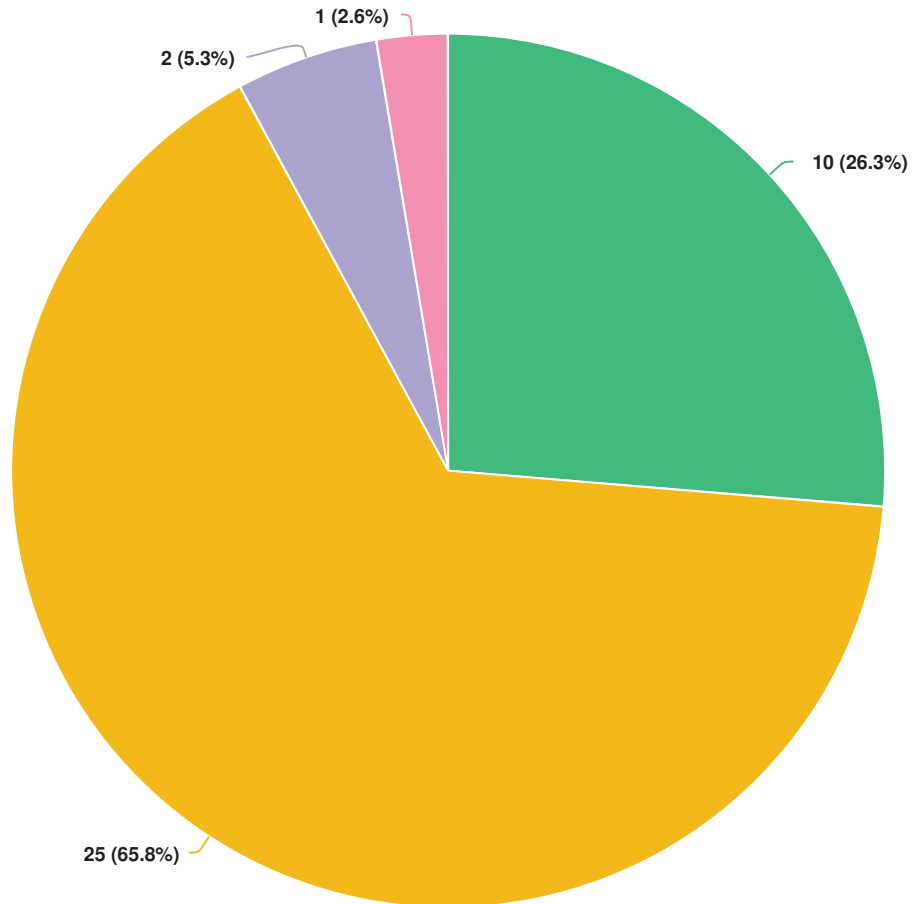
- Other (please explain) ● More than 20 ● 10 - 20 ● 5 - 10 ● 1 - 5

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**

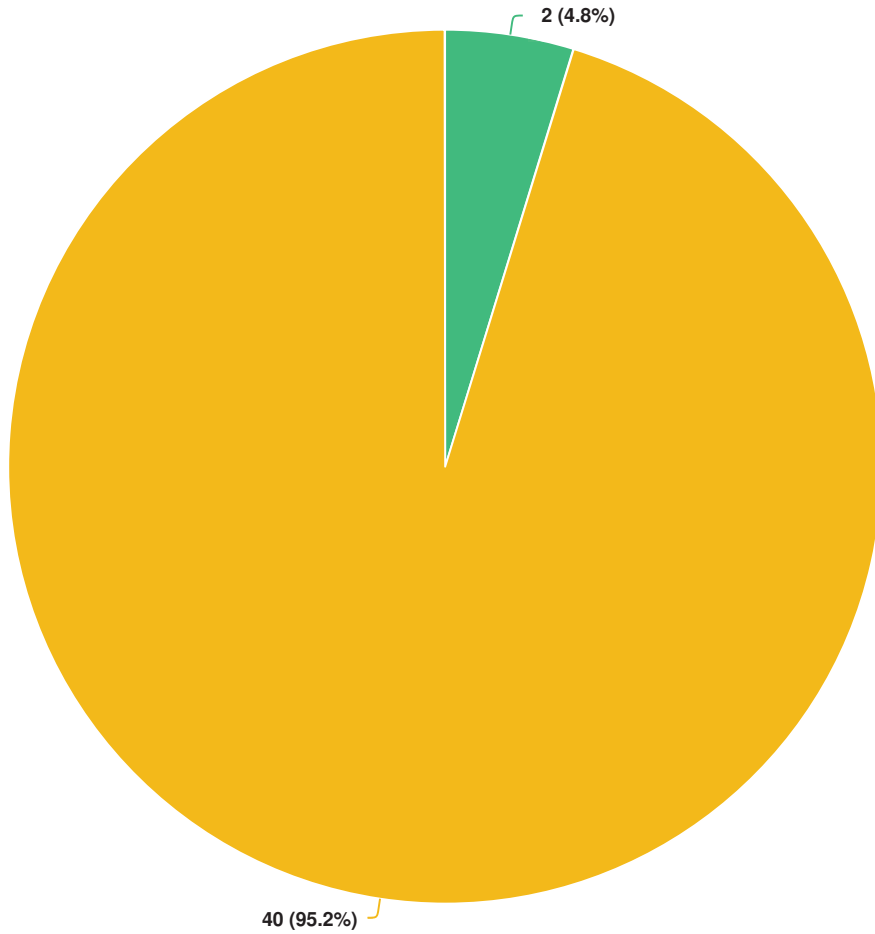
- Not sure / don't know     About the same     No     Yes

*Optional question (38 response(s), 4 skipped)*

*Question type: Dropdown Question*

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The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?



**Question options**

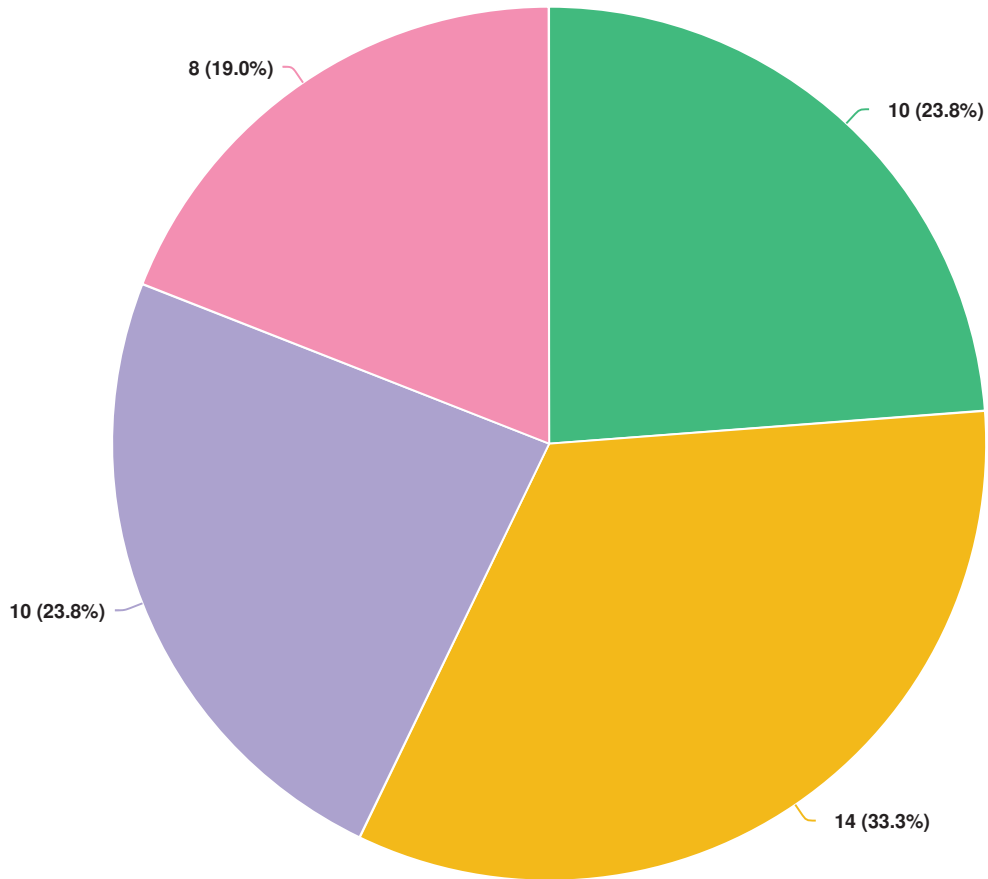
● No ● Yes

Optional question (42 response(s), 0 skipped)

Question type: Dropdown Question

---

Are you planning to buy an electric vehicle?



**Question options**

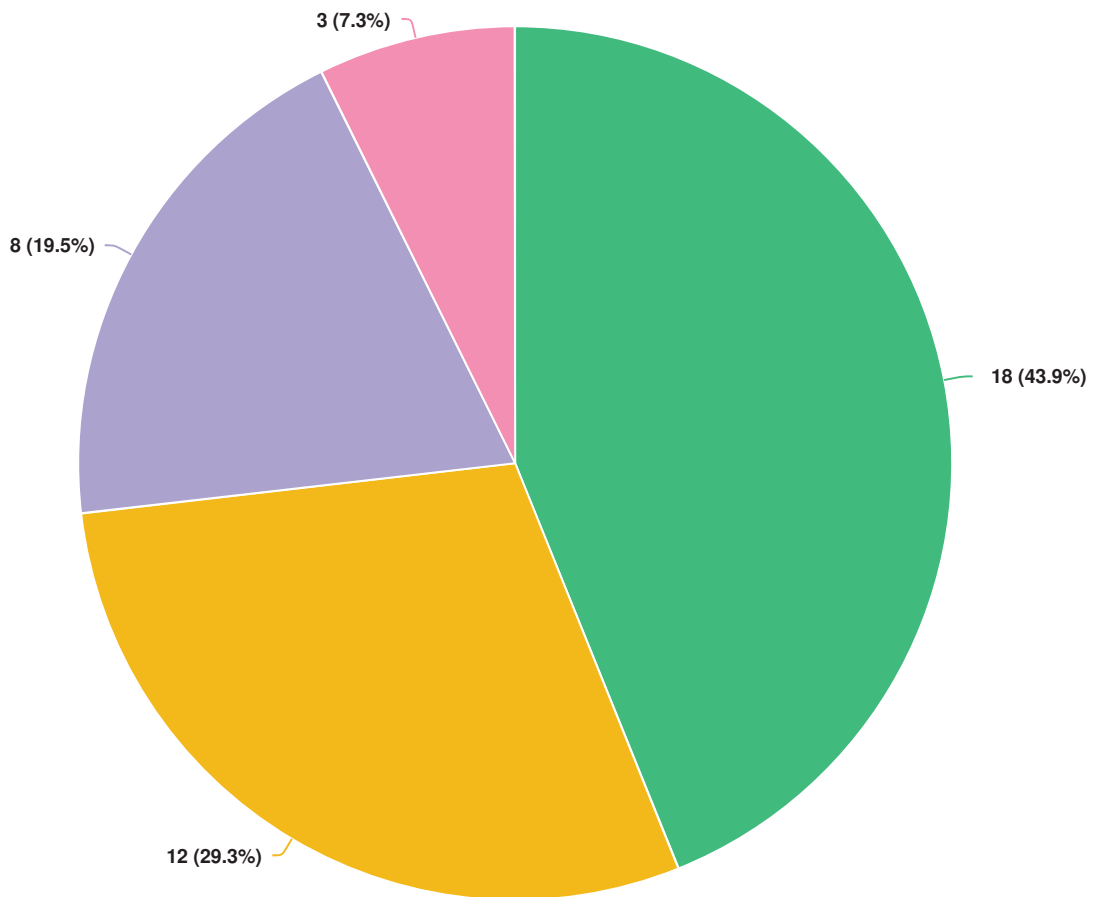
- Other (please explain)
- Not sure / don't know
- Maybe, but more than five years from now
- Yes, in five years or less

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) ...



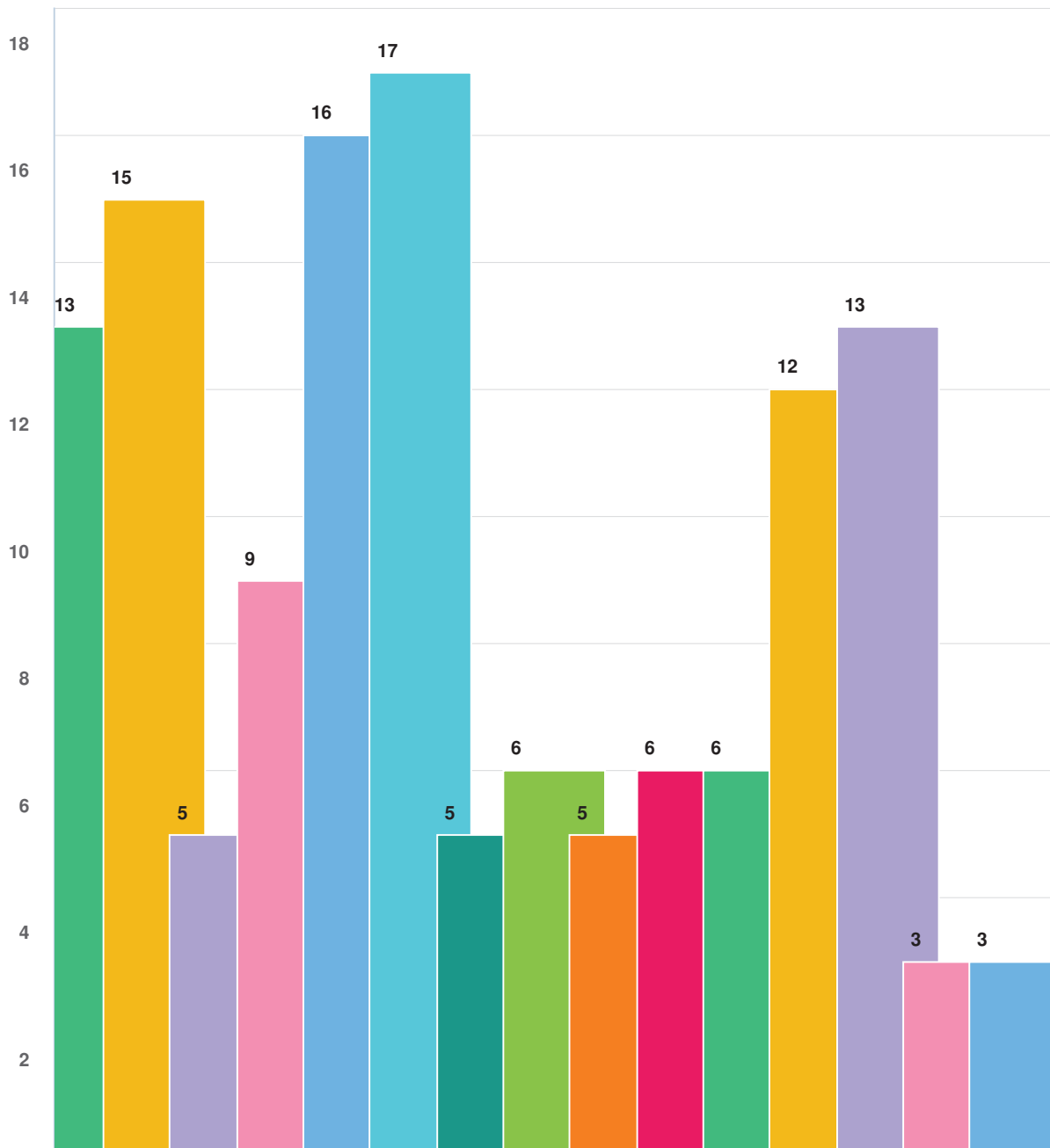
**Question options**

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

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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?**

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Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** not answered

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Q17. **Is there anything else you would like to tell us?**

not answered

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Q18. **Would you like to receive updates about this project?** not answered

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**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

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**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

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**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.)

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**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

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      **Other (please explain)**  
No retired

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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?**

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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

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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? )

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      About the same as I am now

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**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.)

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**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.)

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**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

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**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

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**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

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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 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 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 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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      About the same as I am now

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**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

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      1 - 5

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Not sure / don't know

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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?**

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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

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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.

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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. 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 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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      Does not apply to me

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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.)

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**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

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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

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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.

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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.      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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      not answered

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**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.**

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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.

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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 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) 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

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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 lines 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.

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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

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**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

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**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.)

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**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

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**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

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**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 countys. 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 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?**      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

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**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

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Q18. Would you like to receive updates about this project? No

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**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

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**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

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project?

No
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**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 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 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 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 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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

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**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

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**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.

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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?**

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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

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Q17. **Is there anything else you would like to tell us?**

not answered

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Q18. **Would you like to receive updates about this project?** No

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**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 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. 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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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) 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

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**Q18. Would you like to receive updates about this project?**

No

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**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 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. 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 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 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.

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Q18. **Would you like to receive updates about this project?** No

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**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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      About the same as I am now

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      5 - 10

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**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

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**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)**

It needs to become a door to door service like Brant County

---

**Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.**

Brantford

**Other (please specify)**

Toronto

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**Q17. Is there anything else you would like to tell us?**

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.

---

**Q18. Would you like to receive updates about this project?**

No

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**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 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. 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 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 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

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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

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Q8. **Thinking ahead to the next five years, how often do you expect to work from home?** Not sure / Don't know

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Q9. **How do you travel to work now? Please check all that apply.** Active transportation (cycling, walking, rollerblading, etc.)

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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

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Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** 1 - 5

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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

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Q13. **The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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Q14. **Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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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

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Q16. If you answered "Yes" to the question above, to not answered

**which communities are you most likely to travel? Check all that apply.**

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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

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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

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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.)

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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

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Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?**      **Other (please explain)**  
Never

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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

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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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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.)

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**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.)

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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

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**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

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**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?

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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

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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

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?** About the same as I am now

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**Q9. How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Not sure / don't know

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**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.**

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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

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Q18. **Would you like to receive updates about this project?**  No

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**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 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 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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?** Not sure / Don't know

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**Q9. How do you travel to work now? Please check all that apply.** not answered

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** not answered

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Not sure / don't know

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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 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

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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**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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project?

No

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**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

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**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.

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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?**

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Q16. **If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply.** London

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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.

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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 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 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 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

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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.)

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Q11. **How many times a month do you use a ride service (taxi, Uber, etc.)?** **Other (please explain)**  
Never

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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

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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

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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

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Q17. Is there anything else you would like to tell us?

Safe cycling infrastructure is very important

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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 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. 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 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

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**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.)

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**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

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**Q17. Is there anything else you would like to tell us?**

not answered

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**Q18. Would you like to receive updates about this project?**

No

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**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 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. 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 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

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Q18. Would you like to receive updates about this project?

Yes (Please enter your email address in the box below)

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**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 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. 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 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 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

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Q9. **How do you travel to work now? Please check all that apply.** Personal vehicle (car, motorcycle, truck, etc.)

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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

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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

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      Less often than I am now

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      1 - 5

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Not sure / don't know

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**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

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Q16. If you answered "Yes" to the question above, to not answered

**which communities are you most likely to travel? Check all that apply.**

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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.

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Q18. Would you like to receive updates about this No  
project?

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**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 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. 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 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) 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      More often than I am now

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      Yes, in five years or less

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**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

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Q16. If you answered "Yes" to the question above, to not answered

**which communities are you most likely to travel? Check all that apply.**

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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.

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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

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**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

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**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.)

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**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

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**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

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**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

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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?**

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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

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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.

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Q18. **Would you like to receive updates about this project?** No

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**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 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. 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 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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?**      Does not apply to me

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      **Other (please explain)**  
0

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**Q14. Are you planning to buy an electric vehicle?**      **Other (please explain)**  
No

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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?

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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.)

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**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?**

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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

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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.

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Q18. **Would you like to receive updates about this project?** No

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**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 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 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 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 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

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**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.)

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**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

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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

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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 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

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**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.)

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Not sure / don't know

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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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.

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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 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

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** 5 - 10

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**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

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**Q14. Are you planning to buy an electric vehicle?** Other (please explain)  
I would only buy a hybrid.

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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?

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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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.

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Q18. Would you like to receive updates about this project? Yes (Please enter your email address in the box below)

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**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 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 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 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

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**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

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?**      More than 20

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      No

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**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?**

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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

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Q17. **Is there anything else you would like to tell us?**

No

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Q18. **Would you like to receive updates about this project?** Yes (Please enter your email address in the box below)

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**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 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 Not 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) 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 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?**      I do not travel for work / This question does not apply to me

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**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

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**Q10. When COVID-19 public health restrictions were in place, how did you travel to work? Please check all that apply.**      not answered

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?**      Yes

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**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

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Q16. If you answered "Yes" to the question above, to which communities are you most likely to travel? Check all that apply. not answered

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Q17. Is there anything else you would like to tell us?

not answered

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Q18. Would you like to receive updates about this project? No

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**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 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?

Quality accessible transit for seniors to get to appointments and complete routine activities such as grocery shopping is important

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Q18. Would you like to receive updates about this project? No

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**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 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. 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 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      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

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**Q17. Is there anything else you would like to tell us?**

not answered

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**Q18. Would you like to receive updates about this project?**

No

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**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 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 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 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

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**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

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**Q9. How do you travel to work now? Please check all that apply.**      Personal vehicle (car, motorcycle, truck, etc.)

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**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

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**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

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**Q17. Is there anything else you would like to tell us?**

not answered

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**Q18. Would you like to receive updates about this project?**

No

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**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 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 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 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

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**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

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**Q8. Thinking ahead to the next five years, how often do you expect to work from home?** About the same as I am now

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**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.)

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**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.)

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**Q11. How many times a month do you use a ride service (taxi, Uber, etc.)?** Other (please explain)  
NOT AT ALL

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**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

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**Q13. The questions in this section ask for more input on electric vehicles. Do you have an electric vehicle now?** No

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**Q14. Are you planning to buy an electric vehicle?** Maybe, but more than five years from now

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**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

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Q16. If you answered "Yes" to the question above, to not answered

**which communities are you most likely to travel? Check all that apply.**

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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.

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Q18. **Would you like to receive updates about this project?** **Yes (Please enter your email address in the box below)**

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**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 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 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 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

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**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

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**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

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Q18. Would you like to receive updates about this project?

No

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# Survey comments:

## Draft recommendations for the Transportation Master Plan

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### PHASE 2 PUBLIC CONSULTATION

June 26, 2023

2024 Transportation Master Plan



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**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-

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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

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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 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.

In light of the above and given the approved site plan, 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.

We urge you to reconsider the recommendation to realign the intersection considering the above.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ahmed Mahmoud', is positioned above the typed name.

**Ahmed Mahmoud, P.Eng., MBA, PMP**  
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 2025<sup>1</sup>. 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 biking<sup>2</sup>.

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 collisions<sup>3</sup>. 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 collisions<sup>4</sup>.

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<sup>5</sup>.

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](mailto: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/>