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Date: July 20, 2023 at 5:34:08 PM EDT

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Subject: Oxford County Transportation Master Plan

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Good Afternoon,

Please be advised that Oxford County Council, at its meeting held on July 12, 2023, adopted the following resolution in relation to Council Report No. PW 2023-32, entitled "2024 Transportation Master Plan":

1. Resolved that County Council receive report PW 2023-32 as information;
2. And further, that the draft report be circulated to Area Municipalities requesting their feedback within 75 days (September 25, 2023);
3. And further, that the draft report be posted to Speak Up Oxford for feedback from the public for 75 days (September 25, 2023);
4. And further, that all comments received be provided in a report for council's consideration when considering the draft report.

You are welcome to include the attached County Council Report and Amended Resolution as formal correspondence as information to your respective Councils.

Based on the above resolution, any further written informal comments with respect to the Transportation Master Plan can be forwarded to Ryan Vink, Oxford County Project Manager (rvink@oxfordcounty.ca), **no later than September 25, 2023**.

The final draft Transportation Master Plan report can be viewed [here](#) on our Speak Up, Oxford! page.

Thank You,

David

DAVID SIMPSON, P.Eng., PMP (HE/HIM)
Director of Public Works, OXFORD COUNTY T 519.539.9800 ext 3100

To: Warden and Members of County Council

From: Director of Public Works

See amended resolution

2024 Transportation Master Plan

RECOMMENDATIONS

1. That County Council endorse, in principle, the draft 2024 Transportation Master Plan as the recommended transportation strategies, policies, and project timelines to meet Oxford's growth needs to 2046, as well as continuing to provide sustainable and safe infrastructure;
2. And further, that County Council direct Staff to file a Notice of Completion and commence the 45-day public review period as required under the Municipal Class Environmental Assessment (MCEA) process.

REPORT HIGHLIGHTS

- The purpose of this report is to seek County Council's endorsement, in principle, of the draft 2024 Transportation Master Plan (TMP) which provides a strategic roadmap to provide transportation services based on existing needs, and that accommodate future growth.
- The draft 2024 TMP has identified transportation infrastructure requirements to accommodate projected population and employment growth to 2046 in accordance with 2020 Provincial Policy Statement and the County's approved Phase I Comprehensive Review (2020), while ensuring service continuity to existing settlement areas.
- The draft 2024 TMP is centered around five key strategies (Road Network, Active Transportation, Goods Movement, People Movement, and Transportation System Sustainability and New Technologies) and provides a multi-year implementation plan (2024 to 2046) that supports a safe, efficient and sustainable multi-modal transportation network for the movement of people and goods into and throughout the County.
- A comprehensive public consultation and engagement campaign was undertaken throughout the MCEA process. The process involved meaningful consultation with Community Members, Area and Neighbouring Municipalities, Government Agencies, Indigenous Communities, Economic Development groups, public interest groups, businesses and other stakeholders. Following the potential issuance of the Master Plan Study Notice of Completion, the final consultative stage will include a 45 day review opportunity for all interested parties to comment on the draft TMP Study Report.

Implementation Points

Upon Council approval, Staff will proceed to issue and file a Notice of Completion for the draft 2024 TMP. Printed copies of the draft Final TMP report will be available upon request, as well as posted to the Oxford County website and online engagement hub at *Speak Up, Oxford!*.

Following a 45 day public review period and subject to comments received, the 2024 TMP Class Environmental Assessment (Class EA) Study Report can be finalized and filed.

It is recognized that the 2024 TMP proceeded under Approach 1 of the MCEA process and does not address MCEA requirements for Schedule B and Schedule C projects. Class EA Studies for these applicable projects, as identified in the TMP, will be carried out in greater detail in the future at which time the public, agencies, and Indigenous Communities will be provided an opportunity for ongoing review and consultation on the same.

Financial Impact

There are no financial impacts to the 2023 Business Plan and Budget based on the recommendations contained within this report.

Once finalized, the TMP will become an input to the County's 2024 Transportation Development Charges Technical Study which will inform the upcoming 2024 Development Charges Background Study. It is anticipated that the approved growth forecast to 2046 and the associated capital implementation plan may be further refined through the ongoing 2024 Development Charges process.

Future implementation of projects identified in the 2024 TMP will be considered by County Council through the annual budgeting process to which approved projects will be integrated within the County's 2022 Asset Management Plan which focuses on lifecycle needs of existing projects and incorporates the needs of growth projects identified in the Development Charges Background Study.

Increases to the level of services provided, or addition of new services, are not explicitly accounted for within the annual contribution to reserves. It is likely that additional funding and staff resourcing will be required to implement all projects identified in the TMP, including the use of long-term debenture funding, and possible prioritization of service projects over lifecycle projects to accommodate funding limitations. Staff will seek out additional funding opportunities wherever possible.

Communications

As noted in Report No. [PW 2022-46](#), an extensive public consultation and engagement program was carried out during the development of the 2024 TMP in order to provide meaningful opportunities for public, Area Municipality, Indigenous communities, Government Agencies and stakeholder input. This feedback and input was received and summarized in the draft 2024 TMP Report.







Public consultation on the 2024 TMP was undertaken through a range of tools to seek feedback from Oxford's various communities and demographics as follows:

- **Speak Up, Oxford!** This serves as the engagement hub for consultation. It was published in March 2022, with 3,100 total visits to the site since its launch.
- **Feedback surveys, interactive maps and question form:** Together, the interactive tools solicited input from 2,218 visitors who reviewed information or participated in feedback forms (surveys), interactive maps, and/or questions tool. A total of 273 users visited the interactive maps, with 28 different users leaving a total of 53 inputs. A total of 285 visitors viewed the feedback surveys, with 96 contributors completing the surveys. There were also 831 downloads of documents (public notices, Public Consultation Centre presentations, etc.) by 476 visitors to this section.
- **Public Consultation Centre (PCC) #1:** Taking place on September 27, 2022, this event drew approximately 20 participants over a two-hour discussion (see Comments section, *"Public Consultation Centre #1"*). The posted recording had 78 views since posting.
- **PCC #2:** Taking place on March 21, 2023, this event drew approximately 20 participants over a nearly two-hour discussion (see Comments section, *"Public Consultation Centre #2"*). The posted recording has had 84 views since posting.
- **"Pop-up" events:** These in-person events provided an opportunity for members of the public to speak directly with the project team. PCC #1 events included Canada's Outdoor Farm Show, Ingersoll Town Council Chambers, and Tillsonburg Ribfest in the Fall of 2022. PCC #2 events included opportunities for in-person engagement at the Town of Ingersoll Council Chambers on March 23, 2023, the Oxford County Council Chambers in Woodstock on March 28, 2023, and the Town of Tillsonburg Council Chambers on March 30, 2023 (see Comments section, *"Public Consultation Centre #2."*)
- **Print advertising:** For audiences that prefer to receive news through newspapers and community publications, information on how to provide input was outlined in 22 **print ads** and **public notices** between July 15, 2022 and March 16, 2023. Publications encompassed the *Oxford Review*, *Norfolk-Tillsonburg News*, *Woodstock Sentinel Review*, *Ayr News*, *Wilmot-Tavistock Gazette*, *St. Marys Independent*, *What's On Woodstock* and *Village Voice Oxford* editions.
- **Radio ads:** Radio campaigns for both consultation phases in Woodstock (104.7 Heart FM), Tillsonburg stations (Country 107.3 / Easy 101.3) and CJCS Stratford.
- **Digital (web) and social media ads:** There was extensive online advertising throughout both consultation phases encompassing Facebook and Instagram for social media and digital advertising on popular websites geo-targeted to Oxford County residents. "Organic" (non-paid) postings on the County's social media pages has been ongoing.
- **Media:** The engagement campaigns included a **news release** and posts to the Oxford County **website**.
- **Stakeholder consultation sessions:** Facilitated by the project team, sessions with Area Municipalities, community partners and other key stakeholders (economic development groups, transit authorities) ensured those impacted by the 2024 TMP were informed about the process and were given opportunity to provide input.

Speak Up, Oxford! will continue to serve as an engagement hub leading up to the release of the 2024 TMP and will include public notices and news releases, public meeting recordings and presentations, council reports and project contact information.

Report No. PW 2023-32, along with any potential amendments, will be circulated to all of the County's Area Municipalities for information.

Strategic Plan (2020-2022)

					
WORKS WELL TOGETHER	WELL CONNECTED	SHAPES THE FUTURE	INFORMS & ENGAGES	PERFORMS & DELIVERS	POSITIVE IMPACT
1.i. 1.ii.	2.i. 2.ii.	3.iii.	4.i. 4.ii.	5.ii.	

DISCUSSION

Background

As noted in Report No. PW 2022-46, the draft 2024 TMP was developed as a strategic planning document that prescribed Oxford County's comprehensive long-term transportation network strategies that will support existing needs and accommodate future growth in population and employment through to the year 2046 in accordance with the 2020 Provincial Policy Statement and the County's approved Phase I Comprehensive Review (2020).

The draft 2024 TMP was undertaken in accordance with the MCEA process for Master Plans (Appendix 4, Approach #1 of the MCEA, October 2000, as amended in 2007, 2011, 2015 and 2023). Accordingly, the draft 2024 TMP considered all reasonable transportation network alternatives and developed a preferred alternative that offered the lowest potential impacts on the natural, cultural, social and economic environment of the community.

Overall, community feedback received through the Public consultation and engagement campaign indicated general support for the TMP strategy. The feedback centered around transportation system service provisions, feasibility and cost effectiveness related to the following parameters:

- Transportation system connectivity;
- Multi-modal transportation choices;
 - Active transportation,
 - Public transit, and
 - Transportation Demand Management (carpooling, work from home, etc);
- Accessibility and mobility;
- Road network asset management;
- Goods movement;
- Road safety, traffic calming, speed management; and
- New technologies/carbon footprint.

Policies and Plans

The TMP has been developed within the context of previous and ongoing land use and transportation planning initiatives undertaken by Oxford County, including:

- Oxford County Transportation Master Plan (2019);
- Oxford County Official Plan (1995, as amended);
- Oxford County Phase One Comprehensive Review (2020);
- Oxford County Strategic Plan (2020);
- Cycling Master Plan (2021);
- Trails Master Plan (2014);
- Renewable Energy Action Plan (2022);
- Asset Management Plan (2022);
- New Directions – Advancing Southwestern Ontario’s Public Transportation Opportunities (2016);
- Empowering Ontario’s Short Line Railways (2017);
- Steel Corridors of Opportunity – Maximizing the Benefits of Southwestern Ontario’s Freight Railways (2018); and
- SouthwestLynx – Integrated High-Performance Public Transportation for Southwestern Ontario (2018).

Comments

Commuter Travel Patterns

The predominant data source for assessing County travel patterns was StreetLight data. StreetLight uses several data sources to develop a vehicle traffic model. Data sources used in the model include mobility data from location-based service trips, connected vehicles, navigation GPS trips, and telecommunications data, as well as contextual data such as demographic, weather, road network, and traffic data.

StreetLight allows users to select locations, known as “zones”, in which a wide range of metrics can be derived from any trip that originates in, has destinations in, or passes through that zone. Zones include geographic regions or “gates” which are placed on roads to assess all trips that travel through a specific location. For the purposes of this report, the metrics utilized were origin-destination patterns between geographic regions and vehicle volumes through gates.

Origin destination data has been obtained from StreetLight, allowing for an analysis of trips to, from, and within Oxford County. Consistent with the 2019 base year used for the road network model, 2019 data is presented below. Intra-Regional (within the County) Origin and Destination Travel Trends and Inter-Regional (into/out of the County) Origin and Destination Travel Trends are illustrated below in Table 2, and Figure 1, respectively.

Table 2 – Intra-Regional (County) Origin and Destination Travel Trends

		Origin							
		Woodstock	Tillsonburg	Ingersoll	Norwich	Zorra	East Zorra-Tavistock	South-West Oxford	Blandford-Blenheim
Destination	Woodstock	243,333	1,842	8,143	6,157	3,087	8,554	6,416	2,881
	Tillsonburg	1,965	69,054	1,593	3,205	237	68	3,701	21
	Ingersoll	9,139	1,455	71,991	443	4,214	376	6,685	120
	Norwich	7,321	3,456	507	20,050	244	274	1,245	210
	Zorra	3,591	397	4,681	234	15,421	671	808	102
	East Zorra-Tavistock	9,628	54	422	190	710	16,652	340	1,144
	South-West Oxford	8,149	4,194	7,419	1,291	743	370	6,931	122
	Blandford-Blenheim	3,593	23	161	224	117	1,235	95	7,445

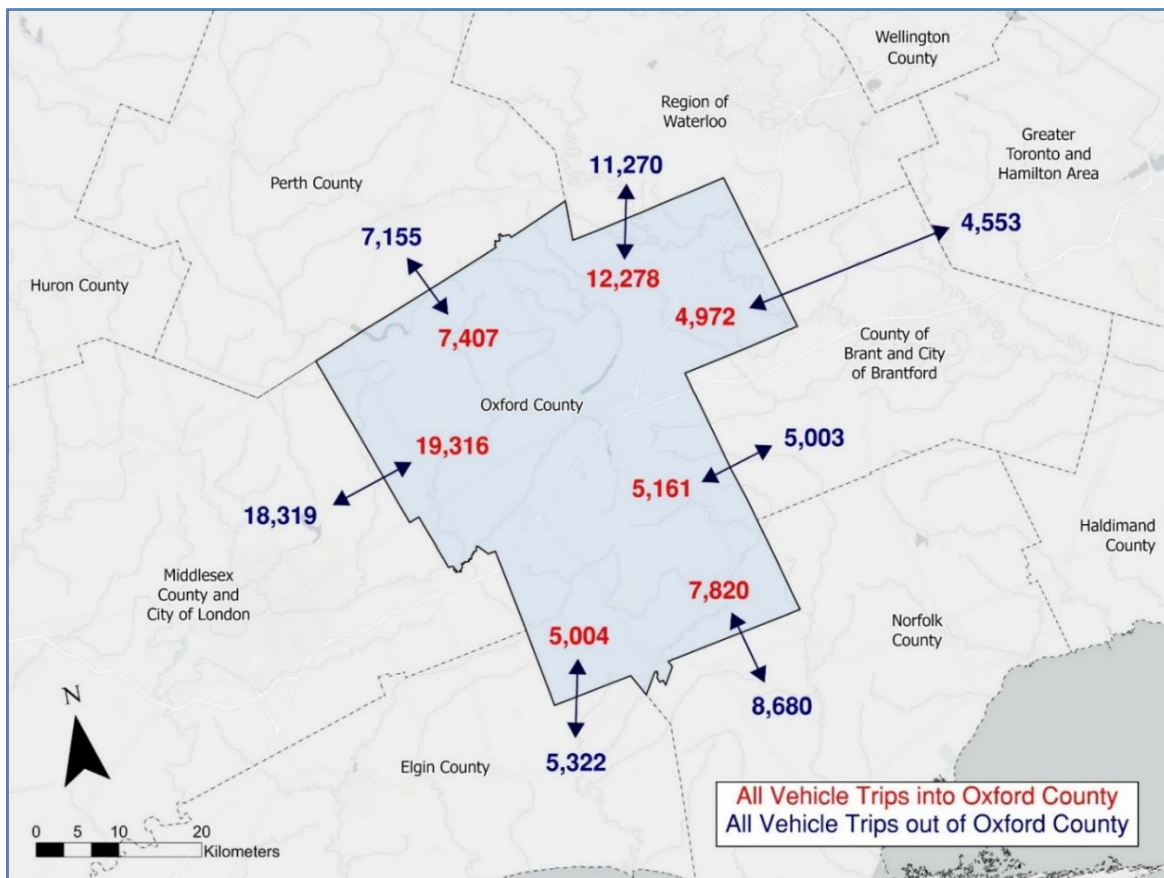


Figure 1 – Inter-Regional Origin and Destination Travel Trends

Of note, most trips that originate in Oxford County end within Oxford County, with the most frequent destinations being the large urban centres of Woodstock, Ingersoll and Tillsonburg. The most frequent destinations for trips originating in Oxford County that are destined outside the County are Middlesex County, the Region of Waterloo, and Norfolk County.

The same pattern is observed when reviewing the trip patterns where Oxford County is the destination. The most frequent origin of trips destined for Oxford County from within the County start in the urban centres. For trips destined for Oxford County which begin outside the County, the same surrounding municipalities of Middlesex County, the Region of Waterloo and Norfolk Counties have the highest trips originating in them.

These findings serve to further justify the importance of transportation system connectivity across all municipalities within Oxford County as well as inter-regionally.

Transportation Mode Share

The 2021 Census provided the most recent mode share figures, and indicates the auto/ single driver comprises the majority of trips, while carpooling/work from home (transportation demand management), walking/cycling (active transportation) and bus/rail (public transit) make up the remaining portion of trips.

However, given the impacts of the COVID-19 pandemic and ongoing stay at home restrictions, the share of work from home (WFH) has notably increased in recent years. For use in the TMP's future network assessment, and to establish a baseline for mode share moving forward, a revised rate was developed which considered the lifting of COVID-19 restrictions and the partial return to pre-pandemic travel patterns with more people returning to the office, while also reflecting the new normal of an increase in hybrid work. The 2024 TMP baseline transportation mode share is shown below in Figure 2.

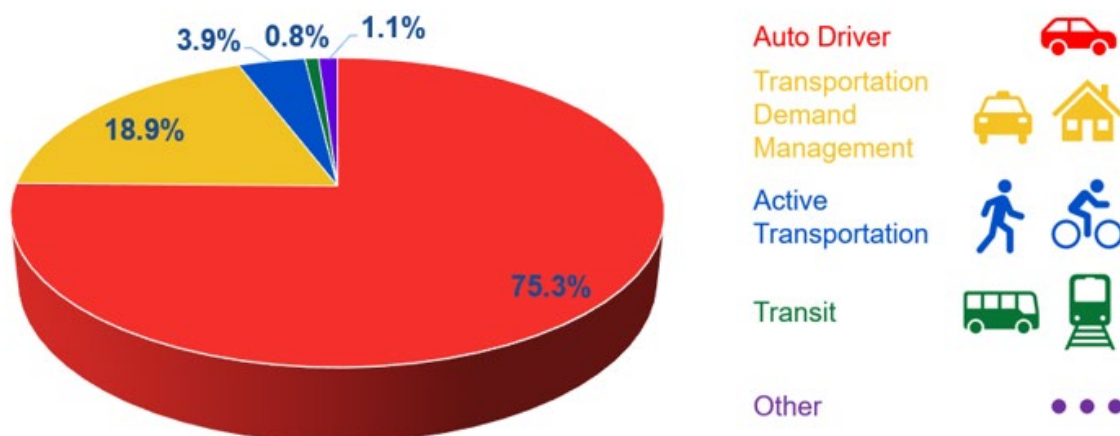


Figure 2 – 2024 Transportation Mode Share Baseline

Of note, transportation demand management and active transportation mode choices in Oxford County have been reasonably effective in reducing the demand for single vehicle auto trips. The degree of carpooling is similar to many neighbouring municipalities while the active transportation mode share is consistent with that of other municipalities comprised of rural and smaller urban areas. Bus and rail public transit opportunities continue to struggle as a viable transportation mode option due to affordability, inadequate service frequency and routing, and lack of inter-community connectivity.

As part of the 2024 TMP, the County has set a strategic target to achieve a 4.8% reduction for auto/single driver mode share by 2046. Corresponding increases in mode shares for active transportation and bus/rail public transit are envisioned to support this target goal. The County's 2046 mode share targets are included below in Figure 3.

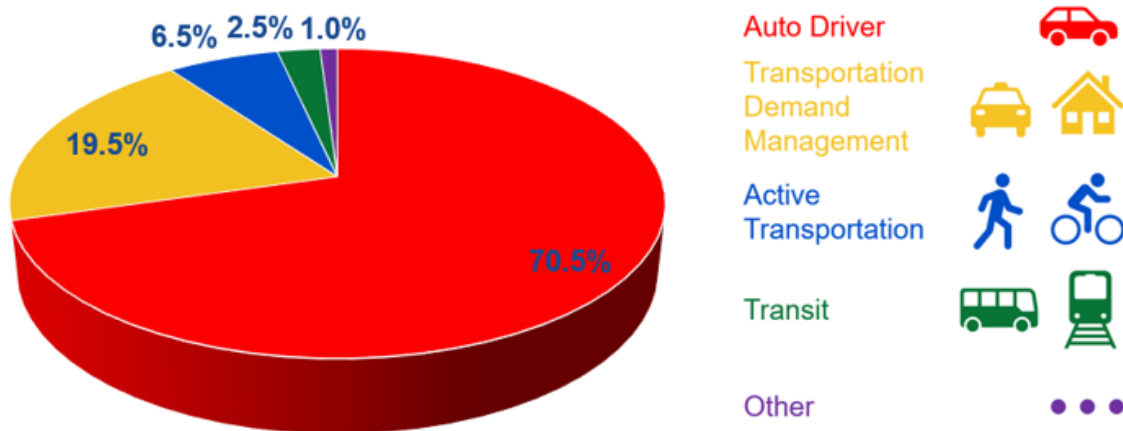


Figure 3 – 2046 Transportation Mode Share Targets

Preferred TMP Strategy to 2046

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

From this analysis, a preferred TMP strategy and multi-year implementation plan (2024 to 2046) was developed. The preferred TMP strategy to 2046 is envisioned to promote multi-modal mobility and the long term sustainability of the overall transportation system.

A high-level executive summary of the draft 2024 TMP strategies, associated key actions and implementation plan is provided in Attachment 1. The complete final draft 2024 TMP Report can be viewed on the project webpage at <https://speakup.oxfordcounty.ca/2024tmp>.

The preferred TMP includes, but is not limited to, the following key strategies and their corresponding initiatives:

i) Road Network Strategy

- Ongoing implementation of Road Infrastructure Improvements (road widening/urbanization, intersection upgrades, bridge and culvert replacements, railway crossing enhancements, etc.) and studies (network performance studies, intersection feasibility studies, Class EA studies etc.);
- Maximizing road safety through continued speed management and traffic calming, collision database monitoring, community safety zones;
- Ongoing initiatives to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, etc.) in order to reduce future travel demand and potential need for road widenings/expansions; and
- Continued monitoring of the County road network to ensure adequate Traffic Control and Levels of Service are provided.

ii) Active Transportation Strategy

- Expanding cycling infrastructure through implementation of the 2021 Cycling Master Plan (including ongoing provisions for wider asphalt platform for on-road cycling as part of regular road resurfacing programs);
- Expanding and focusing on creating enhanced pedestrian infrastructure; and
- Updating the 2014 Trails Master Plan.

iii) Goods Movement Strategy

- Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity;
- Ongoing advocacy support for regional coordination of freight rail and strategic investments; and
- Developing a Goods Movement Strategy including a goods priority network.

iv) People Movement Strategy

- Ongoing implementation of County-wide Speed Management, Traffic Calming and Road Safety Program;
- Ongoing advocacy support for integrated Intra-Regional and Inter-Regional Public Transportation System for intercommunity bus network and enhanced commuter rail service; and
- Enhancing mobility through planning of mobility hubs and service integration.

iv) Transportation System Sustainability and New Technologies Strategy

- Ongoing implementation of Low Carbon Transportation alternatives (electric vehicle charging stations, alternative fuel vehicles, autonomous vehicles, etc.); and
- Consideration of Green Infrastructure and Technology practices (roundabout intersection improvements, Cold-in-Place asphalt resurfacing, Warm Mix asphalt, reclaimed concrete and asphalt).

Conclusions

The future demand on the County's transportation network will increase as the County continues to grow. The 2024 TMP identifies a number of road network improvements, policies, initiatives, and strategies that will further enhance the existing transportation network, promote transportation demand management and active transportation, and support effective, efficient, and sustainable movement of goods and people into and throughout the County.

SIGNATURES

Report Author:

Original signed by

Ryan Vink, P.Eng.
Project Engineer

Departmental Approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENT

Attachment 1: Draft 2024 Transportation Master Plan Executive Summary (2024 to 2046)

Executive Summary

Introduction

Connecting Oxford 2024, Oxford County's Transportation Master Plan (TMP), is a strategic long-term planning document that outlines and defines policies, programs and infrastructure improvements needed to manage both existing and future transportation demands to the year 2046.

The plan is an update to the 2019 TMP and was developed within the context and builds upon the foundation of several key planning documents including, but not limited to:

- Oxford County Official Plan (1995, as amended)
- Oxford County Phase One Comprehensive Review (2020)
- Oxford County Strategic Plan (2020)
- Provincial Policy Statement (2022)
- Cycling Master Plan (2021)
- Trails Master Plan (2014)
- Renewable Energy Action Plan (2022)
- Asset Management Plan (2022)
- Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario (2020)
- New Directions – Advancing Southwestern Ontario's Public Transportation Opportunities (2016)
- Empowering Ontario's Short Line Railways (2017)
- Steel Corridors of Opportunity – Maximizing the Benefits of Southwestern Ontario's Freight Railways (2018)
- SouthwestLynx – Integrated High-Performance Public Transportation for Southwestern Ontario (2018)

The multi-modal TMP focuses on supporting different modes of transportation (i.e., public transportation, passenger/freight rail, automobiles, cycling, walking, etc.) with infrastructure and policy provisions to support freight/goods movement, agriculture mobility, corridor access management and low-carbon transportation, in order to support a safe, effective, and sustainable transportation network.

Vision and Strategic Objectives

Connecting Oxford 2024 is guided by the following **Vision Statement**:

From 2024 to 2046, Oxford County will be supported by a transformative transportation system to lead and achieve sustainable and efficient outcomes and benefits, while promoting a safe, efficient, and sustainable multimodal transportation network to move people and goods into and throughout the County, including access and connections to opportunities and essential services, while improving mobility for all types of road users and communities.

The following **Strategic Objectives** have guided the development of the 2024 TMP and are strongly reflected in its final policies, programs, and recommendations:

- Achieve effective integration of transportation planning, growth management and land use planning to develop a Transportation Strategy that accommodates growth and change to 2046, and that effectively supports land use objectives as defined in County Official Plan Update (currently underway) and other existing and ongoing planning initiatives;
- Develop a practical and financially achievable implementation plan that supports **all modes of travel** within the County's transportation system (e.g., walking, cycling, driving, commuter/freight rail, agricultural machinery, local/intercommunity transit) while promoting economic, social, and environmental sustainability;
- Recommend measures for promoting **safer transportation** and **healthy communities**;
- Minimize conflict between non-local and local traffic by defining a hierarchy of roads within the County that moves people and goods throughout the County efficiently;
- Provide a forum for input and awareness with **the public** and **Area Municipalities** for transportation system initiatives; and
- Identify transportation demand management strategies to **reduce single occupant vehicle trips** (transit, active transportation, carpooling, work from home) to achieve the 2046 mode share target shown below in **Figure ES.4**.

Plan Development

Preparation of the 2024 TMP followed the Municipal Class Environmental Assessment (Class EA) Master Plan process. The TMP serves to satisfy Phases 1 (identify the problem) and 2 (identify alternative solutions to the problem) of the five-phase Municipal Class EA planning and design process. Project-specific investigations may be required to satisfy the Municipal Class EA requirements (Phases 3 & 4) before implementation of each individual project (i.e. Schedule C Class EA Studies).

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

In keeping with the principles of environmental assessment, the development of the 2024 TMP included a comprehensive and inclusive consultative process involving the residents, businesses and stakeholders of the County and its Municipalities; representatives of County and Area Municipal staff; agencies of the Provincial and adjacent Municipal governments; Conservation Authorities; Indigenous Communities; and other interest groups.

Existing and Future Conditions

Oxford County has a diverse transportation system which supports residents, commuters and goods movement. The road network consists of several Provincial Highways, County Roads (arterial roads), and Local Roads (under the jurisdiction of the Area Municipalities), all of which provide the foundation for vehicular traffic, active transportation, goods movement, and transit operations (Woodstock Transit, T:Go). The County has an established off-road trails system providing further active transportation and recreational opportunities.

Main/Class 1 rail (CP, CN) and Short line rail (OSR, Gio Rail) through the County provides vital freight goods movement. VIA Rail also utilizes the main freight rail lines to offer inter/intra-regional passenger rail transit to local and neighbouring residents. Tillsonburg Regional Airport is a Canada Customs Airport of Entry, welcoming international flights handling general aviation aircraft up to 15 passengers and serves flight training providers, flying clubs, private and corporate aircraft, Emergency Medical Services (EMS), and Canadian Military aircraft.

The existing County travel patterns were derived through a review of *StreetLight* data and the 2021 Census. Due to the COVID-19 Pandemic, work from home (WFH) within the Transportation Demand Management had notably increased in the 2021 Census mode share data. For use in the future network assessment and to establish a baseline for mode share moving forward, a revised rate was developed which takes into consideration the lifting of COVID-19 restrictions and the partial return to pre-pandemic travel patterns as hybrid work has become the new normal. The updated 2024 mode share is displayed below in **Figure ES.1**.

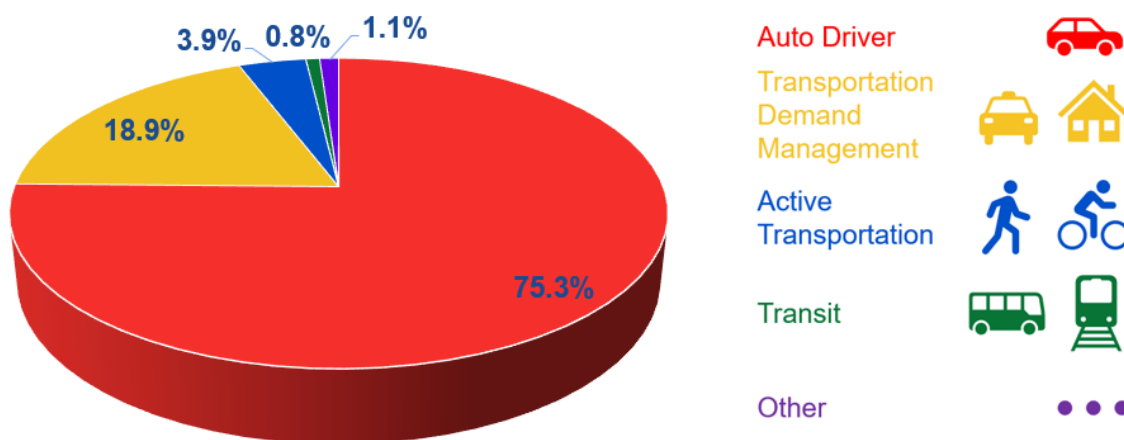


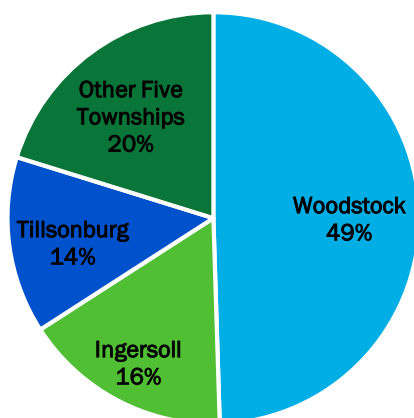
FIGURE ES.1: 2024 TRANSPORTATION MODE SHARE

Future demand on the County's transportation network is expected to increase as the County grows. The County has seen large population growth between 2016-2021, almost doubling its growth rate from 2011-2016. This growth is expected to continue, as recent forecasts project the County to add approximately 33,000 more residents and 15,000 more jobs between 2024 and 2046. Analyses were conducted to review the impact of the projected population and employment growth on Oxford's transportation network.

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

Figure ES.2 summarizes the trip origins and destinations for Oxford County residents. The charts indicate the largest trip origins and destinations are in/to Woodstock and approximately 90% of resident trips are to within the County. The remaining 10% of resident trips are to other municipalities.

County Resident Trip Origins



County Resident Trip Destination

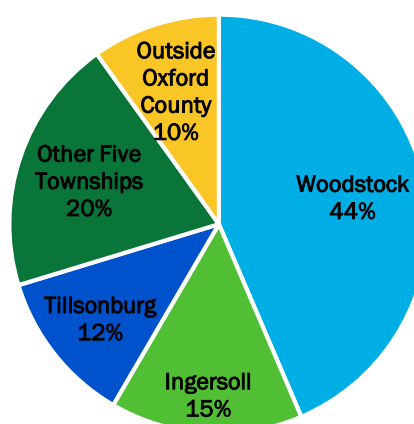
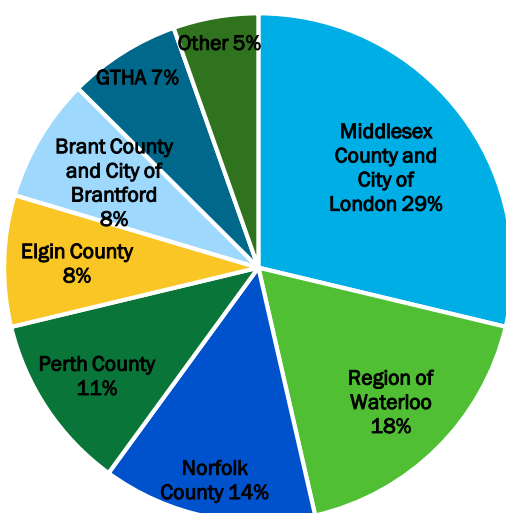


FIGURE ES.2: COUNTY RESIDENT TRIP ORIGINS AND DESTINATIONS

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

Inbound Trip Origins



Inbound Trip Destinations

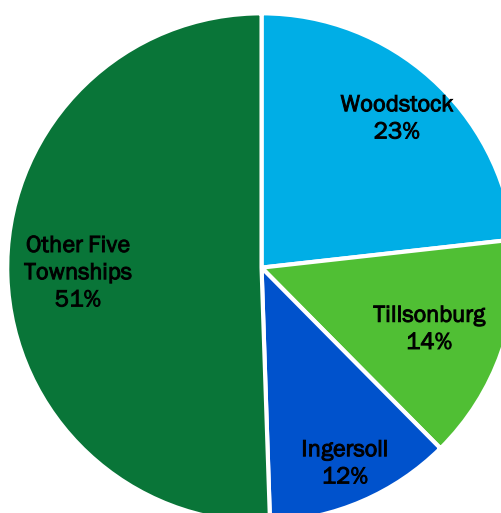


FIGURE ES.3: INBOUND TRIP ORIGINS AND DESTINATIONS

Public Engagement

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

- Notice of Study Commencement in March 2022;
- News releases, radio ads, and social media posts;
- Two virtual Public Consultation Centres, in September 2022 and March 2023
- Six in person consultation events at Canada's Outdoor Farm Show in Woodstock (September 2022), Ribfest in Tillsonburg (September 2022), Ingersoll Town Council Chambers (September 2022, March 2023), Oxford Council Chambers in Woodstock (March 2023), and Tillsonburg Council Chambers (March 2023);
- Updates and references to the study through the Oxford County website and "Speak-Up Oxford";
- Two surveys and interactive maps; and
- Six advisory committee meetings with the Internal Technical Review Committee (InTAC) (March 2022, February 2023), External Technical Review Committee (ExTAC) (March 2022, February 2023), and Economic Development Committee (EcDev) (April 2022, April 2023).

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

Preferred Transportation Strategy to 2046

While previous mode share targets identified in the 2019 TMP have already been achieved, the 2024 TMP preferred transportation strategy continues to focus on increasing the share of sustainable modes of transport. Of note, the 2024 TMP has seeking to achieve further increases to the active transportation and transportation demand management mode shares while furthering reducing reliance on single occupancy vehicle (auto driver) mode share as shown in **Figure ES-4**.

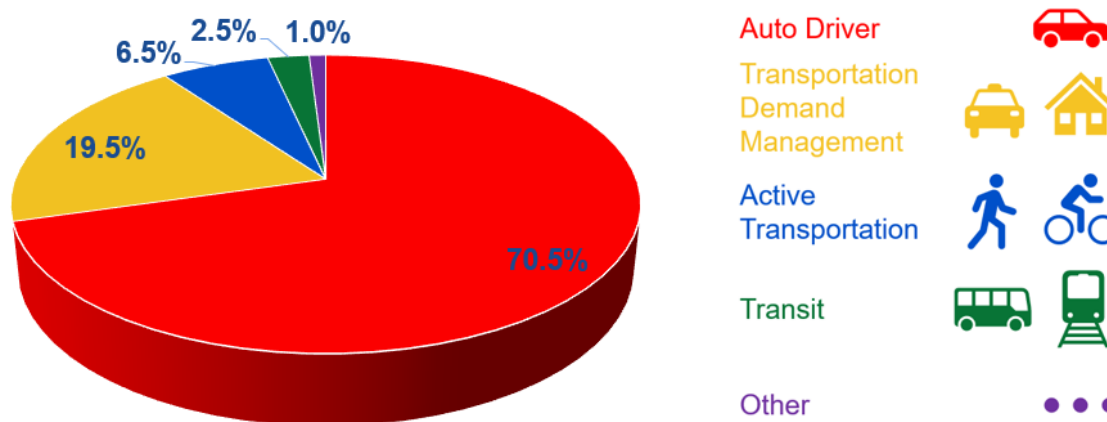


FIGURE ES.4: 2046 MODE SHARE TARGETS

Several alternative solutions to address the future demands on the County's transportation network were evaluated against environmental, social, economic and transportation service criteria. From this analysis, a preferred TMP strategy and implementation plan to 2046 was developed which includes, but is not limited to, the following initiatives:

- **Road Network Strategy**
 - Ongoing implementation of Road Infrastructure Improvements (road widening/urbanization, intersection upgrades, bridge and culvert replacements, railway crossing enhancements, etc.) and Studies (network performance studies, intersection feasibility studies, Class EA studies etc.).
 - Maximizing road safety through continued speed management and traffic calming, collision database monitoring, community safety zones
 - Ongoing initiatives to promote Transportation Demand Management (carpooling, telecommuting, flexible work hours, etc.) in order to reduce future travel demand and potential need for road widenings/expansions.
 - Continued monitoring of the County Road network to ensure adequate Traffic Control and Levels of Service are provided.
- **Active Transportation Strategy**
 - Expanding cycling infrastructure through implementation of the 2021 Cycling Master Plan (including ongoing provisions for wider asphalt platform for on-road cycling as part of regular road resurfacing programs).
 - Expanding and focusing on creating enhanced pedestrian infrastructure.
 - Updating the 2014 Trails Master plan.

- **Goods Movement Strategy**
 - Ongoing infrastructure provisions to accommodate transport trucks and agricultural machinery while promoting accessibility and route connectivity.
 - Ongoing advocacy support for regional coordination of freight rail and strategic investments.
 - Developing a Goods Movement Strategy including a goods priority network.
- **People Movement Strategy**
 - Ongoing implementation of County-wide Speed Management, Traffic Calming and Road Safety Program.
 - Ongoing advocacy support for integrated Intra-Regional and Inter-Regional Public Transportation System for intercommunity bus network and enhanced commuter rail service.
 - Enhancing mobility through planning of mobility hubs and service integration.
- **Transportation System Sustainability and New Technologies Strategy**
 - Ongoing implementation of Low Carbon Transportation alternatives (electric vehicle charging stations, alternative fuel vehicles, autonomous vehicles, etc.).
 - Consideration of Green Infrastructure and Technology practices (roundabout intersection improvements, Warm Mix asphalt, reclaimed concrete and asphalt).

Implementation

The 2024 TMP is the overarching strategic document that provides a framework for how Oxford County will address its transportation needs to the year 2046. It describes, anticipates, and plans for the movement of people and goods in a multi-modal, accessible transportation system. The TMP is not a provincially legislated document, and therefore has no statutory authority. That authority is provided through the Oxford County Official Plan by incorporating the main policy directions of the TMP.

The primary purpose of the TMP is to guide the County's transportation related decision making and provide direction for its discussions and negotiations with other agencies and governments. In addition, the TMP is not just a plan of infrastructure actions. It provides the policy framework on which to make operational decisions for the County and the respective projects identified in the transportation master plan implementation program will provide a baseline for Oxford County's future capital budgets.

To assist in guiding the County in implementing the road infrastructure improvements, policy and advocacy plans recommended in the TMP, an implementation plan with suggested timing for the various projects and initiatives has been developed. The implementation plan is broken down by major category and can be seen in **Table ES.1** to **Table ES.11**.

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

TABLE ES.1: IMPLEMENTATION PLAN – ANNUAL CAPITAL PROGRAMS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	Guide Rail Installation	✓	✓	✓
Countywide	Pedestrian Crossings	✓	✓	✓
Countywide	Intersection Illumination	✓	✓	✓
Countywide	Cycling Infrastructure	✓	✓	✓
Countywide	Road Rehabilitation and Resurfacing	✓	✓	✓
Countywide	Bridge Misc. Repairs per Needs Study/OSIM	✓	✓	✓
Countywide	Crack Sealing	✓	✓	✓
Countywide	Urban Storm Sewer	✓	✓	✓
Countywide	Rural Storm Sewer	✓	✓	✓
Countywide	Retaining Walls	✓	✓	✓
Countywide	Traffic Signals	✓	✓	✓
Countywide	Traffic Calming	✓	✓	✓

TABLE ES.2: IMPLEMENTATION PLAN – MAJOR ROAD RECONSTRUCTION / REHABILITATION

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 3 (Road part of Princeton Drainage Project includes Urbanization)	✓		
Woodstock	Oxford Road 9 (Oxford Road 2 to #226 Ingersoll Road) - Phase 2 *	✓		
Zorra	Oxford Road 16 (from 31st Line to Kintore) - Phase 2	✓		
Zorra / Norwich	Oxford Road 19 (Highway 19 to Norfolk County Border)		✓	
Tillsonburg	Oxford Road 53 (Brock Street E to Highway 19)			✓
Woodstock	Oxford Road 59 (Dundas Street to Henry Street)			✓
Woodstock	Oxford Road 35 (Oxford Road 59 to Oxford Road 54) *	✓		
Woodstock	Oxford Road 35 (Oxford Road 54 to Lansdowne Avenue) *		✓	

Note: * - The project will include the implementation of the cycling facility of the Primary Network as identified in the Cycling Master Plan

TABLE ES.3: IMPLEMENTATION PLAN – ROAD URBANIZATION

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Woodstock	Oxford Road 35 (Woodall Way to Oxford Road 4)		✓	
Ingersoll	Oxford Road 9 / King Street (Oxford Road 10 to Town Limits) ⁽¹⁾	✓		
Blandford-Blenheim	Oxford Road 22 / Oxford Road 8 (in the village of bright)		✓	
Norwich	Oxford Road 59 (within the village of Burgessville)	✓		

Note: (1) - The project should include coordination with an improvement identified in the County's 2024 W/WW MP.

TABLE ES.4: IMPLEMENTATION PLAN – BRIDGE / CULVERT REHABILITATIONS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	2024 Design (2026 Construction)	✓		
Countywide	2025 Design (2027 Construction)	✓		
Countywide	2026 Design (2028 Construction)	✓		
Countywide	2027 Design (2029 Construction)	✓		
Countywide	2028 Structures: 843927, 856645, 816765, 324873, 593175 & 963929	✓		
Countywide	2028 Design (2030 Construction)	✓		
Countywide	2029 Structures: 596279, 596020, 684656, 842608, 376551 & 686115		✓	
Countywide	2029 Design (2031 Construction)		✓	
Countywide	2030 Structures: 816111, 684200, 195840, 885646, 465125 & 975130 (Boundary)		✓	
Countywide	2030 Design (2032 Construction)		✓	
Countywide	2031 Structures: 922773, 927566, 263226, 375488, 886117 & 592540		✓	
Countywide	2031 Design (2033 Construction)		✓	
Countywide	2032 Structures: 884114, 595880, 375739, 565718, 375770, 375806, & 985320 (Boundary)		✓	
Countywide	2032 Design (2034 Construction)		✓	
Blandford-Blenheim	Culvert Rehab. 686444 - OR 2, 1.7km E of 22 (Boundary)	✓		
Blandford-Blenheim	Bridge Rehab. 686843 - OR2, 1.3km W of 3 (Boundary)	✓		
Blandford-Blenheim	Culvert Repl. 687425 - OR 2, 4.35km E of 25 (Boundary)	✓		
Blandford-Blenheim	Culvert Rehab. 715213 - OR 4, 0.75km N of 35	✓		
Blandford-Blenheim	Bridge Rehab. 805907 - OR 29, 0.3km E of 4	✓		
Blandford-Blenheim	Culvert Rehab. 886609 - OR 8, 2.7km E of 22	✓		
Norwich	Bridge Rehab. 774050 - OR 14, 3.2km N of 21	✓		
Norwich	Culvert Rehab. 684802 - OR 2, 0.4km W of 30	✓		
Norwich	Culvert Rehab. 814230 - OR 22, 0.3km N of Gunn's Hill Rd (Boundary)	✓		
Norwich	Bridge Rehab. 225536 - OR 19/Main St, 2.1km W of 59	✓		

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Bridge Rehab. 773216 - OR 59, 0.15km S of 18	✓		
Norwich	Bridge Rehab. 813810 - OR 22, 0.5km N of 21 (Boundary)	✓		
Norwich	Bridge Rehab. 814010 - OR 22, 0.5km S of Substation Rd (Boundary)	✓		
South-West Oxford	Bridge Rehab. 224538 - OR 19, 2.8km E of 19	✓		
South-West Oxford	Culvert Repl. 263548 - OR 27, 0.1km E of 10	✓		
Woodstock	Bridge Rehab. 59755 - OR 59, 0.4km N of 35	✓		
Zorra	Culvert Repl. 194950 - OR 119, 0.5km S of 2	✓		
Zorra	Bridge Rehab. 843613 - OR 16, 0.01km E of 31st Ln, with stream realignment	✓		
Zorra	Bridge Rehab. 682935 - OR 2, 0.15km E of 119	✓		
Zorra	Bridge Rehab. 784064 - OR 33, 0.4 km E of 6	✓		
Zorra	Culvert Repl. 843164 - OR 16, 1.9km E of 119	✓		
Zorra	Bridge Rehab. 374623 - OR 6, 0.1km N of 9	✓		
Zorra	Bridge Rehab. 643977 - OR 16, 0.5km W of 6	✓		
Zorra	Culvert Repl. 682563 - OR 2, 0.13km E of Cobble Hill Road (Boundary)	✓		

TABLE ES.5: IMPLEMENTATION PLAN – CYCLING INFRASTRUCTURE

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Woodstock / East Zorra-Tavistock	Oxford Road 4 from Oxford Road 35 to Oxford Road 29	✓		
Blandford-Blenheim	Oxford Road 29 from Oxford Road 4 to Oxford Road 36	✓		
Blandford-Blenheim	Oxford Road 36 from Oxford Road 29 to Piper St			✓
Norwich	Oxford Road 13 from Oxford Road 59 to Trans Canada Trail		✓	
South-West Oxford	Oxford Road 9 from Woodstock to Ingersoll	✓		
Woodstock / East Zorra-Tavistock	Oxford Road 17 from Hickson Trail to Oxford Road 4		✓	
East Zorra-Tavistock	Oxford Road 59 from Oxford Road 8 to Oxford Road 24		✓	
East Zorra-Tavistock	Oxford Road 24 from Oxford Road 59 to Punkeydoodles Ave	✓		
Woodstock	Oxford Road 59 from Hickson Trail to Oxford Road 35		✓	
Woodstock	Oxford Road 54 / Oxford Road 59 from Oxford Road 35 to Juliana Drive		✓	
Zorra	Oxford Road 6 from Oxford Road 28 to Oxford Road 8			✓
Zorra	Oxford Road 8 from Oxford Road 6 to Hickson Trail			✓
Zorra	Oxford Road 10 from Oxford Road 20 to Oxford Road 119			✓
Norwich	Oxford Road 59 from Oxford Road 54 to Oxford Road 13			✓
Zorra	Oxford Road 119 from Oxford Road 7 to Oxford Road 28			✓

TABLE ES.6: IMPLEMENTATION PLAN – UNDERTAKE INTERSECTION UPGRADES / IMPROVEMENTS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 8 & Oxford Road 36 (Roundabout) – Boundary Waterloo Led	✓		
Woodstock	Oxford Road 15 & Springbank Avenue – North Right Turn Lane	✓		
Norwich	Oxford Road 59 & Palmer, Oxford 59 & Tidey – Turning Radius Improvements	✓		
Zorra	Oxford Road 6 & Oxford Road 16 – Overhead Flashing Lights	✓		
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 28 – Overhead Flashing Lights	✓		
Zorra	Oxford Road 2 & Middleton Street – Signalization and Turning Lanes		✓	
Woodstock	Oxford Road 59 & Pattullo Avenue – Realignment (City of Woodstock Led)	✓		
Woodstock	Oxford Road 12 (Mill St) and Oxford Road 2 (Dundas St.) - Phase 2 – North Right Turn Lane		✓	
Tillsonburg	Oxford Road 20 (North Street) & Oxford Road 53 (Tilson Avenue) – Signalization ⁽¹⁾	✓		
Woodstock	Oxford Road 12 & Juliana Drive – Roundabout		✓	
Woodstock	Oxford Road 12 & Athlone Avenue – Roundabout		✓	
East Zorra-Tavistock	Oxford Road 24 & Oxford Road 5 (Punkydoodles) – Study to be completed at end of 2023	✓		
Woodstock	Oxford Road 4 & Oxford Road 2 – Duel Left Turn Lane		✓	
Norwich	Oxford Road 2 & Oxford Road 55 (Township 53) – Roundabout	✓		
Ingersoll	Oxford Road 10 & Thomas Street – Signalization			✓
Ingersoll	Oxford Road 10 & Oxford Road 9 – Signalization			✓
Ingersoll	Oxford Road 10 & Union Road – Signalization			✓

Note: (1) - The project should include coordination with an improvement identified in the County's 2024 WWW MP.

TABLE ES.7: IMPLEMENTATION PLAN – UNDERTAKE INTERSECTION CONTROL FEASIBILITY STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Oxford Road 13 & Oxford Road 18		✓	
Blandford-Blenheim	Oxford Road 29 & Oxford Road 36		✓	
South-West Oxford	Oxford Road 6 & Oxford Road 9		✓	
East Zorra-Tavistock	Oxford Road 59 & Oxford Road 24		✓	
Woodstock	Oxford Road 35 & Springbank Avenue	✓		
Woodstock	Oxford Road 54 & Oxford Road 35			✓
Woodstock	Oxford Road 15 & Oxford Road 12		✓	
Zorra	Oxford Road 2 & Oxford Road 6			✓
Zorra	Oxford Road 6 & Oxford Road 33	✓		
Zorra	Oxford Road 28 and Oxford Road 6	✓		
East Zorra-Tavistock	Oxford Road 60 and Oxford Road 33	✓		
South-West Oxford	Oxford Road 6 and Karn Road	✓		
East Zorra-Tavistock	Oxford Road 8 and Oxford Road 60			✓
Zorra	Oxford Road 119 and Oxford Road 2		✓	
Ingersoll	Oxford Road 10 and Thompson Road			✓
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49	✓		
Woodstock	Oxford Road 9 & Oxford Road 2		✓	

TABLE ES.8: IMPLEMENTATION PLAN – UNDERTAKE OTHER INFRASTRUCTURE PROJECTS

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Blandford-Blenheim	Oxford Road 3 - (Drain part of Princeton Drainage Project by Township of BB)	✓		
Ingersoll	Railway Crossing Upgrades (add Gates) – Oxford Road 10			✓
Ingersoll	Railway Crossing Upgrades (add Gates) – Oxford Road 9			✓

TABLE ES.9: IMPLEMENTATION PLAN – TRANSPORTATION PLANS, CONDITION ASSESSMENTS AND OTHER STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Countywide	Transportation Master Plan	✓	✓	✓
Countywide	Transportation Development Charges Technical Study	✓	✓	✓
Countywide	Road Needs Study	✓	✓	✓
Countywide	Cycling Master Plan	✓	✓	✓
Countywide	Trails Master Plan	✓		✓
Countywide	Goods Movement Priority Network Study	✓		
Countywide	Grade Level Crossing Assessment		✓	

TABLE ES.10: IMPLEMENTATION PLAN – UNDERTAKE CLASS EA STUDIES

Location	Action / Extent	Implementation Horizon		
		2024-28	2029-33.	2034-46
Norwich	Oxford Road 18 (Oxford Road 13 to Highway 19)	✓		
Tillsonburg / South-West Oxford	Oxford Road 20 (Tillsonburg to Brownsville) *		✓	
Blandford-Blenheim	Oxford Road 22 (Oxford Road 22 to Oxford Road 21/New Dereham Road)			✓
Zorra	Oxford Road 28 (Oxford Road 119 to Oxford Road 5) *	✓		
Norwich	Oxford Road 14 (Oxford Road 15 to Oxford Road 59)		✓	
Blandford-Blenheim	Oxford Road 36 (Oxford Road 47 to Oxford-Waterloo Road)			✓
Woodstock	Oxford Road 4 & Oxford Road 15 Intersection, Oxford Road 4 Realignment	✓		
Tillsonburg	Oxford Road 53 (Brock Street E to Highway 19)		✓	
Tillsonburg	Oxford Road 53 (Oxford Road 20 to Brock Street E)		✓	
Ingersoll	Oxford Road 119 (Clarke Road to Highway 401)	✓		
Woodstock	Oxford Road 59 (Dundas Street to Henry Street)			✓
Woodstock	Oxford Road 17 (Oxford Road 59 to Oxford Road 4), Oxford Road 17 & Oxford Road 4 Intersection	✓		
East Zorra-Tavistock	Oxford Road 60 (Oxford Road 8 to Oxford Road 4), Oxford Road 60 & Oxford Road 4 Intersection	✓		
Tillsonburg	Oxford Road 51 (Highway 19 to Mall Road)			✓
Norwich	Oxford Road 13 / Oxford Road 46 / Oxford Road 49			✓
Woodstock	Grade Separation - Oxford Road 59 and CNR		✓	
Woodstock	Grade Separation - Oxford Road 9 and CNR		✓	

Note: * - The project will include the implementation of the cycling facility of the Primary Network as identified in the Cycling Master Plan

TABLE ES.11: IMPLEMENTATION PLAN – POLICIES AND INITIATIVES

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Road Network	Maximizing Road Safety	Speed Management & Traffic Calming	Continue Speed Management, Traffic Calming and Road Safety Programs	Ongoing		
			Expand Program to include Intersection Safety Improvements	✓		
		Collision Database	Continue to update and maintain the Collision Database	Ongoing		
			Perform a Yearly Review to inform the Location Identified for Safety Measure Improvements	Ongoing		
		Roundabout Implementation	Consider roundabout implementation as an alternative to traditional signalization	Ongoing		
		Intersection Control Feasibility Study	Continue monitoring of County intersection functionality through ongoing Intersection Control Feasibility Studies	Ongoing		
		Emergency Detour Routing	Maintain Emergency Detour Routing	Ongoing		
	Maximizing Road Efficiency	Seasonal Load Restrictions	In partnership with the Area Municipalities, consider the potential implementation of automated speed enforcement in accordance with the Safer School Zones Act	✓		
			Consider implementing access management strategies that have reviewed and consider seasonal load restrictions	✓		
		Update the County Road seasonal load restrictions By-Law			✓	
	Road Occupancy Permitting	Consider By-law implementation for enforcement of Road Occupancy Permits			✓	
					✓	
	Railway Crossing Enhancements	Review and Updated Railway Crossings	Review and upgrade railway crossings in accordance with the Transport Canada regulations	Ongoing		
	Accommodating Future Growth	Transportation Demand Management	Continue to promote working from home through engagement with residents and businesses	Ongoing		
			Implement 2024 TMP Active Transportation and People Movement strategies	✓	✓	✓

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Active Transportation		Ridesharing	Expand education and promotion of carpooling and ridesharing as a mode choice in the County	✓		
			Where applicable, support ridesharing programs			
		Carpooling	Advocate to the Ontario Ministry of Transportation and private landowners for the creation of new carpool lots		Ongoing	
			Consider options to provide active transportation and transit facilities at carpool lots		Ongoing	
	Cycling Infrastructure	Expanding Cycling Infrastructure	Coordinate implementation of primary cycling network with planned road rehabilitation program and 2021 CMP prioritization strategy		Ongoing	
	Pedestrian Infrastructure	Expanding Pedestrian Infrastructure	Continue review of existing conditions and network		Ongoing	
			Ensure development and redevelopment plans integrate safe pedestrian infrastructure		Ongoing	
			Implement multi-use paths within road allowances (in lieu of sidewalks where feasible)		Ongoing	
			Ensure new road facilities follow accessible and best practice design guidance		Ongoing	
			Promote direct connections to link communities and important destinations within Oxford County		Ongoing	
			Integrate with other modes		Ongoing	
			Complete safety analysis of existing infrastructure		Ongoing	
		Pedestrian Safety and promotion programs	Establish key partnerships for programs to educate and encourage the public		Ongoing	
			Introduce/ expand use of staggered and/or extended pedestrian phasing at signals		Ongoing	
			Enhance opportunities to deliver information to the public in accessible and east-to-understand manner		Ongoing	
	Streetscape Improvements	Support Streetscape Improvements	Advocate and support Area Municipalities in developing streetscape improvements		Ongoing	
	Trail Infrastructure	Expanding Trail Infrastructure	Facilitate trail development with Area Municipal partners and stakeholders		Ongoing	

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
			Explore options to develop trails with new developments	Ongoing		
			Complete an update to 2014 Trails Master Plan	✓		
	Looking Ahead	Micro Mobility & New Technology Strategy	Monitor the need to develop a micro-mobility and new technology strategy	Ongoing		
	Goods Movement	Supporting Rail Freight	Regional Coordination Strategy	Continue to engage Transport Canada, the Federal Government and its rail agencies (CN, CP) to undertake necessary freight rail enhancements.	✓	
Strategic Investments into Rail Freight Infrastructure			Engage local and regional governments to advocate the Provincial and Federal government to provide funding to address freight rail infrastructure bottlenecks or tax credits for expanded rail sidings, transload, warehousing and distribution facilities.	Ongoing		
			Advocate for the support of short line railways	Ongoing		
Supporting Truck Freight			Goods Movement Strategy	Develop a goods movement priority network	✓	
		Construct truck route roadways to arterial road specifications and provide adequate turning radii and turning lane storage to accommodate freight, aggregate and agricultural vehicles		Ongoing		
		Provide adequate height and width under bridges when constructing new roads or undertaking road rehabilitation to facilitate existing rail services and transport trucks		Ongoing		
		Consider the potential for development of a Freight Multi-modal Facility near the Highway 401/403 corridor, in the Goods Movement Priority Network			✓	
		Review opportunities for truck bypass routes within the Goods Movement Priority Network		✓		
Supporting Agriculture		Agricultural Vehicle Design Considerations	Implement agricultural vehicle supportive design elements when completing road reconstructions and rehabilitations	Ongoing		
People Movement and		Expanding Intercommunity Transportation	Intercommunity Bus Transit	Ongoing support of intercommunity bus transportation and intermodal connections to commuter rail/mobility hubs	Ongoing	

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
Public Transportation		Regional Inter-Community Bus Transit	Advocate for Regional Inter-Community Bus transportation connectivity and integration across Oxford	✓		
		Southwest Community Transit (SCT) Association	Continue to collaborate and promote the coordination and integration of Regional Inter-community bus transportation connectivity amongst SCT Association member municipalities	Ongoing		
	Enhance Commuter Rail	Enhanced Passenger Rail Service	Advocate for enhanced passenger rail service	Ongoing		
			Integrate with local and intercommunity bus transit and ensure adequate first/last mile transportation options	Ongoing		
			Work with Transport Canada, the Federal Government, and its rail agencies (CN, CP) to advocate and support studies which explore Southwestern Ontario passenger rail enhancements	Ongoing		
	Tillsonburg Airport	T:GO Bus Stop	Discuss the potential for a trial T:GO stop at Tillsonburg Airport with the Town of Tillsonburg transit authority	✓		
	Enhancing Mobility	Mobility Hubs	In collaboration with Community Planning and Area Municipalities, consider the designation of the Woodstock and Ingersoll train stations as “Mobility Hubs” to develop specific zoning to create a mixed-use, higher density urban form and increase community connectivity	✓		
			Facilitate integration of existing and future inter-community bus transportation or other modes of local transit at “Mobility Hubs” destinations through coordination with transit authority providers	Ongoing		
	Looking Ahead	Universal Basic Mobility	Promote Universal Basic Mobility through improved active transportation infrastructure, transit oriented development and micro mobility.	Ongoing		
Transportation System Sustainability and New Technology Strategy	Electric Vehicles	Electric Charging Infrastructure	The County will support and facilitate initiatives of Area Municipalities in EV charging implementation and supportive policies	Ongoing		
			The County will support policies to develop EV charging infrastructure across the County	Ongoing		
	Autonomous Vehicles	Autonomous Vehicle Network	Implement AV network to facilitate testing of Level 3 to Level 5 AV as part of the Windsor to Ottawa network	Ongoing		

Theme	Policy or Initiative	Focus Area	Recommendation / Action	Implementation Horizon		
				2024-28	2029-33.	2034-46
		Municipal Alliance for Connected and Autonomous Vehicles in Ontario	Continue to work with the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO) on the development of a larger AVE road network serving Southwestern Ontario	Ongoing		
	Alternative Fuel Sources	Explore Opportunities to Utilize Alternative Fuel Sources	The County should explore opportunities to utilize and/or expand the use of alternative fuels	Ongoing		
	Alternative Road Construction Materials	Explore Opportunities to Utilize Alternative Construction Materials	The County should explore opportunities to utilize and/or incentivize the use of alternative road construction materials in rehabilitation or new projects	Ongoing		
	Looking Ahead	Connected Vehicles	Support Cooperative Truck Platooning Pilot Program	Ongoing		

Municipal Council of the County of Oxford
Council Meeting - Oxford County

Date: Wednesday, July 12, 2023

Moved By: Brian Petrie

Seconded By: David Mayberry

Resolved that County Council receive report PW 2023-32 as information;
And further, that the draft report be circulated to area municipalities requesting their feedback within 75 days (September 25, 2023);
And further, that the draft report be posted to Speak Up Oxford for feedback from the public for 75 days (September 25, 2023);
And further, that all comments received be provided in a report for council's consideration when considering the draft report.

DISPOSITION: Motion Carried

Chloe Senior