middlesex centre

Middlesex Centre

ACTIVE TRANSPORTATION PLAN



October 2026
Final Report

ARCADIS

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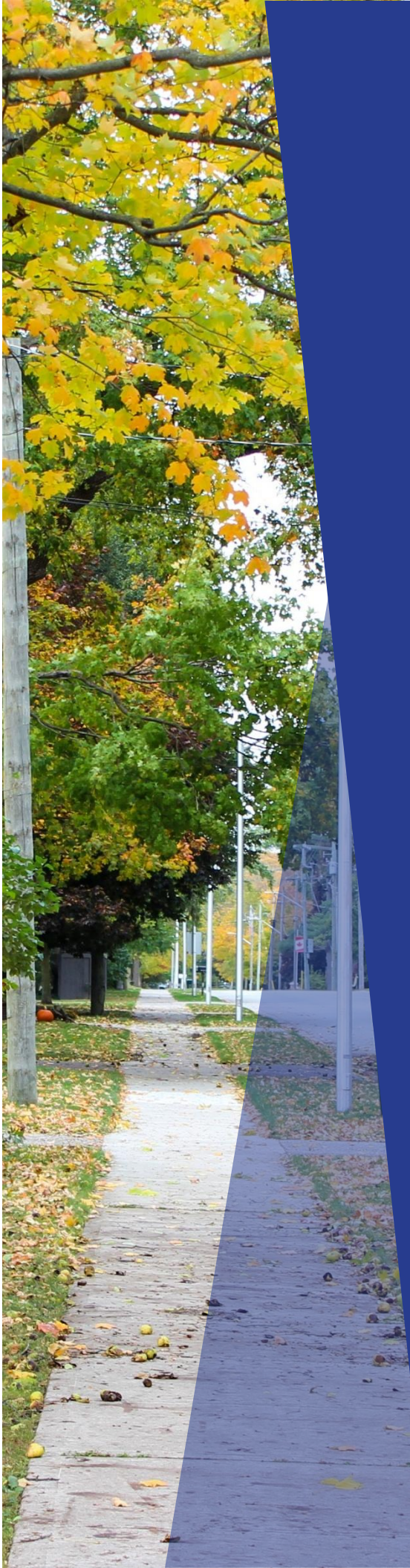
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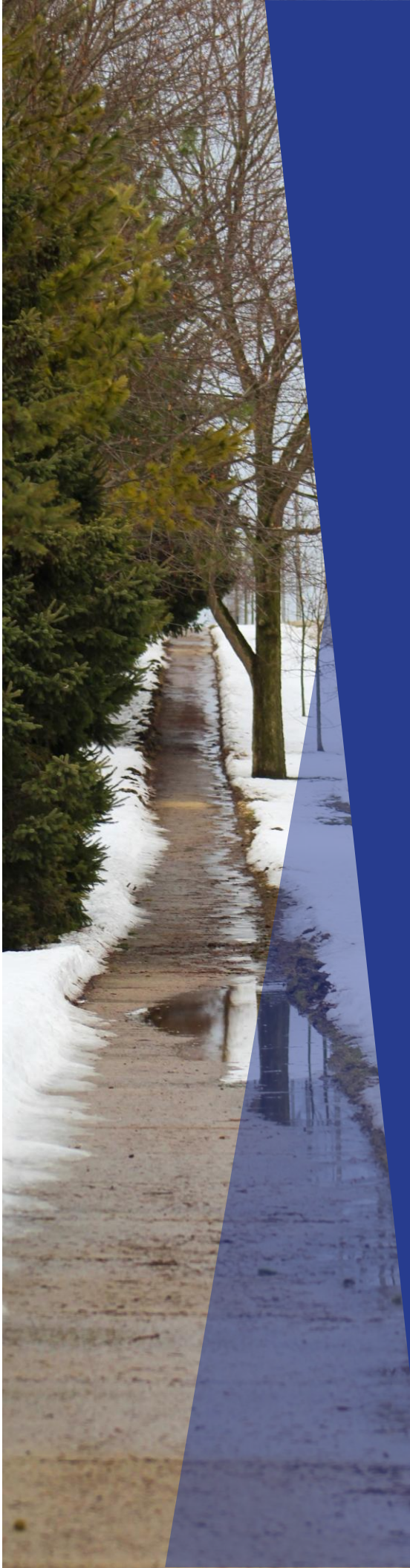
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Preface:
Middlesex Centre Council Resolutions

This Active Transportation Plan has been developed to guide the Municipality of Middlesex Centre in the planning and implementation of active transportation infrastructure over the next 20 years.

On September 16, 2026, a Draft Final version of the Active Transportation Plan, dated June 2026, was presented to Middlesex Centre Council. The following resolutions were **carried** with respect to the Active Transprtation Plan:

> **Resolution # 2026-196**
> THAT the expansion of the Rail Trail as proposed be removed from the active transportation plan;
> AND THAT the expansion of the Rail Trail not be included in any future plans, studies, capital forecasts, or proposals

Specifics of the above resolution are shown on the following page.

> **Resolution # 2026-197**
> THAT the proposed sidewalks for the area of Mill and Margaret St. in Ilderton be removed from the Active Transportation Plan

> **Resolution # 2026-198**
> THAT Report PWE 37-2026 re: Active Transportation Plan be received;
> AND THAT Council adopt the Active Transportation Plan as amended;
> AND FURTHER THAT those amendments include the removal of the proposed sidewalks from the area of Mill and Margaret St. in Ilderton and the removal of the proposed expansion of the Rail Trail and its exclusion from future plans, studies, capital forecasts, and proposals

This Final Report of the Active Transportation Plan reflects the above required amendments, specifically the removal from the Plan's recommendations of the expansion of the Ilderton Rail Trail as well as removal of sidewalks from the area of Mill and Margaret Streets in Ilderton. These amendments include updated discussion, mapping, network extent totals and cost estimates related to the amended recommended active transportation netoworks.

Any reference to the Rail Trail expansion and to sidewalks on Mill and Margaret Streets are retained in this report only for completeness in documenting the analysis and consultation conducted during the study process**.** A brief discussion of the process of considering potential Ilderton Rail Trail expansion is included as Section 5.5, and an analyis of potential Rail Trail alignment options has been moved from Section 5.5 to Appendix D.

Middlesex Centre Council Resolution

Regular Meeting of Council

Agenda Item: 10.1 Active Transportation Plan

Resolution Number: 2026-196

Date: Wednesday, September 16, 2026

Moved by: Councillor Shipley

Seconded by: Councillor Cates

Carried

THAT the expansion of the Rail Trail as proposed be removed from the active transportation plan;

AND THAT the expansion of the Rail Trail not be included in any future plans, studies, capital forecasts, or proposals

For(6)

Mayor DeViet, Councillor Aerts, Councillor Berze, Councillor Cates, Councillor Coles, and Councillor Shipley

Against(0)

Abstain(0)

Conflict(1)

Deputy Mayor Brennan

1 About this Plan

> **Active transportation (AT)**, as defined in the *Provincial Planning Statement, 2024*, "means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed" (Section 8: Definitions).

1.1 Study Context

This Municipality of Middlesex Centre *Active Transportation Plan* (ATP) provides guidance for developing AT-supportive infrastructure over the next 20 years – to 2046 – as part of the municipality's broader multi-modal transportation system. The ATP identifies an interconnected network of sidewalks, pedestrian crossings, cycling facilities and trails across Middlesex Centre, together with design guidance.

The ATP is a long-term strategic plan that builds on the foundation and priorities developed as part of the Municipality's *Transportation Master Plan* (2024), and serves as a comprehensive update of its *Trails Master Plan* (2014). It also seeks to align with the municipality's other policies and plans (see Section 2.2).

The ATP's development included the following technical and engagement steps:



EXISTING CONTEXT AND PRIORITIES – *ENGAGEMENT ROUND 1*

DESIGN GUIDELINES

NETWORK DEVELOPMENT – *ENGAGEMENT ROUND 2*

NETWORK PHASING AND FINAL PLAN

The Plan reflects the collective feedback of the public and stakeholders as gathered through an extensive consultation program conducted previously as part of the Transportation Master Plan study process, as well as during the ATP study itself. Both in-person and virtual engagement activities provided community members the opportunity to share input and shape recommended actions and priorities.

1.2 The Role and Benefits of Active Transportation

Active transportation provides many quality-of-life benefits for residents and visitors:

- **Increased Access:** Provides people of all ages and abilities (AAA) with the means to travel to activities and opportunities, supporting those who cannot drive or choose not to drive.
- **Enhanced Community Connectivity:** Increases connectivity within and between communities, while also promoting community engagement, social interaction and exploration; active transportation infrastructure helps shape healthy, vibrant and sustainable communities.
- **Improved Health:** Provides an enjoyable way to be physically active; increasing daily physical activity increases personal physical and mental health and reduces the risk of chronic disease.
- **Reduced Road Congestion:** Takes up much less space than motorized vehicles (in particular single-occupant passenger vehicles); switching from driving to walking or cycling when feasible reduces the number of cars on the road, especially in busy urban centres and settlement areas.
- **Strengthened Economy:** Contributes to the vibrancy of local businesses, lowers the cost of personal transportation, and encourages tourism.
- **Reduced Environmental Impacts:** Reduces greenhouse gas emissions and energy consumption relative to motorized travel; active travel modes are also quieter.

Identifying and implementing dedicated active transportation infrastructure to improve the safety of residents also supports the Municipality's commitment to **Vision Zero**, the Council-endorsed strategy focused on promoting road safety.

1.3 Report Overview

Following this introductory section, this report is structured as follows:

- **2 Setting the Scene: Where We Are Now** provides an overview of the local municipal context, together with current policy and planning directions to help align with these initiatives, and explores active transportation activity in Middlesex Centre today.
- **3 Confirming the Direction: Strategic Framework** clarifies the vision for active transportation, drawing on the strategic framework in the Middlesex Centre *Transportation Master Plan* (2024).

- **4 Shaping the Plan: What We Heard** provides an overview of what we heard from the Middlesex Centre community about active transportation over the course of this study.
- **5 Redrawing the Map: Recommended Connections** outlines interconnected active transportation networks over the next 20 years, including pedestrian and cycling improvements and multi-use trails.
- **6 Following Best Practices: Design Guidance** documents design practices to improve safety and comfort for vulnerable road users.
- **7 Achieving the Plan: Implementation** outlines an implementation plan and structure for tracking progress.

2 Setting the Scene: Where We Are Now

This section provides an overview of the following important context relevant to the development of the Middlesex Centre Active Transportation Plan (ATP):

- Today's current active transportation networks in the municipality
- Overview of Middlesex Centre's municipal governance, population, economy, geography and road network characteristics
- Policy and key directions considered in the plan's development
- Active transportation today

2.1 Current Active Transportation Networks

Sidewalks, pedestrian crossings, multi-use trails, and cycling-supportive infrastructure together form an active transportation network serving an array of users. The Middlesex Centre Active Transportation Plan builds on the network of existing infrastructure as shown in Exhibit 2.1, which includes the following components under the jurisdiction of the Municipality:

- Sidewalks: 37.7 km[1]
- Trails: 7.80 km
- Paved shoulders: 4.78 km
- Pedestrian crossovers/signalized crossings: 2
- School crossings: 1

The Municipality currently has no bike lanes.

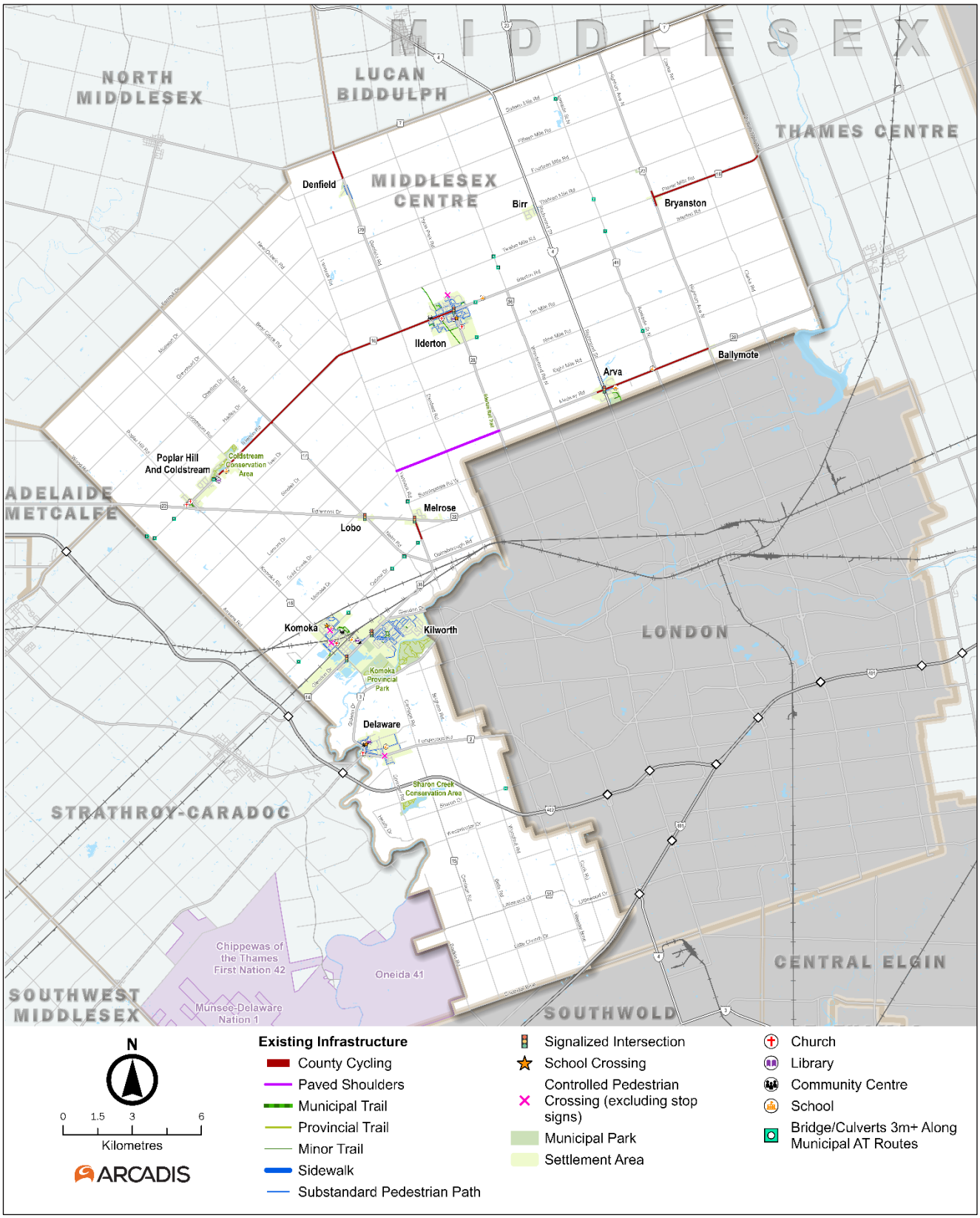
Active transportation elements along the County road network include paved shoulders as cycling lanes as well as the following:

- Signalized intersections: 6
- Pedestrian crossovers: 2
- School crossings: 1

The Province also maintains close to 20 km of nature trails in Middlesex Centre, including within Komoka Provincial Park, Coldstream Conservation Area and Sharon Creek Conservation Area.

[1] An additional 14.9 km of sidewalk has been constructed and will be assumed by the Municipality once the new adjacent/nearby developments they serve are completed, for a total of 52.6 km of existing sidewalk.

Exhibit 2.1: Middlesex Centre Existing Active Transportation Network



2.2 Middlesex Centre Context

Middlesex Centre, with a 2021 population of 19,700, covers a large geographic area of approximately 588 square kilometres. The municipality is primarily a rural, agricultural area, interspersed with vibrant “small-town” communities. Middlesex Centre spans the western and northern boundary of the City of London, an important regional centre with a population of over 422,000 in 2021.

Municipal Governance

The Municipality of Middlesex Centre is one of eight local municipalities within the County of Middlesex. Exhibit 2.2 is a map of the Municipality of Middlesex Centre in relation to the County of Middlesex and nearby municipalities.

Five other Middlesex County local municipalities share a border with Middlesex Centre, from east to west:

- Municipality of Thames Centre
- Township of Lucan Biddulph
- Municipality of North Middlesex
- Township of Adelaide-Metcalfe
- Township of Strathroy-Caradoc

Additionally, Middlesex Centre also borders the following external jurisdictions:

- City of London
- County of Elgin (upper-tier municipality) and Township of Southwold (lower-tier municipality)
- Oneida Nation of the Thames

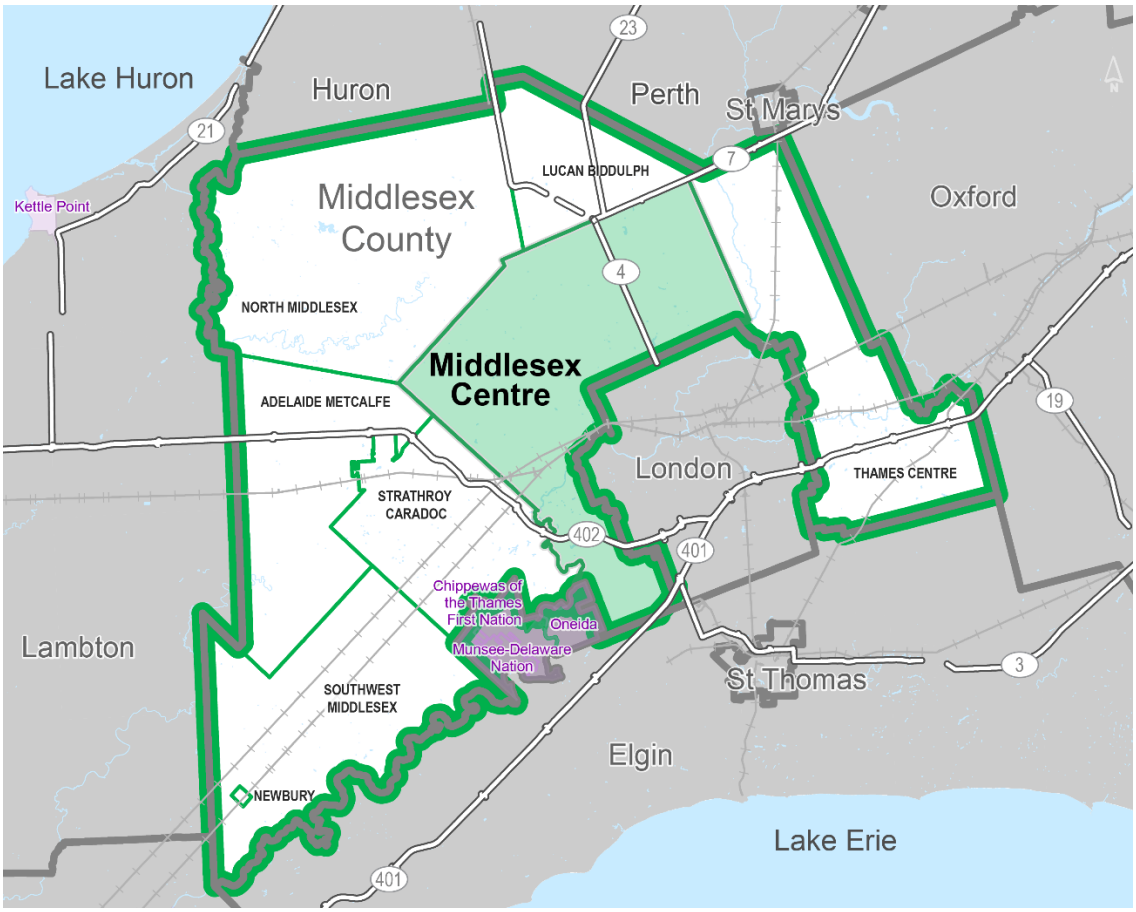
Middlesex County’s responsibilities as an upper-tier municipality include setting a framework for planning and coordination among its local municipalities, while the local municipalities are responsible for matters that are of interest at the local level.

From a transportation perspective, the County is responsible for a network of roads that connect settlement areas within the County and serve a broader connectivity function. Local municipalities are responsible for transportation networks that serve primarily a local travel function.

In accordance with the *Municipal Act, 2001* (Section 55), the provision of sidewalks, including alongside County roads, is the responsibility of lower-tier municipalities. Similarly, multi-use trails and other active transportation infrastructure alongside County roads outside of the vehicular travel area are the responsibility of local municipalities. Meanwhile, the County is responsible

for cycling networks when they take the form of paved shoulders or cycling lanes along County roads.

Exhibit 2.2: Map of Middlesex Centre within Middlesex County



Population

With a population of nearly 19,000 in 2021, Middlesex Centre accounted for almost one-quarter of Middlesex County's total population of over 78,000. The distribution of current population and of projected population growth in Middlesex Centre through 2046 is summarized in Exhibit 2.3, in line with the County and the Municipality's Official Plans.

The population of Middlesex Centre grew from 17,800 in 2016 to 19,700 in 2021, representing a strong 9.7% increase over five years. Middlesex Centre's population is anticipated to grow to 35,600 residents by 2046.

A large majority of Middlesex Centre residents live in the municipality's eleven population centres, with approximately 58% residing in the three largest settlement areas: Komoka-Kilworth, Ilderton, and Delaware.

A majority (63%) of the municipality's growth is expected to take place in Komoka-Kilworth, and another 20% in Ilderton—the Municipality's two Urban Settlement Areas. The Municipality's Community Settlement Areas of Delaware and Arva are expected to accommodate another 14% of the municipality's growth allocation. Population growth throughout the Municipality's remaining rural areas over the next several decades is expected to be slow due to limited servicing available.

Exhibit 2.3: Middlesex Centre Population Growth Forecast, 2016 to 2046

Settlement	2016 Population	2021 Population	2046 Population	2016-2046 Share of Growth	Annual Growth Rate
Komoka-Kilworth	4,600	5,700	15,900	63%	4.2%
Ilderton	3,500	3,900	7,100	20%	2.4%
Delaware	1,600	1,800	3,600	11%	2.7%
Arva	500	600	1,000	3%	2.3%
Hamlets/Other Rural	7,600	7,700	8,000	2%	0.2%
Total	**17,800**	**19,700**	**35,600**	**100%**	**2.3%**

Note: Populations include approximate Census undercount and are higher than Census figures.
Data sources: Watson & Associates Economists Ltd. (2022), *Official Plan Review – Growth Management Strategy Technical Report*, Figure 6-2 – High Scenario, noted to include 3.5% Census undercount adjustment; 2021 figures are interpolated based on anticipated rate of growth between 2016 and 2046, and are approximately comparable to Statistics Canada population with an estimated 3.5% Census undercount adjustment applied.

Economy

Middlesex Centre benefits from being part of a competitive regional economy. Wealth generated by key sectors such as agriculture, manufacturing and research supports population growth and drives employment in community-based industries like retail, food and other services.

Exhibit 2.3 shows the estimated distribution and forecasted growth in employment in Middlesex Centre. Total employment in Middlesex Centre is anticipated to nearly double from approximately 6,560 jobs in 2021 to 11,650 jobs by 2046. A large planned industrial complex southeast of Delaware—about 135 developable hectares—is anticipated to host two-thirds of this employment growth. The new employment area will help support economic growth and will also increase commercial vehicle traffic picking up and dropping off goods, as well as workers accessing the new business park.

Other important regional economic generators near Middlesex Centre include the recently opened Amazon Fulfillment Centre in Elgin County (which may cause spillover commercial vehicle traffic and commuting traffic along the local

network in Middlesex Centre) and the St. Thomas Electric-Vehicle Battery Manufacturing Plant (which is expected to employ thousands of workers once complete in 2027).

Exhibit 2.4: Middlesex Centre Employment Growth Forecast, 2016 to 2046

Settlement	2016 Jobs	2021 Jobs	2046 Jobs	2016-2046 Share of Growth	2016-2046 Total Growth
Komoka-Kilworth	540	1,020	1,600	11%	57%
Ilderton	1,510	1,680	2,150	9%	28%
Delaware	1,660	1,740	5,170	67%	197%
Arva	450	450	560	2%	24%
Hamlets/Other Rural	1,640	1,670	2,170	10%	30%
Total	**5,800**	**6,560**	**11,650**	**100%**	**89%**

Data sources: 2016 Total Employment: Statistics Canada Journey-to-Work data and work status - includes employees with no fixed place of work, including building and landscape contractors, travelling salespersons and independent truck drivers.
2016 Employment distribution – Total employment distributed based on work trip destinations in the 2016 London Household Travel Survey.
2016-2021 Growth, 2021-2046 Growth: Watson & Associates Economists Ltd. (2022). *Official Plan Review – Growth Management Strategy Technical Report* (2022), Table D-3D
Remaining figures are calculated based on the above.

Geography

Middlesex Centre's warm, humid summer climate is conducive to farming and to outdoor pursuits. However, the municipality also experiences heavier precipitation in winter as a result of lake-effect snow, with an impact on all forms of mobility. The maintenance of travel corridors in the winter, including snow and ice removal along roads, sidewalks and cycling routes, continues to be an important aspect of supporting safety and comfort on transportation networks for residents and visitors across travel modes.

The Thames River passing through western Middlesex Centre is an important natural physical feature but also poses a significant barrier to transportation; the municipality also has several other smaller creeks and tributaries. Woodlands throughout the Municipality, often located along these waterways, represent the remnants of Carolinian forests. Several conservation areas as well as Komoka Provincial Park provide unique local habitats that serve as important recreation areas and tourism generators. The locations of the municipality's natural heritage features are identified in the Municipality's *Official Plan* (2023).

Road Network Characteristics

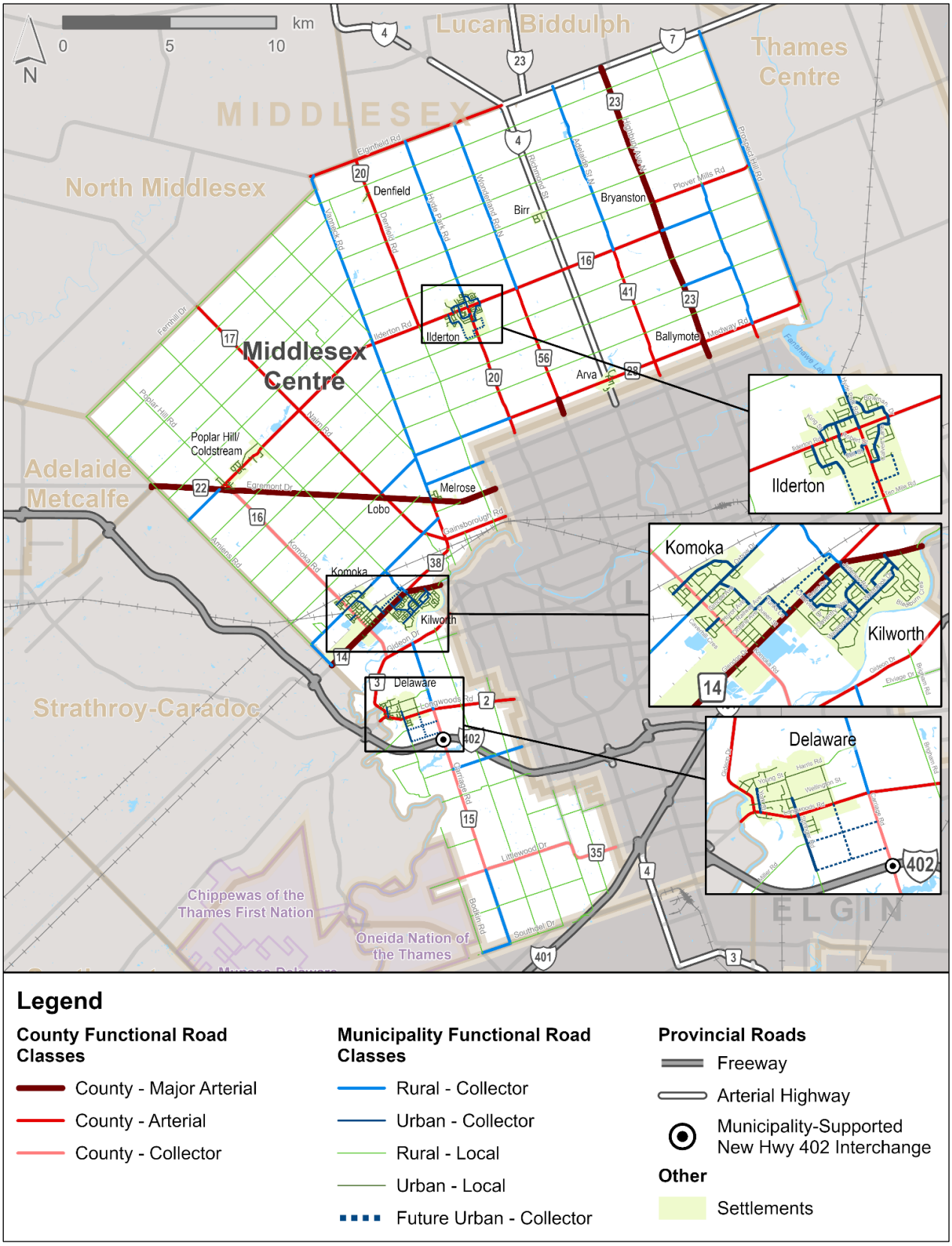
Functional road classification is a systematic method for categorizing roadways based on the balance of function they serve within the mobility network. The framework establishes a hierarchy based on each road segment's context and the degree to which the segment prioritizes serving mobility vs. land access needs.

The Municipality's functional road classification network was developed as part of the Transportation Master Plan, and is shown in Exhibit 2.5. Typical characteristics for Middlesex Centre's functional road classes are shown in Exhibit 2.6 (rural roadways) and Exhibit 2.7 (urban roadways).

Middlesex County's road network is shown separately and serves as arterial and collector roads. The Province's highway network, including nearby interchanges to Highways 401 and 402 in the south and west, and Highways 4 (Richmond Street) and 7 (Elginfield Road) to the north, provides convenient broader interregional connectivity for vehicles.

Average annual daily traffic (AADT) was a key input in defining the Municipality's functional road class network. Exhibit 2.8 summarizes the AADT counts for roads under Middlesex Centre and County jurisdiction. The highest traffic volumes in Middlesex Centre are on County Roads that connect directly to London.

Exhibit 2.5: Middlesex Centre Functional Road Classification



Source: Municipality of Middlesex Centre TMP (2024), Figure 8.3

Exhibit 2.6: Middlesex Centre Rural Roads Typical Characteristics

Characteristic	Rural Arterial	Rural Collector	Rural Local
Strategic Value / Connectivity			
Land Access/Traffic Service	Traffic movement primary function	Traffic movement/ land access of equal importance	Individual property access primary function
Desirable Connections	Collectors, Arterials, County, Provincial	Locals, Collectors, Arterials, County, Provincial	Collectors, Locals
Access	Private driveways generally discouraged	Private driveways permitted, subject to design controls	Private driveways permitted
Road Segment Characteristics			
Average Daily Traffic	Over 2,500	Up to 3,000	Up to 1,000
Commercial Vehicles	Permitted	Permitted	Local access only
Design Speed (km/h)	80 to 90	60 to 90	50 to 80
Posted Speed (km/h)	80	60 to 80	50 to 80
Flow Characteristics	Uninterrupted flow except at signals	Interrupted flow	Interrupted flow
Typical Traffic Control	Roundabouts or signalized at major roads	Stop control	Stop control
Typical Road ROW	30 m	26 m	20 m
Road Surface Type	Paved	Surface-Treated or Paved	Granular or Surface Treated
Typical Shoulder Width*	1.0 to 3.0 m	1.0 m	1.0 m
Typical Lane Width	3.5 m	3.3 to 3.5 m	3.0 to 3.5 m
No. of Through Lanes	2	2	2
Parking Restrictions	Few restrictions	Few restrictions	Few restrictions
Other Road Users			
Pedestrian Facilities** (where provided)	Paved shoulders or separated path	Paved shoulders	None
Typical Cycling Facilities*** (where provided)	Buffered paved shoulders or separate path	Paved shoulders or separate path	Shared operating space or paved shoulders
Bus Service	Permitted	Permitted	Generally avoided

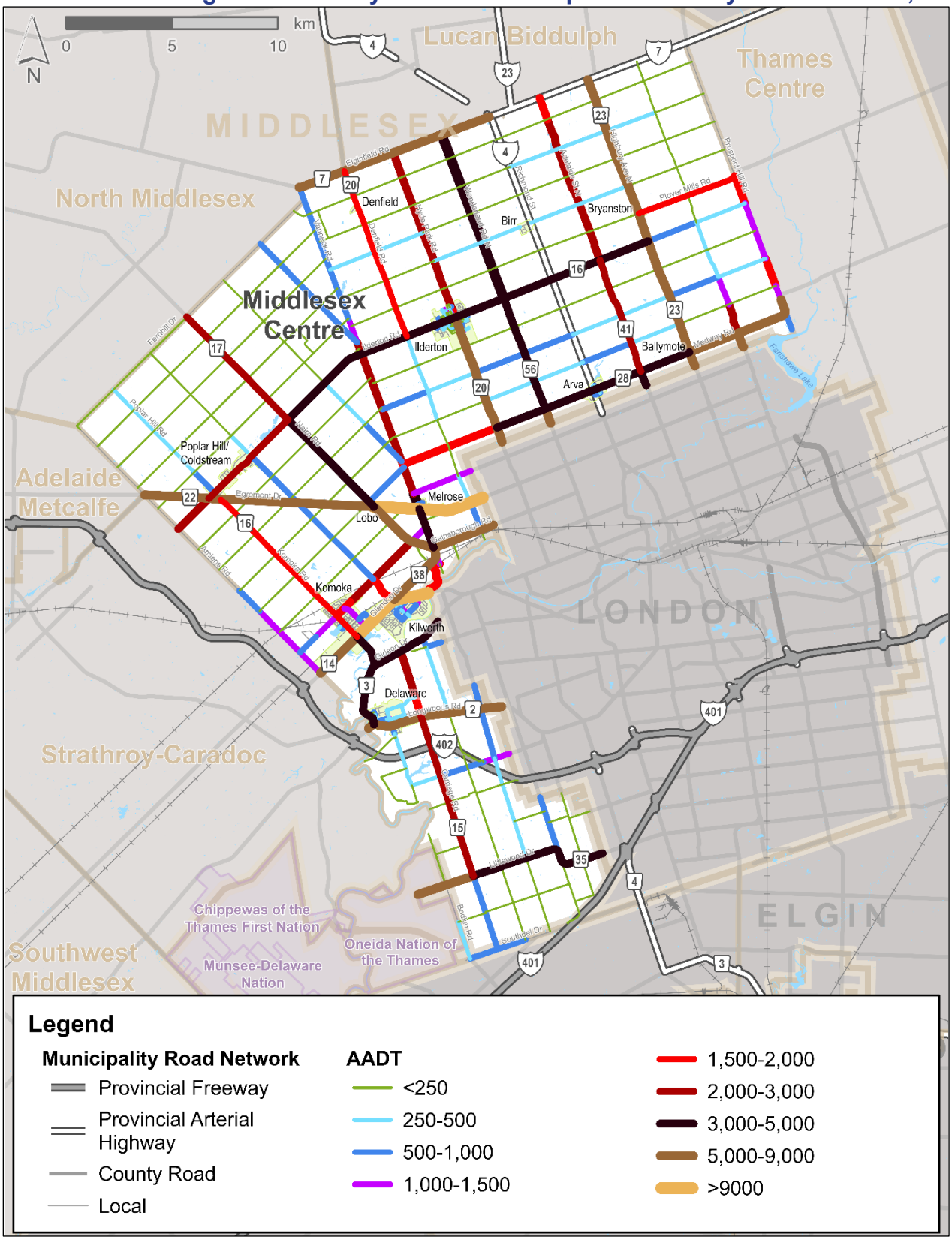
Source: Municipality of Middlesex Centre TMP, Phase 2 Report (2024), Exhibit 6.2
Adapted from Table 2.6.4 in TAC Geometric Design Guide for Canadian Roads (2017)
* Wider paved shoulder widths and potentially paved buffers are needed on designated cycling routes.
** See Ontario Traffic Manual Book 18 – Pedestrian Crossing Treatments
*** See Ontario Traffic Manual Book 15 – Cycling Facilities

Exhibit 2.7: Middlesex Centre Urban Streets Typical Characteristics

Characteristic	Urban Arterial	Urban Collector	Urban Local
Strategic Value / Connectivity			
Land Access/Traffic Service	Traffic movement primary function	Traffic movement/ land access of equal importance	Land access primary function; traffic movement secondary
Desirable Connections	Collectors, Arterials, County, Provincial	Collectors, Arterials, County, Provincial	Locals, Collectors
Access	Private driveways generally discouraged	Private driveways generally discouraged	Private driveways permitted
Road Segment Characteristics			
Average Annual Daily Traffic (AADT)	Over 3,000	Up to 4,000	Up to 2,000
Commercial Vehicles	Permitted	Permitted	For local access only
Design Speed (km/h)	50 to 60	40 to 50	30 to 50
Posted Speed (km/h)	50 to 60	40 to 50	30 to 50
Flow Characteristics	Uninterrupted except at signals and crosswalks	Interrupted flow	Interrupted flow
Typical Traffic Control	Roundabouts or signalized at major roads	Stop control	Stop control
Typical Road ROW	36 m	24 m	20 m
Typical Lane Width	3.5 m	3.3 to 3.5 m	3.0 to 3.5 m
No. of Through Lanes	2	2	2
Parking Restrictions	Peak period restrictions where dedicated parking bays not provided.	Few restrictions except peak period	No restrictions or restrictions on one side only
Other Road Users			
Pedestrian Facilities* (where provided)	Sidewalks on both sides, separated from traffic lanes	Sidewalks on both sides	Sidewalks on one or both sides
Typical Cycling Facilities** (where provided)	Physically separated bikeway (e.g. cycle tracks, multi-use path)	Physically separated bikeway (e.g. protected bike lanes, cycle tracks, multi-use path)	Shared or designated operating space (e.g. bike lanes, buffered bike lanes)
Bus Service	Permitted; bus laybys may be provided	Permitted	Generally avoided

Source: Municipality of Middlesex Centre TMP, Phase 2 Report (2024), Exhibit 6.3
Adapted from Table 2.6.5 in TAC Geometric Design Guide for Canadian Roads (2017)
* See Ontario Traffic Manual Book 18 – Pedestrian Crossing Treatments
** See Ontario Traffic Manual Book 15 – Cycling Facilities

Exhibit 2.8: Average Annual Daily Traffic – Municipal and County Road Network, 2021



Source: Municipality of Middlesex Centre TMP (2024), Figure 8.2
Note: Counts for individual segments are from 2022/2021 as available, or pre-2020 (pre-pandemic).

2.3 Policy and Planning Review

Planning for active transportation infrastructure is tied to existing local, County and Provincial policies and plans. This section demonstrates overall support from these various levels of government in growing the use of active transportation. The ATP is an extension of these plans and policies, especially regarding priorities relating to safety, sustainability and health.

A summary of pertinent plans and policies is provided below along with excerpts of key policies and direction.

Province of Ontario

PROVINCIAL PLANNING STATEMENT (2024)

The *Provincial Planning Statement*, issued under the Provincial *Planning Act, 1990,* provides strategic policy direction to municipalities related to land use planning and development. It includes policies for managing growth, managing natural resources, transportation, environmental protection, and public health and safety.

> **2.9** Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
>
> d. Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality.

> **3.9** Healthy, active, and inclusive communities should be promoted by:
>
> a. Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity.

MUNICIPAL ACT, 2001

The provision of sidewalks, including alongside County roads, is the responsibility of lower-tier municipalities, in accordance with the *Municipal Act, 2001* (Section 55). However, there is a role for upper-tier municipalities in working with lower-tier partners to provide safe pedestrian crossings of County roads where needed, while protecting the traffic mobility function of County roads.

CONNECTING THE SOUTHWEST: A DRAFT TRANSPORTATION PLAN FOR SOUTHWESTERN ONTARIO (2020)

Connecting the Southwest is a living document intended to be updated regularly, outlining a comprehensive set of ongoing and near-term actions to improve transportation across the region.

> **Action 12:** Work with municipal and federal partners to support active transportation connections, such as cycling paths and trails within and between southwestern Ontario communities and connections to transit systems. […]

#CYCLEON – ONTARIO'S CYCLING STRATEGY (2013)

#CycleON (2013) is a 20-year strategy developed by the Province of Ontario to help promote cycling as a viable mobility option for people of all ages and abilities. #CycleON Action Plan 1.0 was released in 2014 and Action Plan 2.0 in 2018. The province-wide cycling network identifies connections along roads in Middlesex Centre. However, the current status of the #CycleON plan is not clear.

Middlesex County

OFFICIAL PLAN

The Middlesex County Official Plan (2023) directs and informs land use policy and provides an upper-tier policy framework that provides guidance to local municipalities. (The plan is currently under review to bring it more in line with the *Provincial Planning Statement* (2024).)

> **2.4.2.2.** General Policies:
>
> f. Encourage safe, convenient and visually appealing pedestrian and cycling infrastructure for all ages and abilities.
>
> j. Encourage the preservation and reuse of abandoned railway corridors for a purpose that maintains the corridor's integrity and continuous linear characteristics, where feasible, including not limited to active transportation opportunities.
>
> ---
>
> **2.3.4** Economic Development
>
> n. Encourage, where possible, multi-modal access to employment lands including public transit, walking and cycling trails.

MIDDLESEX COUNTY CYCLING STRATEGY (2018)

The *Middlesex County Cycling Strategy* is the County's first comprehensive, long-range cycling strategy developed for the purpose of enhancing cycling across Middlesex County. It includes a long-term, County-wide network to be used to guide planning, design, implementation and operation of cycling infrastructure and programming.

To manage costs, the Municipality and the County plan to implement the Cycling network at the same time as road rehabilitation and resurfacing.

Cycling routes in the County's cycling strategy primarily comprise paved shoulders along County roads as well as connections along local municipal roads. The 2024 *Middlesex Centre Transportation Master Plan* included a review of the County Cycling Network for routes under Municipality of Middlesex Centre jurisdiction and recommended a resulting revised network of cross-municipal cycling connectivity.

GLENDON DRIVE (COUNTY ROAD 14) IMPROVEMENTS

In partnership with the Municipality of Middlesex Centre, Middlesex County completed the *Glendon Drive Environmental Assessment* in 2018—a Class C Municipal Class Environmental Assessment—to undertake improvements to Glendon Drive (County Road 14) from the City of London boundary at the Thames River to the Highway 402/Glendon Drive interchange. The project is ongoing through 2028.

Among other roadway changes, planned active transportation recommendations include:

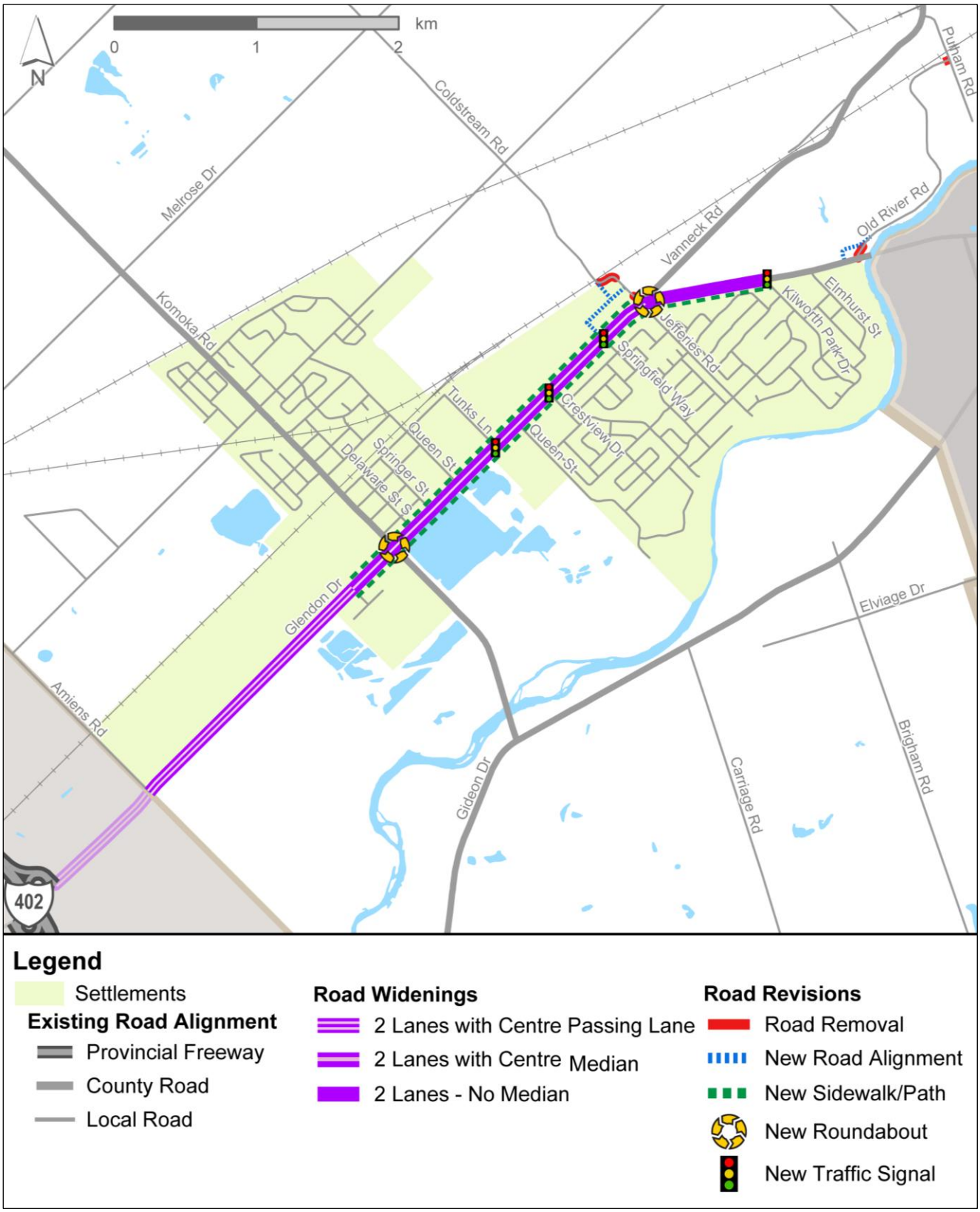
- Multi-use path along Glendon Drive:
  - From Kilworth Park Drive to Vanneck/Jefferies Road: south side only
  - From Vanneck/Jefferies Road to west of Komoka Road: both sides
- New signalized intersection and pedestrian crossing at Tunks Lane and Crestview Drive (Kilworth Heights West subdivision access)

The recommended plan is summarized in Exhibit 2.9. Current anticipated implementation timing is as follows:

- 2026: Jefferies to Old River Road/bridge
- 2028: Komoka Road to Tunks Lane
- 2029: Tunks Lane to Jefferies Road, and west of Komoka Road to Highway 402

Adjacent active transportation infrastructure will follow immediately after roadway improvements.

Exhibit 2.8: Overview of Middlesex County's Glendon Drive Improvement Plan



Source: Municipality of Middlesex Centre TMP (2024), Figure 8.1
Note: Road removal along Old River Road is no longer anticipated.

COMMUNITY SAFETY ZONE POLICY (2025)

In late 2025, Middlesex County adopted a Community Safety Zone Policy. In the policy, Community Safety Zones are designated sections of roadway that are categorized as being of special public safety concern due to increased pedestrian activity and their proximity to community spaces, such as schools and parks. Middlesex County is aiming to streamline the process of designating segments of County roads as Community Safety Zones under this new policy. Of note, and as part of the review and scoring process, roads without sidewalks are rated as more dangerous to pedestrians. This scoring recognizes that providing separated facilities for vulnerable road users increases safety and comfort, which also contributes to greater use.

Municipality of Middlesex Centre

STRATEGIC PLAN

The *Middlesex Centre Strategic Plan 2021-2026* (2021) outlines a framework to help guide decision-making, inform long-term plans, and set priorities for the Municipality to help achieve their vision for the future.

> **Vision:** A thriving, progressive and welcoming community that honours our cultural roots and embraces our natural spaces.

Objective 4.1: Improve safety for road users:

By expanding the network of trails and bike lanes.
Publish a map of our walking and cycling trail routes.

OFFICIAL PLAN

The *Official Plan of the Municipality of Middlesex Centre* (2023, amended 2025) is the Municipality's overarching planning document and growth management strategy, outlining the goals, objectives and policies to direct land use, development and growth through 2046. Municipal Council approved to proceed with a new Official Plan Review on January 28, 2026.

The Official Plan notes that multi-use trails are permitted in all land use designations (Section 9.4.6.b.ii).

Conceptual primary and secondary trail routes are shown in Schedule E (consistent with the *Trails Master Plan* (2014)), and shown as Exhibit 2.10.

5.7.12 Komoka-Kilworth Transportation Policies:

viii. […] Mid-block pedestrian walkways may be required for long blocks of development. […] Sidewalks should be provided on both sides of local streets, with certain exceptions such as single-loaded/window streets. Sidewalk locations shall be integrated with the Multi-Use Trail system shown on Schedule A-2.

9.4.1 General Transportation Goals:

e. To consider bicycle and pedestrian transportation options within, and where feasible, between Municipal settlement areas. Such options may be considered further through a Municipal Parks and Recreation Master Plan and Trails Master Plan.

f. To promote and encourage the establishment of safe, convenient and visually appealing pedestrian opportunities within settlement areas.

h. To encourage the conversion of abandoned rail right-of-ways to private ownership or to public uses.

i. To promote the establishment of a Municipal wide trail system.

9.4.6 Policies for Multi-Use Trails [selected]:

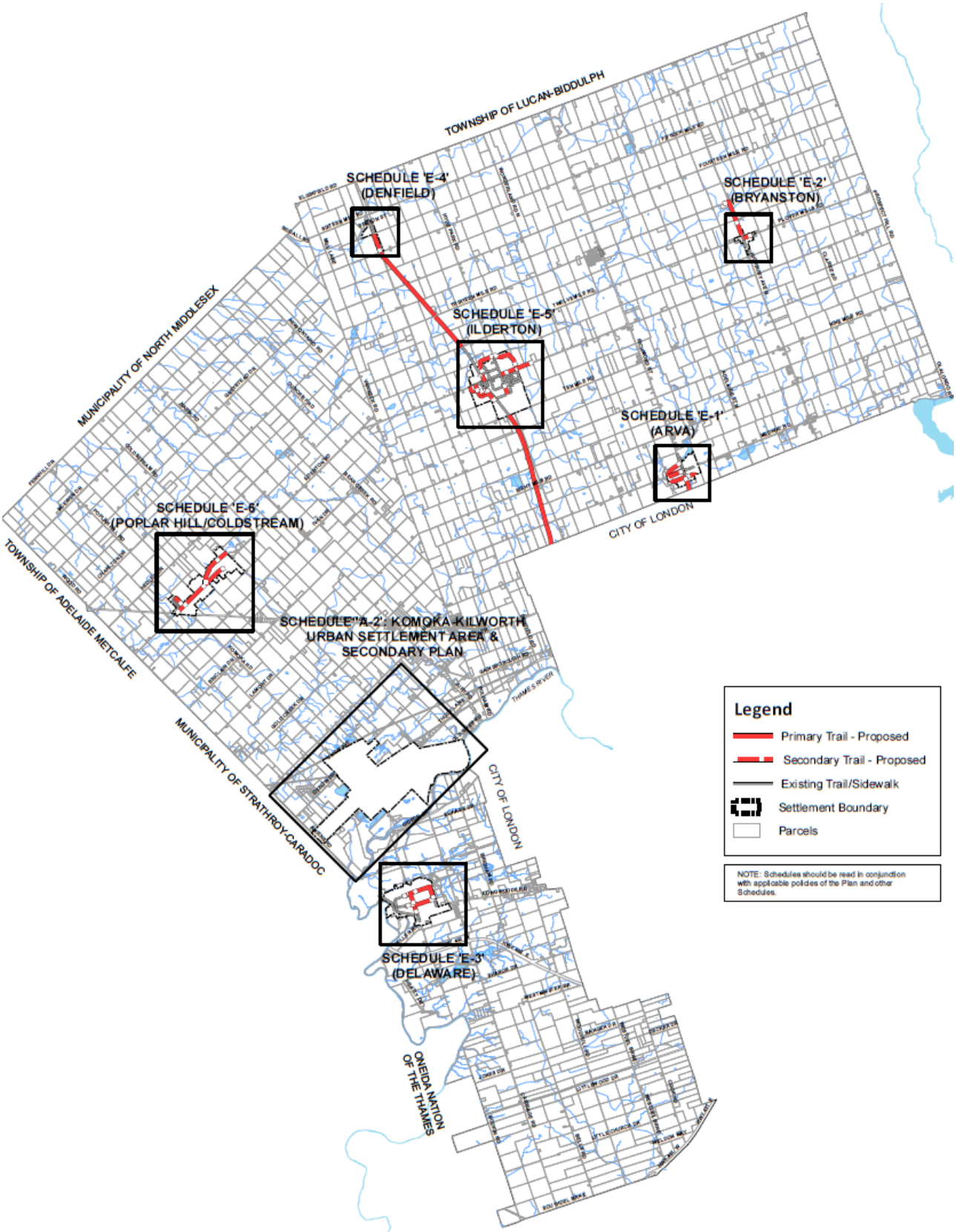
a.i. Destinations/Connectivity: In addition to providing leisure opportunities, trails serve utilitarian purposes that link users with destinations, encouraging active transportation choices. Trails should connect users between origins and a variety of key destinations, which may include, but not be limited to, commercial shopping centres, community facilities, parks, and schools, among others.

a.iv. Multi-modal: Trails should be designed to accommodate a variety of active transportation choices, including pedestrian movement and cycling. Motorized uses (excluding power-assisted mobility aids) and equestrian uses should be discouraged on trails.

a.ix. Partnership Opportunities - community partners should be engaged to assist in the development and/or maintenance of municipal trail routes. Coordination with the County and adjacent municipalities will also be required to enhance trail connections between communities.

b.ix. The Municipality shall support and encourage active transportation for a range of users and abilities through new multi-use trail development and related infrastructure as opportunities arise and where resources exist.

Exhibit 2.9: Middlesex Centre Official Plan (2023): Proposed Trail Routes



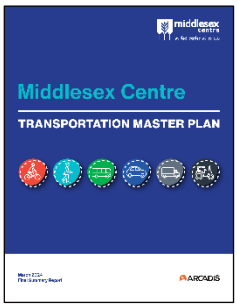
Source: Municipality of Middlesex Centre Official Plan, Schedule E (cropped, 2025)

Komoka-Kilworth Secondary Plan

The *Komoka-Kilworth Secondary Plan*, included as Section 5.7 of the Municipality's Official Plan, outlines policies specific to Komoka-Kilworth. A map of the secondary plan area, showing proposed multi-use trail connections, is provided as Exhibit 2.11.

> **5.7.1.j.** To plan for a safe, connected and multi-modal transportation network.

TRANSPORTATION MASTER PLAN



The *Middlesex Centre Transportation Master Plan* (2024) is a long-range strategic plan to guide transportation policies, services and infrastructure initiatives for the Municipality's multi-modal transportation system through 2046. The TMP recommends actions to respond to identified mobility needs and help move the Municipality closer to achieving its transportation vision and goals.

The recommended cycling network plan, as identified by the TMP, is shown in Exhibit 2.12. Cross-municipal cycling existing and planned connections are also shown.

> **Action 20:** Update the Municipality's design guidance for cycling facility (route) selection (e.g. bike lane, paved shoulder, multi-use path, etc.) to reflect latest guidance provided by the Ontario Traffic Council (Ontario Traffic Manual – Book 18 – Cycling Facilities, 2021).
>
> **Action 21:** Adopt the recommended updates to the County Cycling Network Plan based on preliminary facility type review and in consideration of additional inter-municipal connectivity, and encourage the County of Middlesex to adopt the same changes in their Cycling Network Plan.
>
> **Action 22:** Continue to support implementation of the County Cycling Network Plan on County Roads, encouraging the County to take into consideration updated Provincial guidance on cycling facility type selection, as well as the impacts of the Municipality's population and employment growth on traffic conditions on planned cycling routes.
>
> **Action 23:** Provide safe crossings at intersections and at locations where trails cross roadways.
>
> **Action 24:** Encourage the County to prioritize implementation of its planned cycling network along Ilderton Road (County Road 16) between the Ilderton settlement area and Oxbow Public School. This would allow for safer cycling/walking to Oxbow Public School.

Action 25: Advocate that the County prioritize a safe and direct cycling route between Ilderton and London via Ilderton Road (County Road 16) and Wonderland Road (County Road 56).

Action 26: A26. Work with London and Middlesex County to provide a direct cycling connection between Komoka-Kilworth and London over the Thames River, preferably over the Glendon Drive/Oxford Street West bridge.

Action 27: Update the Trails Master Plan (developed in 2014), coordinating with the County and adjacent municipalities for regional connectivity. The plan would build on and connect with the County's planned cycling network to provide connections to local destinations, points of interest and natural areas.

Action 28: Continue to follow Ontario Traffic Manual guidance for the implementation of pedestrian crossings on Municipal roadways where needed.

Action 29: In collaboration with the County, upgrade pedestrian crossings from school crossings to pedestrian crossovers at strategic locations along County roads to reflect latest best practices.

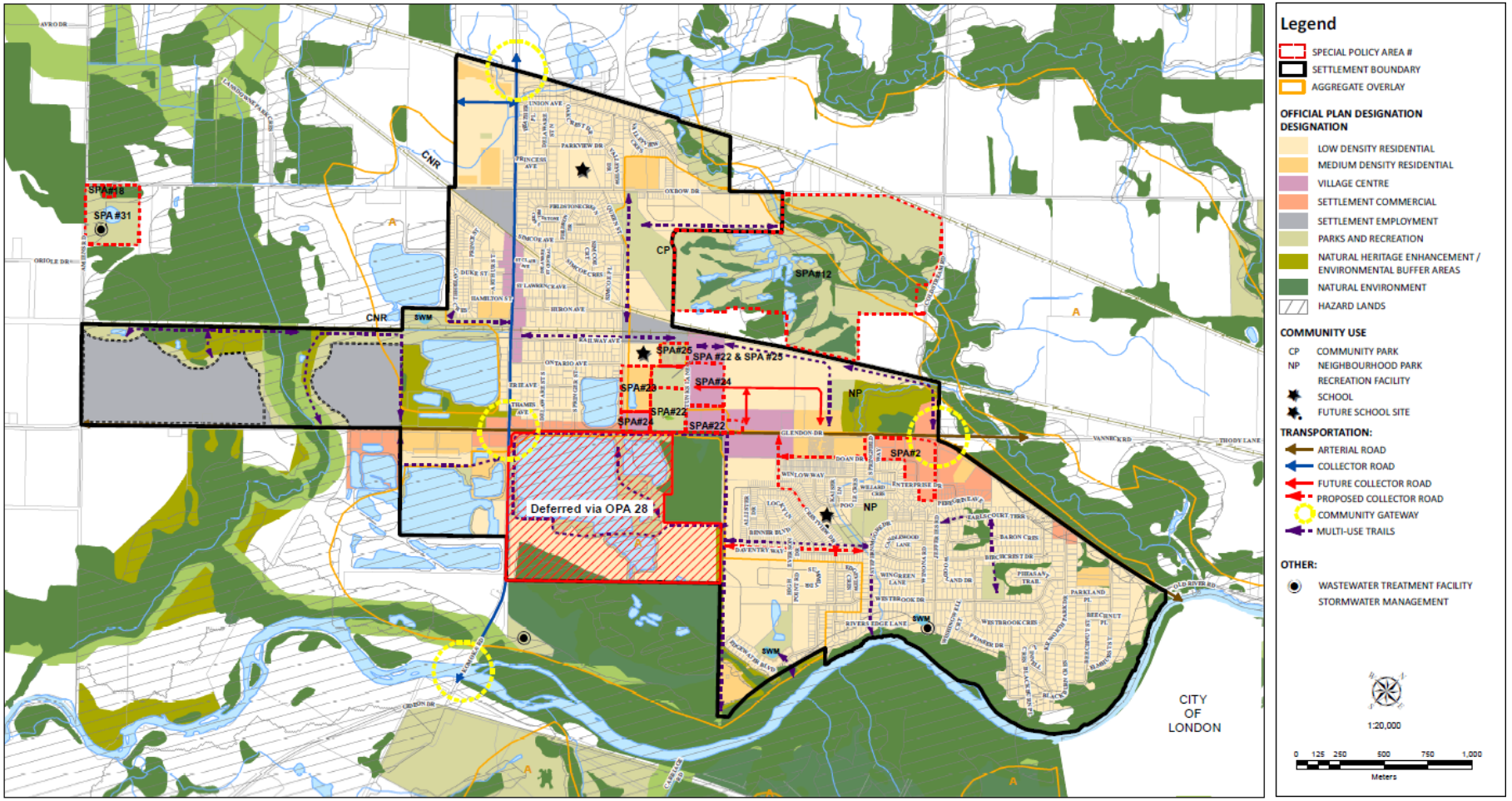
Action 30: Formalize a framework to prioritize sidewalks gaps based on road classification, proximity to schools, transit, parks, community facilities, etc.

Action 31: Update by-laws and relevant policies to require new developments to include sidewalks or trails consistent with the road classification framework.

Action 32: Implement a connected sidewalk network using a sidewalk prioritization framework for guidance in filling network gaps, and including pedestrian lighting and amenities such as benches where needed, consistent with AODA requirements.

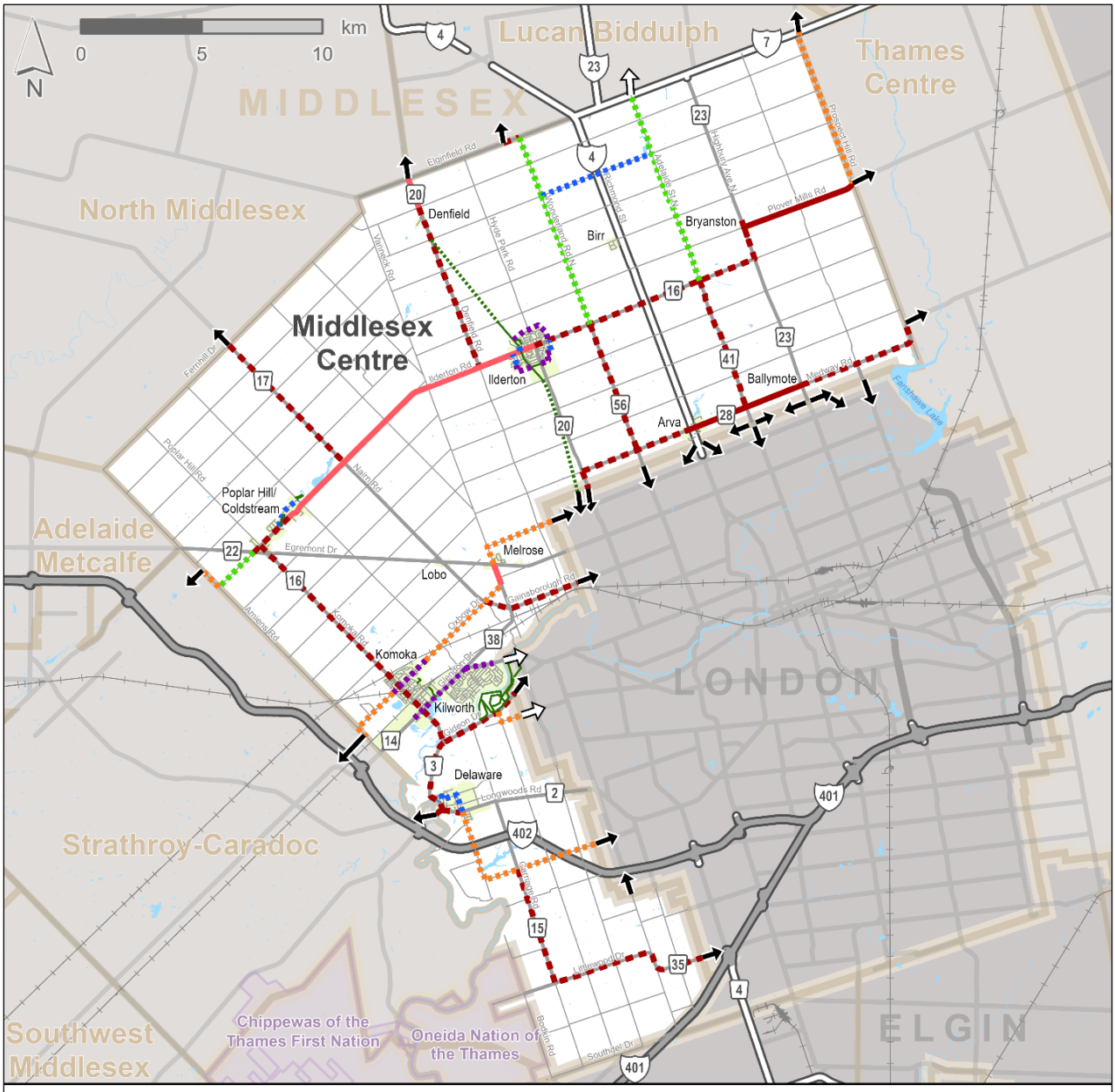
Action 33: Update design guidelines to include alternative sidewalk designs and placement to facilitate sidewalk retrofits along existing roads.

Exhibit 2.10: Komoka-Kilworth Secondary Plan Area



Source: Municipality of Middlesex Centre Official Plan, Schedule A-2 (2025)

Exhibit 2.11: TMP Recommended Cycling Network

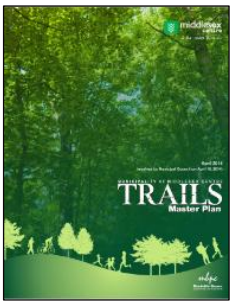


Source: Municipality of Middlesex Centre TMP (2024), Exhibit 9.1

VISION ZERO

Middlesex Centre's *Vision Zero Road Safety Campaign* is a Council-endorsed strategy focused on promoting road safety through dedicated safety initiatives. These include speed reduction campaigns, community safety zones, traffic calming initiatives, and enforcement.

TRAILS MASTER PLAN



The *Middlesex Centre Trails Master Plan* (2014) was prepared to guide the development of future trails and supporting amenities, focusing on pedestrian pathways, sidewalks and trail connections.

The plan recommends primary, secondary and tertiary routing, with implementation phasing grouped into short, medium and long-term priorities for the identified network, as shown in Exhibit 2.13. Maps showing detailed recommendations across settlement areas are included in Appendix A.

FUTURE DEVELOPMENTS

Planned future developments were considered in identifying recommended active transportation networks. Detail about the following selected planned subdivisions and development opportunities are included in Appendix A:

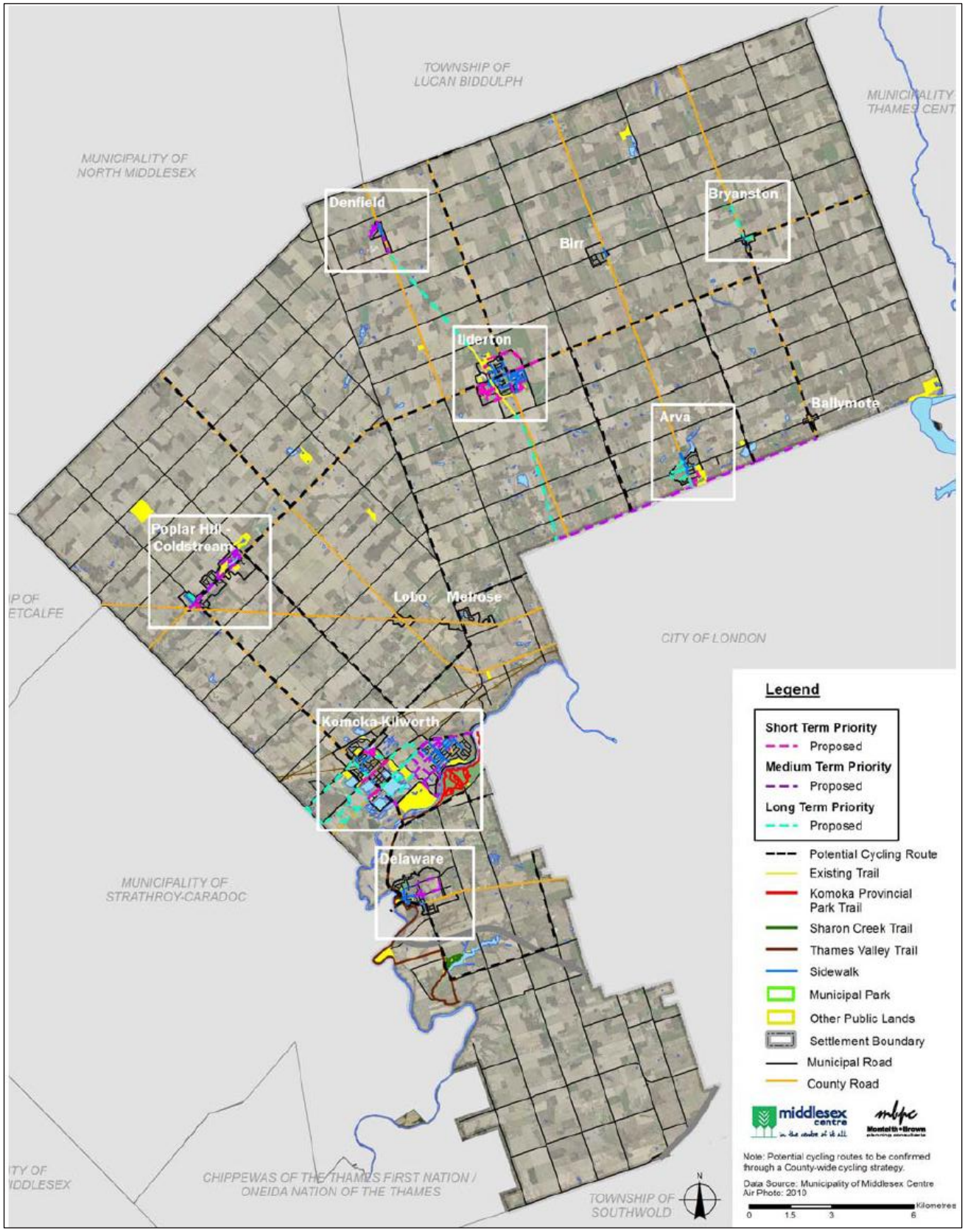
- Glendon Drive Subdivision – Komoka
- Bridle Path North Subdivision – Arva
- Renwick Estates Subdivision – Komoka
- Cudney Blue Subdivision – Komoka
- Edgewater Estates – Kilworth
- New Employment Area – Delaware

Adjacent Municipalities

The ATP is also informed by the plans of adjacent municipalities to align and coordinate with these to the extent possible. Active transportation plans of the following municipalities are considered for cross-boundary connectivity:

- City of London *Mobility Master Plan* (2025) - Exhibit 2.14
- *LondON Bikes: City of London Cycling Master Plan* (2016) - Exhibit 2.15
- Strathroy-Caradoc *Transportation Master Plan* (2022) - Exhibit 2.16

Exhibit 2.12: Trails Master Plan (2014) Recommended Network and Phasing



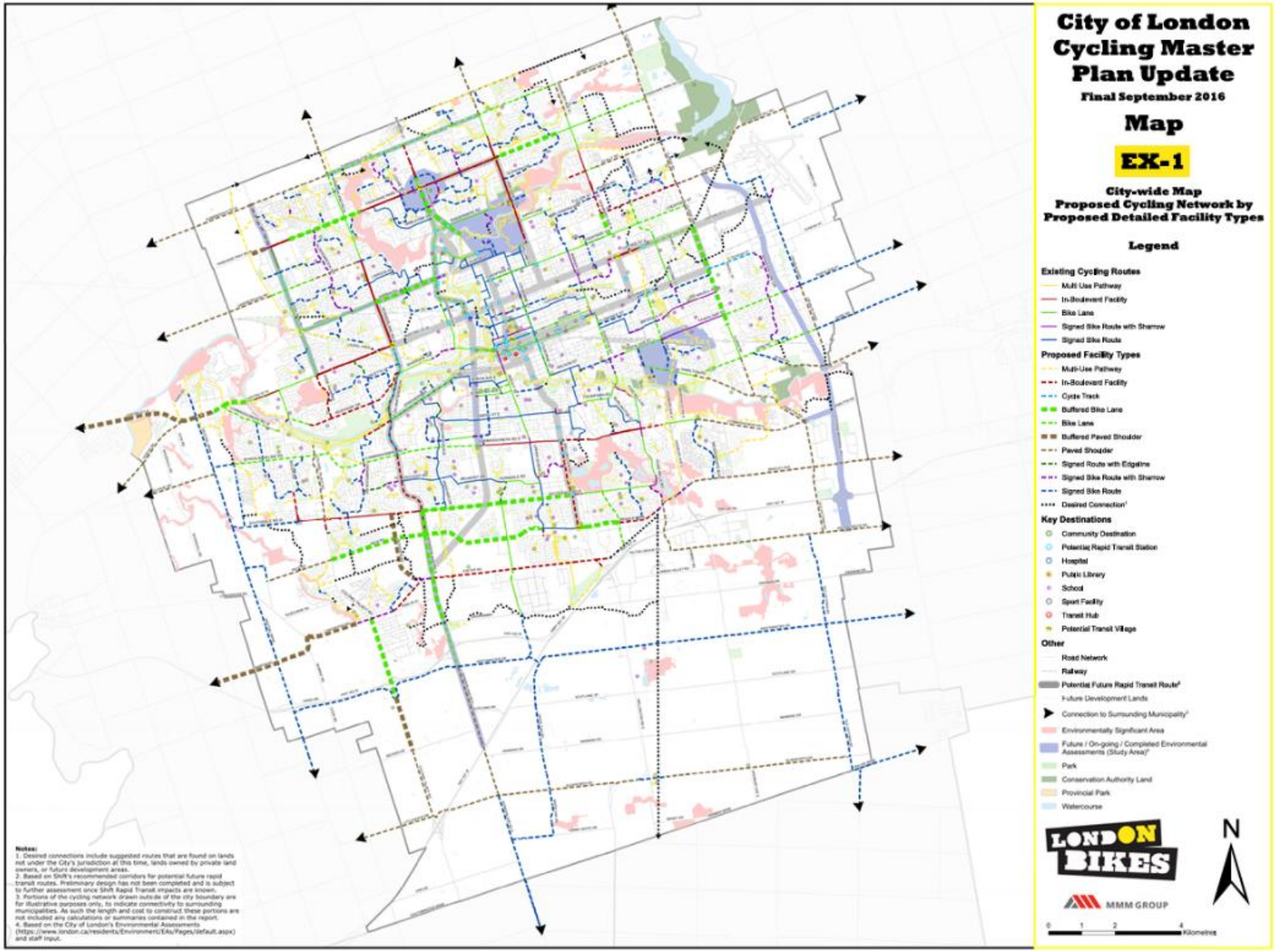
Source: Municipality of Middlesex Centre *Trails Master Plan* (2014), Trail Phasing – Municipal Wide

Exhibit 2.13: London Mobility Master Plan Recommended Cycling Network (Near-Term)



Source: City of London *Mobility Master Plan* (2025), Cycling Network Phasing Plan

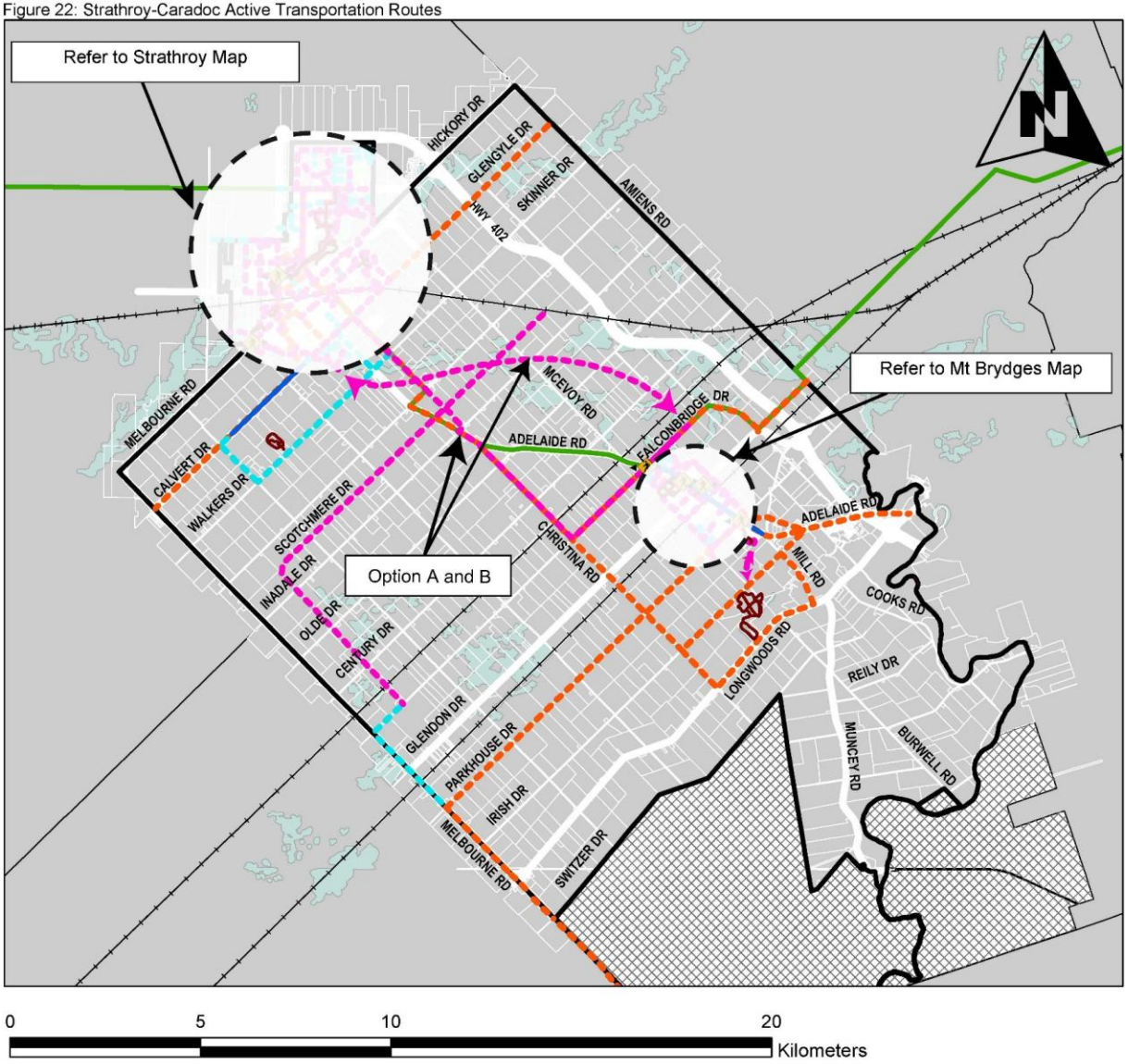
Exhibit 2.14: London Cycling Master Plan City-Wide Recommended Networks



Source: City of London Cycling Master Plan (2016), Exhibit 1

Exhibit 2.15: Strathroy-Caradoc Transportation Master Plan Recommended Active Transportation Network

Figure 22: Strathroy-Caradoc Active Transportation Routes



STRATHROY-CARADOC

PROPOSED ACTIVE TRANSPORTATION (AT) ROUTES

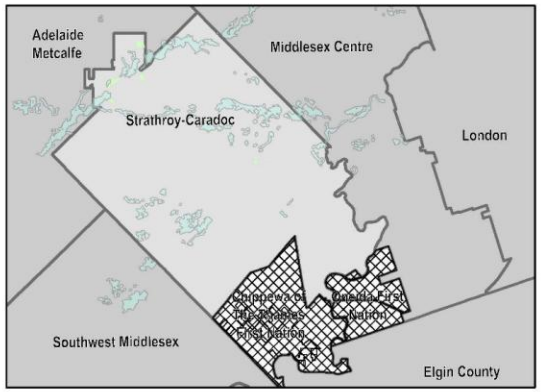
Legend

Existing AT Routes
- On-Road Cycling Routes
- Trail Routes

Proposed AT Routes
- On-Road Cycling Routes
- Routes from Recreational Trails Master Plan
- Middlesex County Cycling Strategy Routes

Other Elements
- Province Wide Cycling Network
- Railway
- First Nations Territory
- Wetland Areas
- Parks
- Recommended Enhanced Pedestrian Crossing (Location and Type to be Determined)
- Strathroy-Caradoc Municipal Boundary

Note: Refer to the Middlesex County Cycling Strategy Report (2018) and the Province Wide Cycling Network in the #CycleON Action Plans 1.0 and 2.0 for detailed information regarding existing and proposed facilities.



Source: Data provided by the Municipality of Strathroy-Caradoc, Middlesex County and Open Source Portals
Map plotted on June 20, 2022

Source: Strathroy-Caradoc Transportation Master Plan (2022), Figure 22: Strathroy-Caradoc Active Transportation Routes

2.4 Participation in Active Transportation

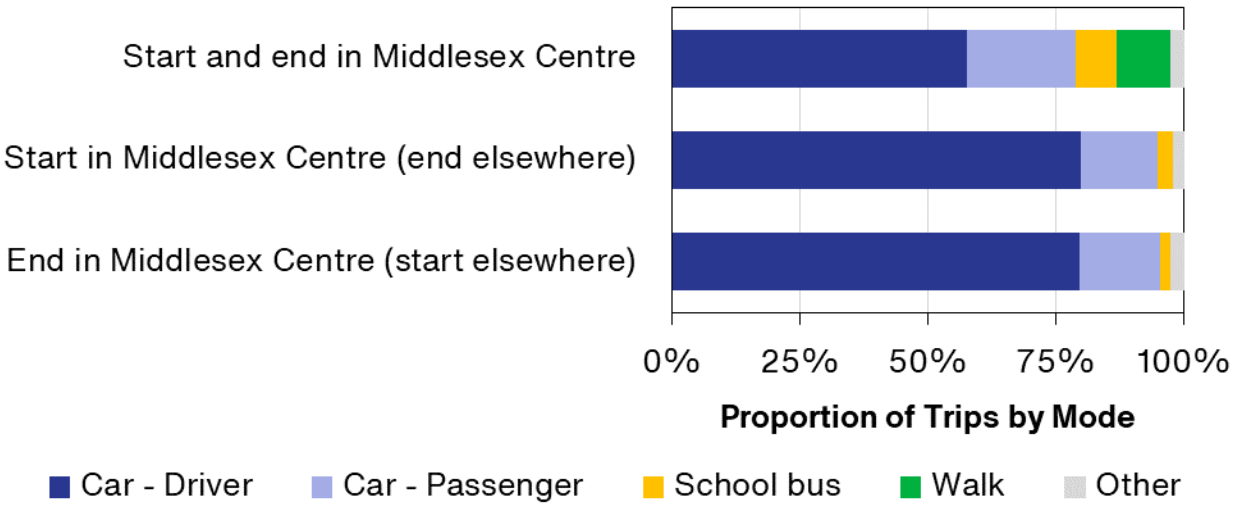
This section provides an overview of current participation in active transportation in Middlesex Centre in terms of travel mode shares and the current demand for recreation/sport cycling. Increasing supportive infrastructure for active transportation will see the participation levels grow from current levels.

Travel Mode Shares

Exhibit 2.17 shows the travel mode share for all weekday trips to, from and within Middlesex Centre based on the 2016 City of London Household Travel survey for the city and area. The way residents of Middlesex Centre travel is limited to available options and the feasibility of travel modes based on travel modes, so travel by car continues to be the main way to get around. Meanwhile, youth typically travel to and from schools by school bus.

For local, shorter trips, walking becomes more of an option—10% of weekday trips **within** Middlesex Centre are made by walking. It can also easier be to share a car ride with others for local trips—local weekday trips have 1.36 people per car on average, while longer-distance trips have 1.19 on average.

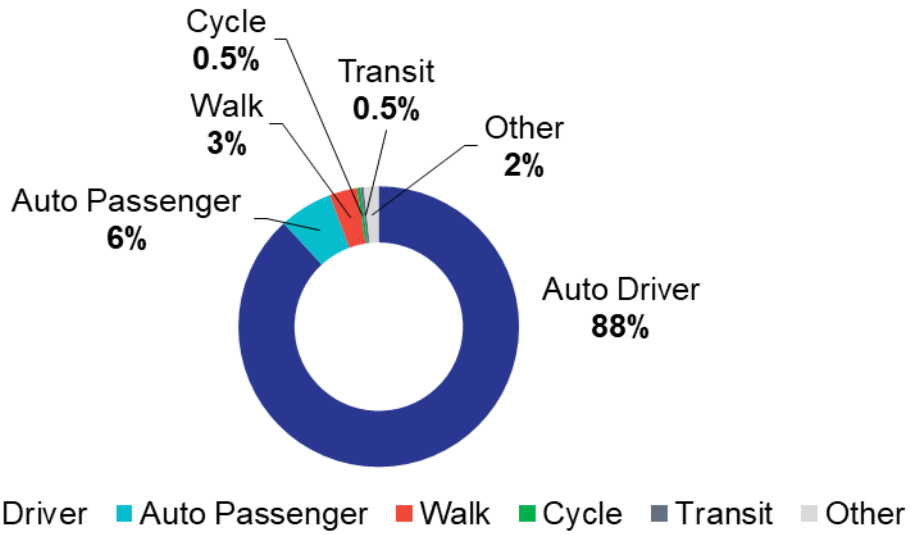
Exhibit 2.16: Travel Mode Share for Weekday Person-Trips (2016)



Source: Middlesex Centre TMP – Phase 1 Needs and Opportunities, Exhibit 6.4
Citing Data Source: 2016 City of London Household Travel Survey
Note: "Other" mode responses did not contain trips made by cycling or public transit modes, but did include taxi, Uber and motorcycle trips, as well as unspecified other modes.

Analysis of year 2021 Census Journey-to-Work data provides another means of understanding mode shares for commuting trips in Middlesex Centre. Exhibit 2.17 shows the main mode of commuting for Middlesex Centre residents aged 15 years and over. Similar to the above findings, travel by car is the most frequent mode of travel among residents (94% total as driver or passenger). A total of 3% of commuting trips are made by walking and 0.5% by cycling.

Exhibit 2.17: Commuting Travel Mode Share, Middlesex Centre Residents (2021)



Data Source: Statistics Canada Census of Population, Journey to Work Data, 2021

Given the long travel distances for work trips, commuting by walking or cycling will not always be feasible. However, in Middlesex Centre, active transportation is important as a recreational activity, as well as a means of accessing local activities, especially school.

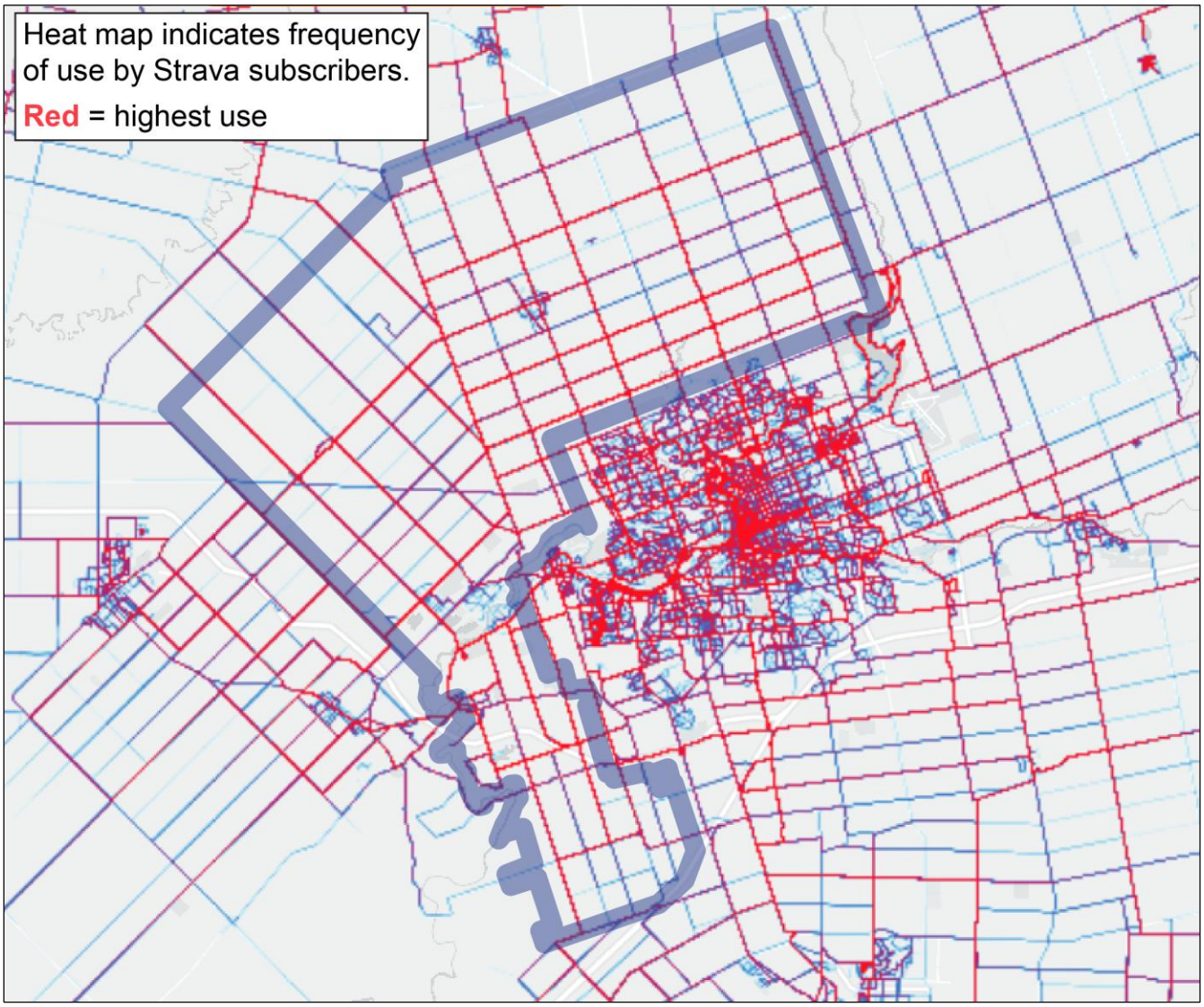
Recreational/Sport Cycling

Strava is a popular app and website used by recreational/sport cyclists and other active transportation users to track their activities using Global Positioning System (GPS)-enabled devices. The consolidated GPS data across Strava subscribers can be used to assess the relative frequency of use along different routes, as shown in the heat map in and around Middlesex Centre provided as Exhibit 2.19.

Recognizing that Strava cycling subscribers are typically more confident cyclists willing to cycle longer distances and use routes that are not always suitable for all ages and abilities, the Strava heat map does provide a general indication of the relative demand for cycling in a given area. In Middlesex Centre, the plot

shows high cycling demand and relatively high cycling frequencies within and between settlement areas, along selected County and local municipal roads within rural areas, and near the City of London.

Exhibit 2.18: Strava Heat Map of Relative Subscriber Frequency of Routes in Middlesex Centre and Vicinity



Source: Strava Global Heatmap. <Strava.com/heatmap> Accessed May 2026. Municipal boundary overlaid.

3 Confirming the Direction: Strategic Framework

The **Strategic Framework** consists of the TMP transportation vision, as well as a new set of objectives developed at the outset of the study. The vision and objectives inform the recommended actions and networks of the Active Transportation Plan.

3.1 Vision

The Vision – carried forward from the Middlesex Centre Transportation Master Plan (2024) – states the desired future state of the Municipality as it relates to its transportation system. Adopting the Vision from the TMP ensures that the ATP aligns with Council-approved policy and priorities.

The Vision shapes decision-making and helps direct the Municipality into the future. All ATP recommendations support the TMP in realizing the vision.



Vision: Transportation networks and services will provide the connectivity needed to move people and goods within, to and from our community safely, reliably and efficiently, while supporting a strong quality of life for Middlesex Centre residents, reducing negative environmental impacts, and exercising Municipal fiscal responsibility.

3.2 Objectives

As part of the Municipality's TMP development, six goals were used to inform and assess recommendations, as follows:

Overarching Goals (cross-cutting to all TMP recommendations):

- **Goal 1:** Sensitive to local character and quality of life
- **Goal 2:** Protects the natural environment
- **Goal 3:** Exercises fiscal responsibility

Mobility-Oriented Goals (achievable through mode-specific actions):

- **Goal 4:** Provides safe and efficient connectivity
- **Goal 5:** Promotes healthy local mobility
- **Goal 6:** Supports local industry

To ensure policy alignment and support the priorities of Middlesex Centre residents, *Goal 5* is carried forward to the ATP, with new related objectives to support the development of recommendations. This represents a set of desired outcomes of the ATP that build toward the Vision, and are used to identify and assess potential active transportation recommendations.

Objectives



1. Make walking and cycling more attractive, comfortable and convenient through the provision of well-connected active transportation networks for people of all ages and abilities.
   - Prioritize active transportation access to education, employment and other key activities – connecting residents to schools, essential services, jobs, commercial areas and other destinations.
   - Prioritize active transportation provision to serve vulnerable populations, such as children and seniors.
   - Support cycling tourism and other economic opportunities by serving key destinations and travel routes for both residents and visitors.
2. Implement infrastructure that reflects current best practices for safety, accessibility and comfort for people of all ages and abilities, e.g. route design, lighting and visibility.
3. Coordinate with Middlesex County and with adjacent municipalities on cycling and crossing improvements toward a connected active transportation network.

4 Shaping the Plan: What We Heard

Targeted engagement was essential to developing an Active Transportation Plan that meaningfully reflects the concerns and priorities of Middlesex Centre residents and Council, as well as responds to existing and anticipated needs and opportunities in the Municipality. Input received was used to inform the technical analysis that led to the development of recommended active transportation networks.

This section summarizes the engagement objectives, activities and key findings of the engagement program.

4.1 Engagement Objectives

Two rounds of engagement were conducted with the following broad objectives:

- **Round 1:** Introduce the study purpose and objectives; confirm and top-up understanding of active transportation network priorities to inform and direct study outcomes.
- **Round 2:** Present the draft recommended networks to the public and border municipalities; gather feedback about how well the proposed network meets the needs and priorities of residents.

After these two rounds of engagement, the draft recommended networks were refined and a complete Final Draft Active Transportation Plan prepared and presented to the Middlesex Centre Community Services Advisory Committee. Additional feedback was received in response to the final draft plan from the committee and other interested parties.

4.2 Study Webpage

A project-specific web page, shown in Exhibit 4.1, served as the central engagement portal for the ATP study. The webpage provided an overview of the study and study process, provided notice and information of public engagement activities and events, provided key contact information, and linked members of the public to mapping tool Public Information Centre materials.

Exhibit 4.1: ATP Study Webpage

Active Transportation Plan

DATE: March 9, 2026



The Municipality of Middlesex Centre is taking steps toward a more connected and sustainable future with the development of its Active Transportation Plan (ATP).

Building on the recent Transportation Master Plan, this initiative will create a clear vision and policy framework for active transportation through 2046.

Project Updates

- **Mar. 9, 2026**: The Draft ATP Network was presented to the **Community Services Advisory Committee** for their review and comment. See the **staff report** and the **Draft ATP Network** attached to the meeting agenda. (Note: The Draft ATP Network can also be seen in the PIC Presentation at the bottom of this page.)
- **Feb. 19, 2026**: We hosted the second project open house (PIC#2) on Feb. 19. You can find the presentation from the open house at the bottom of the page. **This presentation has maps that show where sidewalks, trails, and bike routes are suggested in each Middlesex Centre community.**
- **Jan. 20, 2026**: The date for the second project Open House (PIC #2) is set for Thursday, February 19, 2026, from 4:30 to 7:30PM at the Komoka Wellness Centre. Please see "Community Engagement" below for more details.
- **Nov 11, 2025**: We hosted the first project open house (PIC#1) this week. You can find the presentation from the open house at the bottom of the page. Have comments? Please send them to the project contacts!
- **Oct. 21, 2025:** The ATP Survey is now closed. You are welcome to share your thoughts at any time by contacting the project leads.
- **Sept. 19, 2025:** The ATP Survey is now live. Please see "Community Engagement" below for more details.
- **Sept. 19, 2025:** The date for the first project Open House (PIC #1) is set for Tuesday, November 11, 2025, from 5:00 to 7:00PM at the Komoka Community Centre. Please see "Community Engagement" below for more details.

About Active Transportation

What is the Active Transportation Plan (ATP)?

Project Timeline

Community Engagement: Surveys & Public Meetings - Have your say!

Project Documents

Project Contacts

Source: Municipality of Middlesex Centre; <www.middlesexcentre.ca/atp> Accessed June 2026

4.3 Round 1 Engagement

This section summarizes the activities and key findings from the first round of engagement, held in Fall 2025, to inform community needs and priorities related to active transportation.

Online Questionnaire and Mapping Activity

An online questionnaire was available from September 20 to October 20, 2025, and was linked from the study webpage.

The questionnaire provided the opportunity to pinpoint on an online map location-specific issues and opportunities for sidewalks, cycling, pedestrian crossings and trails, helping the study team better understand priorities and concerns related to active transportation across the Municipality. (Participants could use a free-form comment box to describe locations.) Participants were asked their home ward and whether they lived in a rural or urban area, whether they were answering on behalf of their household or individually, their age range and gender if answering individually, frequency of cycling, and whether they used mobility devices. Participants also had the opportunity to provide other comments about active transportation in Middlesex Centre.

A total of 134 submissions were received to the questionnaire – 94 on behalf of households and 40 on behalf of individuals, collectively submitting hundreds of location-based pinpoints.

Public Information Centre 1

The first Public Information Centre (PIC) was hosted in-person on November 11, 2025 at the Komoka Community Centre. The purpose of the PIC was to top up the project team's understanding of existing needs, gaps and priorities related to pedestrian and cycling networks, based on analysis of the online questionnaire results.

The informal conversation-style event featured information boards that presented:

- ATP Strategic Framework, including Vision and draft objectives.
- Policy overview of key plans that inform and direct the ATP study, including the 2014 Trails Master Plan, the 2024 Transportation Master Plan, and the 2025 Official Plan.
- Identified priority active transportation connections for consideration, building on the input received from the online mapping activity.

A tabletop mapping activity was also available to attendees, where they could confirm support for identified priority connections, as well as identify other key connections for consideration.

Information boards were posted to the ATP study webpage for asynchronous participation.

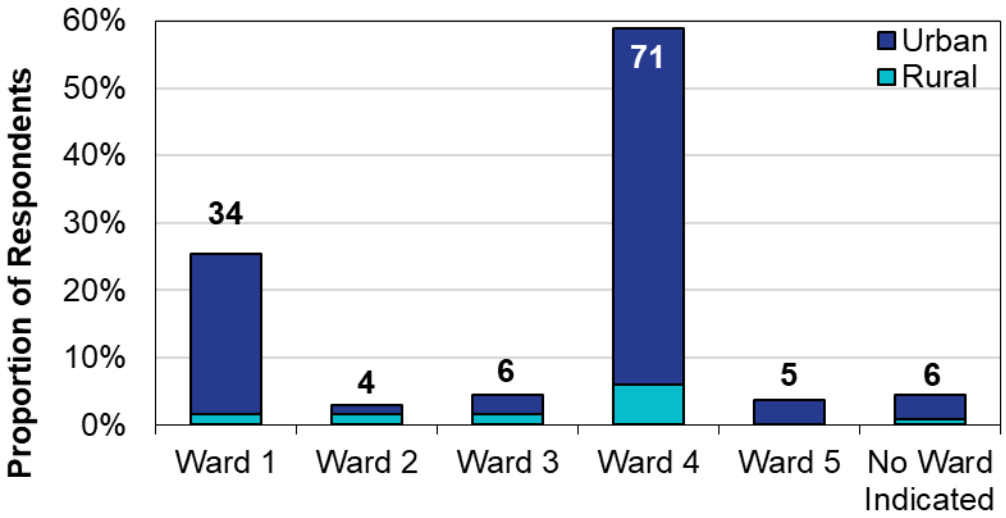
Summary of Findings

The following summarizes the responses to questions from the online questionnaire. Note that the results are indicative only (informative rather than statistically significant), e.g. no attempt has been made to adjust for biases by weighting responses differently based on the respondent home location, etc. Additional response detail is included in Appendix C (Section C.1).

RESPONDENT HOME LOCATION

Exhibit 4.2 shows the distribution of respondent home location by Ward and by urban vs. rural context. The highest proportion of participants, 59%, live in Ward 4 (which includes Komoka-Kilworth), followed by 25% of respondents who indicated they reside in Ward 1 (which includes Ilderton). The vast majority of respondents across all wards indicated living in an urban area. (A ward map is included in Appendix C, Section C.1)

Exhibit 4.2: Distribution of Respondents by Ward, Rural and Urban Areas



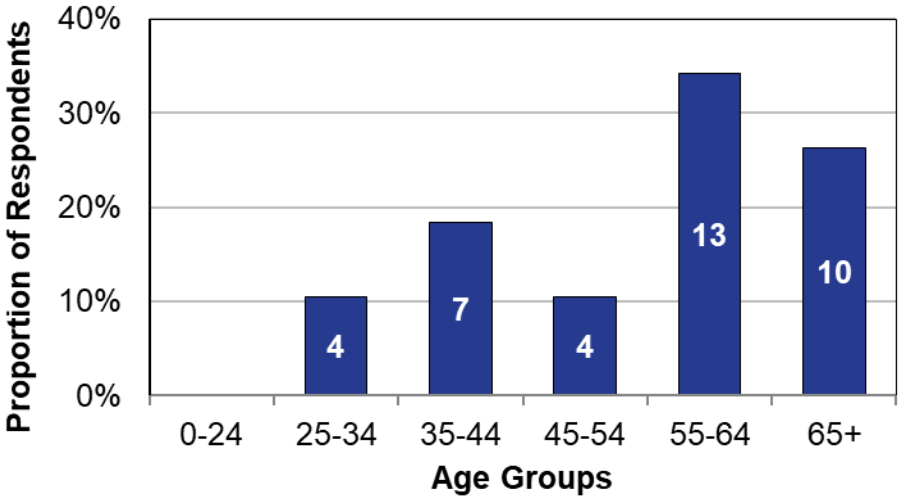
Note: numbers in the bars indicate total number of responses by ward.

DEMOGRAPHIC INFORMATION

For the 40 individuals responding on behalf of themselves (vs. their households), the distribution of age cohorts is shown in Exhibit 4.3. The most

active age groups were those aged 55 to 64 (34% of responses), and aged 65+ (26% of responses).

Exhibit 4.3: Respondent Age Cohort (Individual Responses)



Note: numbers in the bars indicate total number of responses by age category (individual responses).

Individual participants were also given the option to indicate their gender; 65% indicated female and 35% indicated male (Exhibit 4.4).

Exhibit 4.4: Gender Distribution (Individual Responses)

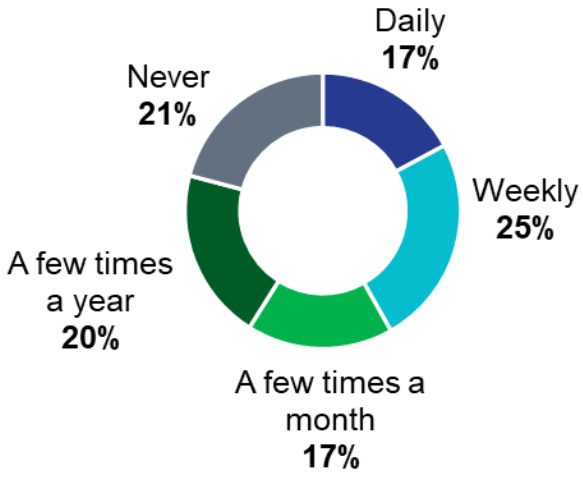


MOBILITY

Participants were asked, **"How often do you or members of your household cycle?"**. A total of 59% of respondents indicated that they or members of their household cycle a few times a month or more (with 17% cycling daily), 20% cycle infrequently (only a few times a year, 20%); and 21% do not cycle at all.

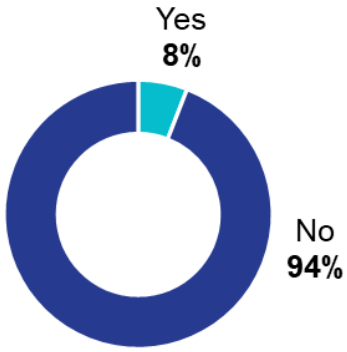
An opportunity exists to encourage cycling, especially among less frequent cyclists who may have moderate confidence through improved cycling network connectivity and safer/more comfortable infrastructure.

Exhibit 4.5: Cycling Frequency in Household



Participants were asked, **"Do you or members of your household use mobility devices such as walkers or wheelchairs?".** As shown in Exhibit 4.6, a total of 8% indicated mobility device usage, highlighting the importance of the provision of AAA facilities in the planning and implementation of active transportation infrastructure.

Exhibit 4.6: Mobility Device Use in Household



MAPPING ACTIVITY

Exhibit 4.7 and Exhibit 4.8 show the user-identified priority locations for active transportation infrastructure across Middlesex Centre, reported under the following categories:

- Trails (162 points submitted)
- Sidewalks (182 points submitted)
- Pedestrian crossings (164 points submitted)
- Cycling (173 points submitted)

The locations of these community priority locations were considered in developing active transportation infrastructure recommendations.

Exhibit 4.7: Mapping Activity: User-Identified Priority Locations - Overview

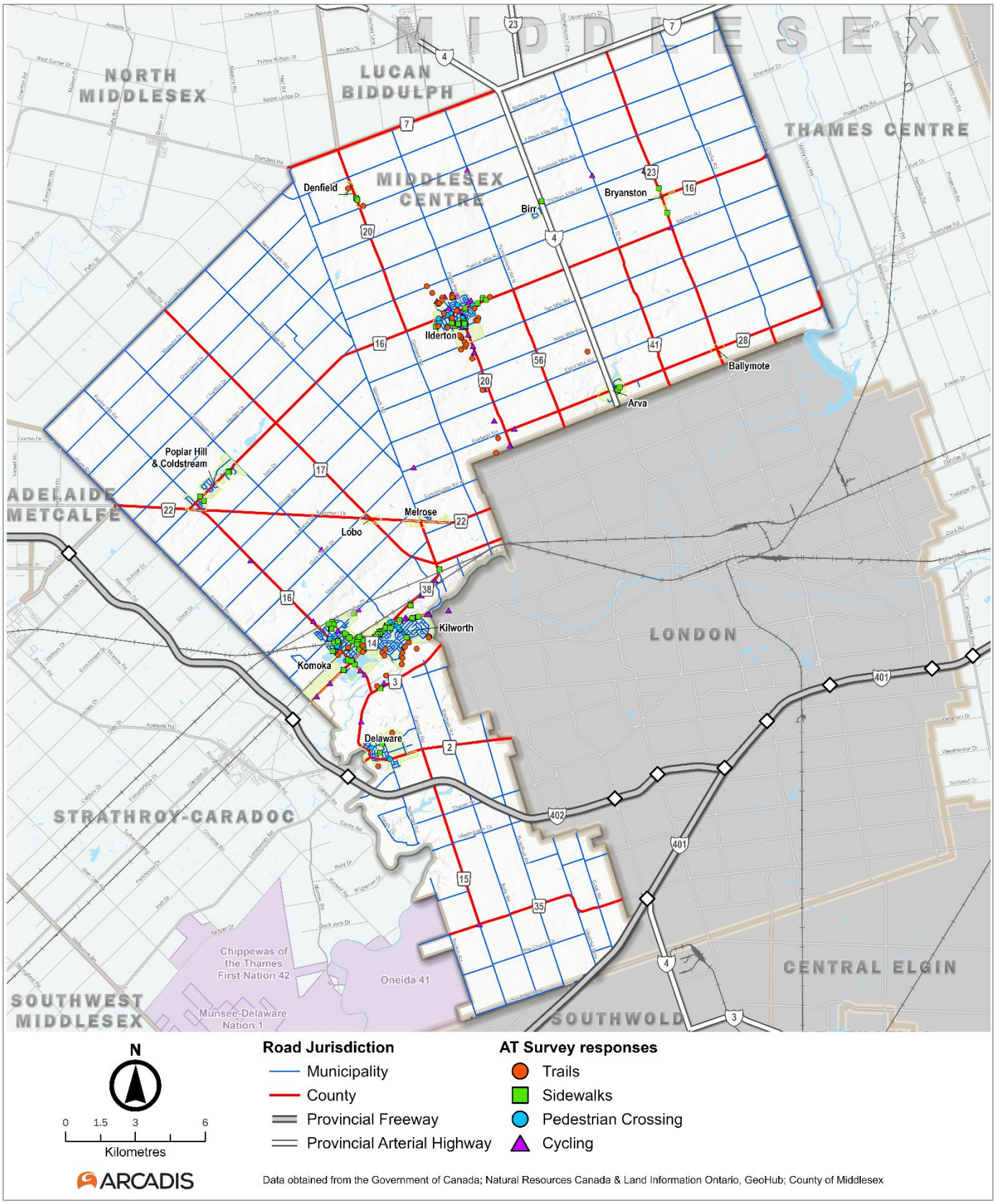
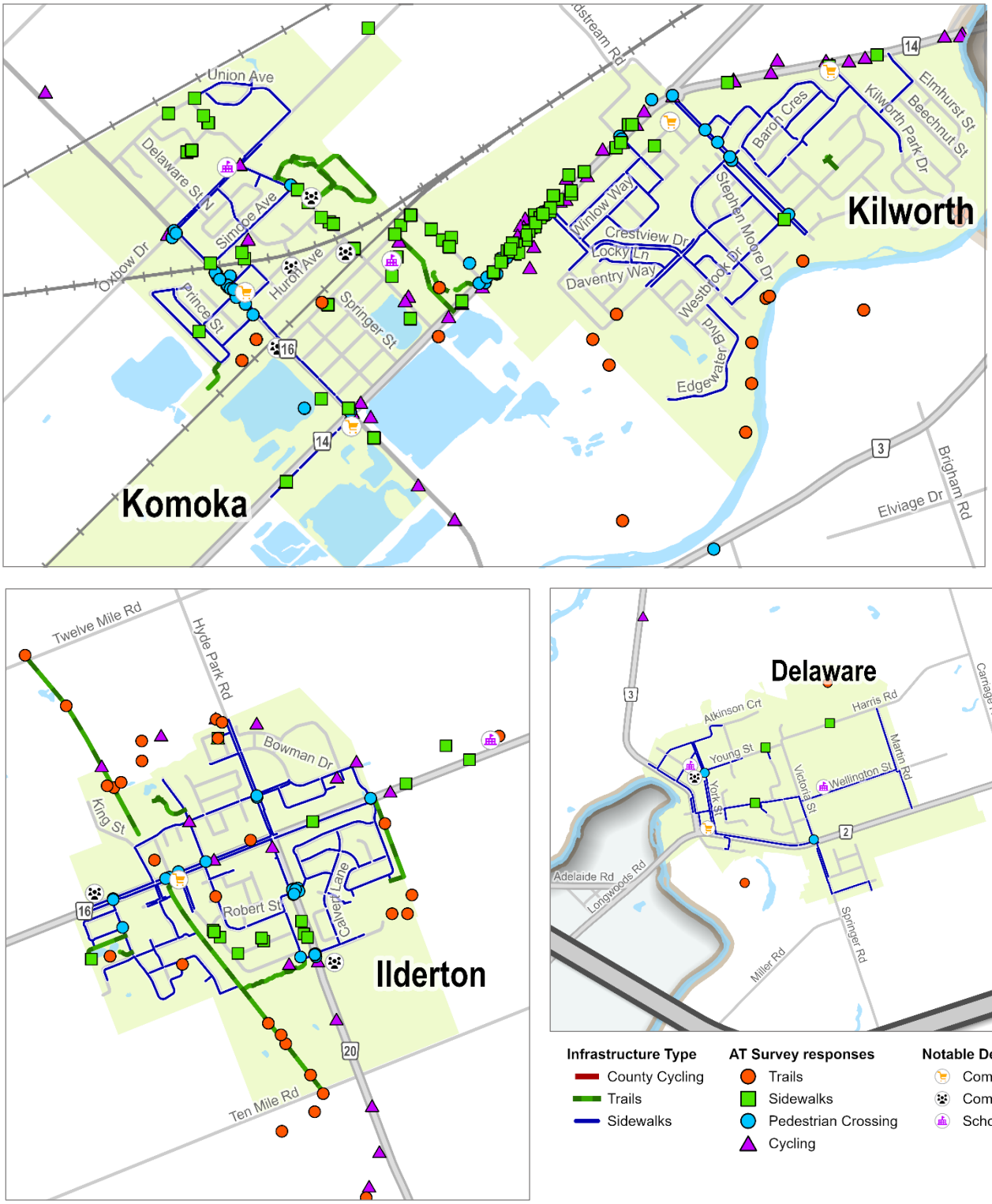


Exhibit 4.8: Mapping Activity User-Identified Locations – Selected Settlement Areas



The following are locations with significant clustering of mapping pinpoints:

Komoka-Kilworth:

- Glendon Drive (CR 14) is a focus of desired connectivity: sidewalks, and to a lesser extent, a cycling route, are desired along the roadway, especially between Jefferies Drive (Komoka) and Tunks Lane (Kilworth); pedestrian crossings are desired at Jefferies Drive and Tunks Lane as well.
- Komoka Road (CR 16): New/improved pedestrian crossings are indicated south of the railway tracks as well as at Oxbow Drive; sidewalks are also desired along Komoka Road in the vicinity of Glendon Drive (CR 14).
- Sidewalks are also desired in Komoka along Tunks Lane, Queen Street in the vicinity of the Komoka Community Centre, and along Parkview Drive (which would help provide connectivity to Parkview Public School).
- Trails are desired south of Kilworth near/along the Thames River and to the west of Kilworth.
- A pedestrian crossing is desired on Jefferies Road south of Glendon Drive.

Ilderton:

- New or improved pedestrian crossings are desired along Hyde Park Road (CR 20) (especially at Heritage Drive) and along Ilderton Road (CR 16).
- Sidewalk gaps to fill in are indicated along Ilderton Road toward Oxbow Public School, and also in the southwest of Ilderton along Mill Street.
- Trail connectivity around the north of Ilderton (rail trail to Hyde Park Road) and southeast Ilderton.
- Ilderton Rail Trail improvements are indicated along the existing trail.
- A desired connection between London and Ilderton, typically indicating a preference for an extension of the Ilderton Rail Trail.

Delaware:

- Sidewalks are desired along the north of Delaware, e.g. along Young Street and Harris Road.

Arva:

- Sidewalk connectivity is desired in southeast Arva, and a pedestrian crossing of Medway Road (CR 28) east of Hwy 4 (underway)

Poplar Hill and Coldstream:

- Sidewalks are desired along Ilderton Road (CR 20).

COMMENTS

Respondents to the online questionnaire and mapping activity were also given the opportunity to provide comments both as an alternative to identifying map pinpoints and as additional comments. A full listing of these comments is provided in Appendix C. Some of the key or common themes in the comments are as follows:

Sidewalks

- Strong desire/support for an improved and expanded sidewalk network – especially along roadways connecting to schools, shops (especially Foodland in Komoka), community centres, and the Ilderton Farmers Market/church.
- Prioritize sidewalk implementation on busier urban centres, along busy streets and routes to schools.

Pedestrian Crossings

- Significant concerns about pedestrian safety and visibility at current ("pseudo") pedestrian crossings across Komoka Road at St Clair Avenue in Komoka, and across Hyde Park Road at Heritage Drive in Ilderton – crossings with flashing lights are desired.
- Desire for new pedestrian crossings to prioritize safety – e.g. across Glendon Drive in Komoka, across Ilderton Road at Meredith Drive in Ilderton, and Queen Street at Simcoe Avenue in Komoka.
- Particular consideration is needed for children's safety, especially near schools and railway crossings.

Cycling

- Support for more cycling routes separated from vehicular traffic to encourage increased cycling; for connectivity within urban centres and across Middlesex Centre.

Trails

- Strong support for trails for connectivity, recreation, and enjoyment of nature, e.g. along the Thames River, around local ponds, and the perimeter ring-road trail around Ilderton. Trails enhance the appeal of the area, promote community well-being, and improve access to nature and communities.

> Please add more walking trails behind subdivisions and within wooded areas surrounding the neighbourhood. The natural setting would be appreciated and valued by the community and encourage outdoor activity. It would enhance the appeal of our area.
> ***– Ward 4 resident***

> Fixing the pseudo crosswalk as you enter Ilderton, which is currently the most dangerous setup possible.
> ***– Ward 1 resident***

> Look to improve sidewalk connections in Poplar Hill/ Coldstream provide connections to the library, community center, park and school. look to build the rail trail and other off-road connections in the urban areas.
> ***–Ward 3 resident***

- New trails connecting children to schools would provide a safe alternative to other modes such as bus.
- Strong support for extending the Ilderton Rail Trail, especially as a catalyst for connecting communities, bringing in new visitors and improving the local economy, as well as for recreation.

Traffic Concerns/Desired Traffic Calming

- Concerns about speeding vehicles on County and Municipality roadways, and desire for traffic calming to improve safety, especially near schools.

General

- Desire to see previously approved routes such as the trail around Ilderton actually constructed.
- Maintenance of active transportation routes was also noted as important.
- Some challenges were noted with the survey instrument, especially in dropping pinpoints on the map.

> Safety has been my major concern regarding cycling in Middlesex Centre. There are few major roads that can accommodate people of all ages to travel safely from one place to another, for work, business or other, using all types of bikes including e-bikes.
> ***– Ward 4 resident***

> Build a sidewalk connection to Oxbow Public School
> ***– Ward 1 resident***

4.4 Round 2 Engagement

This section summarizes the activities and key findings from the second round of engagement.

Public Information Centre 2

The second Public Information Centre (PIC) for the ATP study was hosted in-person on the evening of February 19, 2026 at the Komoka Wellness Centre. The purpose of PIC 2 was to present the draft recommended networks for feedback from residents of Middlesex Centre.

The informal conversation-style event featured information boards that presented:

- Study overview and overarching policy alignment
- ATP Strategic Framework
- Summary of community-identified priority active transportation connections for expansion or improvement
- Draft recommended active transportation networks, including information on the proposed Ilderton Rail Trail expansion
- Overview of infrastructure design considerations

Information boards were also posted to the ATP study webpage for asynchronous online participation.

TABLE-TOP MAPPING EXERCISE

The PIC invited attendees to provide feedback on the recommended active transportation networks through a table-top mapping exercise. Participants were asked to place a green sticker to indicate recommended infrastructure they agree with and would like to be prioritized, and a red sticker to indicate recommended infrastructure they would like to see revised.

Input received in response to the mapping exercise is included in Appendix C.

SUMMARY OF FINDINGS

Findings of feedback received – both through discussions with members of the public though the table-top mapping exercise as well as through comments sheets submitted at the Public Information Centre – is summarized as follows:

- Overall strong support for the draft recommended ATP network to improve the safety and connectivity of pedestrians and cyclists, and to provide expanded opportunities for recreation and exercise in nature.
- Call for increased protection and separation of vulnerable road users through expanded sidewalk connections, as well as suggestions for additional refinements to draft network to increase pedestrian safety, especially for children along school walking routes.
- Very strong support for improved and new pedestrian crossings to support safer pedestrian connectivity at key locations (e.g. Komoka Road at Duke Street in Komoka, Glendon Drive at the Foodland in Komoka).
- Desire for increased opportunities to connect to existing nature trails, as well as suggestions for additional nature trails (e.g. new trail along the Thames River in Kilworth).
- Support for the Ilderton Rail Trail expansion as an important connection and recreational opportunity for the community, as well as a driver of tourism; while also considering the practicality and impacts of Ilderton Rail Trail expansion along the alignment indicated, given key constraints such as actively farmed land and impacts on adjacent landowners.

> Existing sidewalks must be maintained better. We have to walk on the roads in winter because sidewalks are icy.
> ***– Ward 1 resident***

> Build the rail trail to connect to the city of London! And expand walking and trail networks.
> ***– Ward 1 resident***

- Concerns about network implementation timelines, and desire for prompt construction of new and improved infrastructure.
- Concerns about maintenance of sidewalk and cycling facilities, especially snow and snowmelt creating unusable conditions along sidewalks.

Other Outreach and Inputs

The PIC 2 information boards – featuring the draft recommended active transportation networks – were distributed to the following municipalities for feedback:

- County of Elgin
- City of London
- Municipality of North Middlesex
- Municipality of Strathroy-Caradoc
- Municipality of Thames Centre
- Township of Adelaide Metcalfe
- Township of Lucan-Biddulph
- Township of Southwold

The information boards were also provided to Oneida Nation of the Thames.

All recipients were provided with the opportunity to share feedback on the draft networks, and were invited to meet the project team if desired.

The Municipality project team also solicited review and input from a range of internal municipal stakeholders. These inputs resulted in some refinements to draft network recommendations, largely based on feasibility of implementation and increased alignment with current planning.

Appendix C.4 lists all comments received from members of the public and interested parties in response to the draft Active Transportation Plan recommended networks.

Strong support for the plan was noted by several members of the public, with some particularly noting support for the draft recommended Ilderton Rail Trail expansion. However, a petition including 35 signatures in opposition to the draft recommended extension of the Ilderton Rail Trail was also received.

Of note, the City of London noted support for the draft recommended plan and communicated their intent to continue to work with the County of Middlesex on cycling connections along Adelaide Street and Wonderland Road.

All comments were reviewed for consideration in the refinement and finalization of the ATP.

4.5 Responses to Draft Final Active Transportation Plan

Based on inputs at and following PIC2 and other considerations, the draft recommended active transportation networks were refined. A complete Draft Final Active Transportation Plan document with the updated networks was prepared and presented to the Middlesex Centre Community Services Advisory Committee on July 6,2026. Feedback was received in response to the final draft plan from the committee and from other interested parties; these are included in Appendix C.5 and generally included statements of support, with some additional considerations toward finalizing the recommended active transportation networks.

5 Redrawing the Map: Recommended Connections

Active transportation plays a vital role in shaping healthy, vibrant, sustainable and complete communities, and supporting comfort and safety through a network of connected and accessible infrastructure is an important component of the local transportation system in Middlesex Centre.

A range of factors were considered in developing the recommended active transportation plan network for Middlesex Centre described in this section, including the following:

- **Connectivity:** Recommended networks aim to provide connections that are continuous and direct, linking residents and visitors to key destinations like schools, community centres, parks and commercial areas.
- **Recreational uses:** Public engagement participants noted that in addition to connecting to daily activities, Middlesex Centre's active transportation infrastructure is enjoyed in its own right as a way to enjoy the outdoors without worry about busy roadway traffic. These opportunities to connect with nature and enjoy some exercise are valued by the municipality's residents and visitors.
- **Public input:** To the extent possible, the plan incorporates feedback from residents across two rounds of engagement to help design recommended networks that align with community needs and priorities.
- **Existing policy and planning:** Recommended networks were developed to align with and be supported by the existing policy and planning direction of the Municipality, County and Province, and are consistent with current design standards and best practices.
- **Implementability:** Considers the practicality and feasibility of proposed improvements, including alignment with current detailed subdivision plans, cost, constructability and feasibility. This ensures recommendations are achievable and within available resources.
- **All ages and abilities (AAA):** Facility (route) types were selected to create active transportation networks that are comfortable and accessible for everyone—regardless of age, physical ability or experience level. For example, this includes identifying multi-use trails alongside busy County or municipal roadways to ensure adequate separation from traffic.

5.1 Overview

The recommended active transportation network for the Municipality of Middlesex Centre as a whole is shown in Exhibit 5.1, with detail for the following selected settlement areas provided as separates exhibits:

- Arva - Exhibit 5.2
- Delaware - Exhibit 5.3
- Denfield - Exhibit 5.4
- Ilderton - Exhibit 5.5
- Komoka-Kilworth - Exhibit 5.6
- Poplar Hill and Coldstream - Exhibit 5.7

The exhibits show existing, currently planned (underway or committed), and recommended network infrastructure by type, as outlined below.

Multi-User Facilities:

- **Multi-use trail:** In-boulevard multi-use paths (beyond the clear zone of a roadway) and off-road trails provide the highest degree of separation between cyclists and motorists.
  - **Minor trails:** Some existing multi-use paths, e.g. through municipal parks, may be narrower or otherwise not following typical municipality standards, but still represent an important active transportation opportunity.
- **Traffic signals:** These are typically warranted due to vehicular traffic volumes, but also provide a means for pedestrians and cyclists to more safely cross busy roadways – when pedestrian crossing signals and crossing paths are also provided.

Pedestrian Facilities:

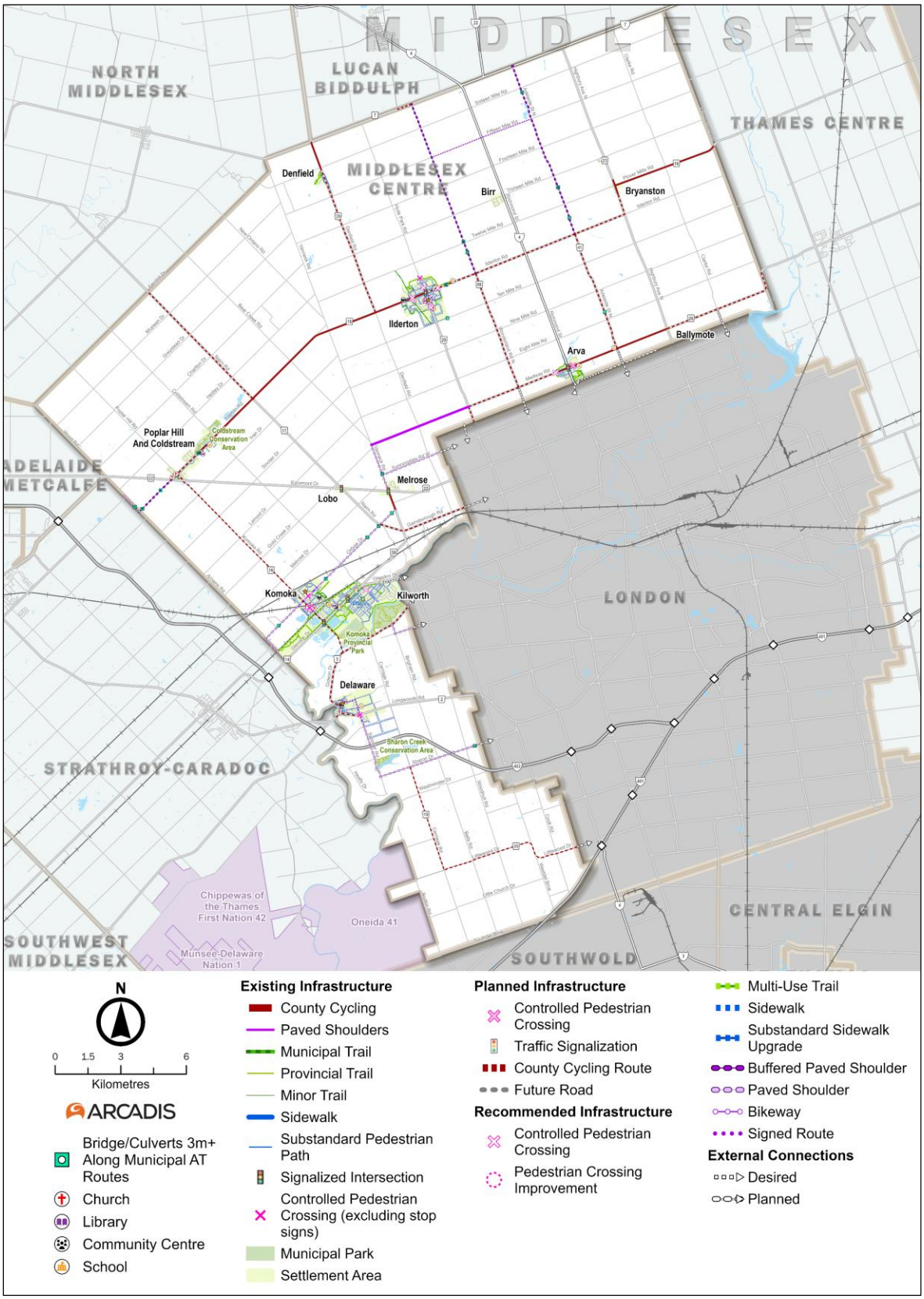
- **Sidewalks:** The standard sidewalk implementation in Middlesex Centre is separated from the roadway by a grassy boulevard (allowing utilities as well as roadway snow storage in the boulevard). In some retrofit cases and other special cases, having the sidewalk immediately alongside the roadway can help with implementation.
  - **Substandard sidewalk upgrade:** In some cases, very narrow sidewalks are in place, or pedestrians rely on existing “splash strips” alongside busy roadways as pedestrian travel routes; these are upgraded to sidewalks that meet current design standards to support increased pedestrian comfort and safety.

- **Controlled pedestrian crossings:** Controlled pedestrian crossings require vehicles to stop or yield to pedestrians; different types of crossings are discussed in Section 5.3.
  - **Pedestrian crossing improvement:** An upgrade to an existing crossing to increase safety for vulnerable road users.

Cycling facilities:

- **Paved shoulder:** The portion of a roadway which is contiguous but outside the travelled way of motor vehicles. Paved shoulders are used to accommodate stopped cars and emergency uses, and can also be used by cyclists; they also provide lateral support for the pavement structure.
- **Buffered paved shoulder:** Buffered paved shoulders provide additional separation between motor vehicles and cyclists, and are typically implemented along higher-speed and higher-volume roadways.
- **Bikeway:** This term is used to mean any roadway or path provided for bicycle travel along urban streets, either for the exclusive use of bicycles or shared with other transportation modes. Further analysis will be needed closer to implementing the route to determine more specifically the type of infrastructure needed, based on vehicular traffic volumes and speeds, and other considerations. Facility types could include conventional bicycle lanes, buffered bicycle lanes, and cycle tracks.
- **Signed route:** Roadways with suitable conditions for mixed traffic operation are identified, supportive signs and pavement markings can be installed to support wayfinding and cyclist safety.

Exhibit 5.1: Recommended Active Transportation Network – Overview



Note: *Bikeway* means any roadway or path provided for bicycle travel along urban streets, either for the exclusive use of bicycles or shared with other transportation modes.

Exhibit 5.2: Recommended Active Transportation Network – Arva



Exhibit 5.3: Recommended Active Transportation Network – Delaware

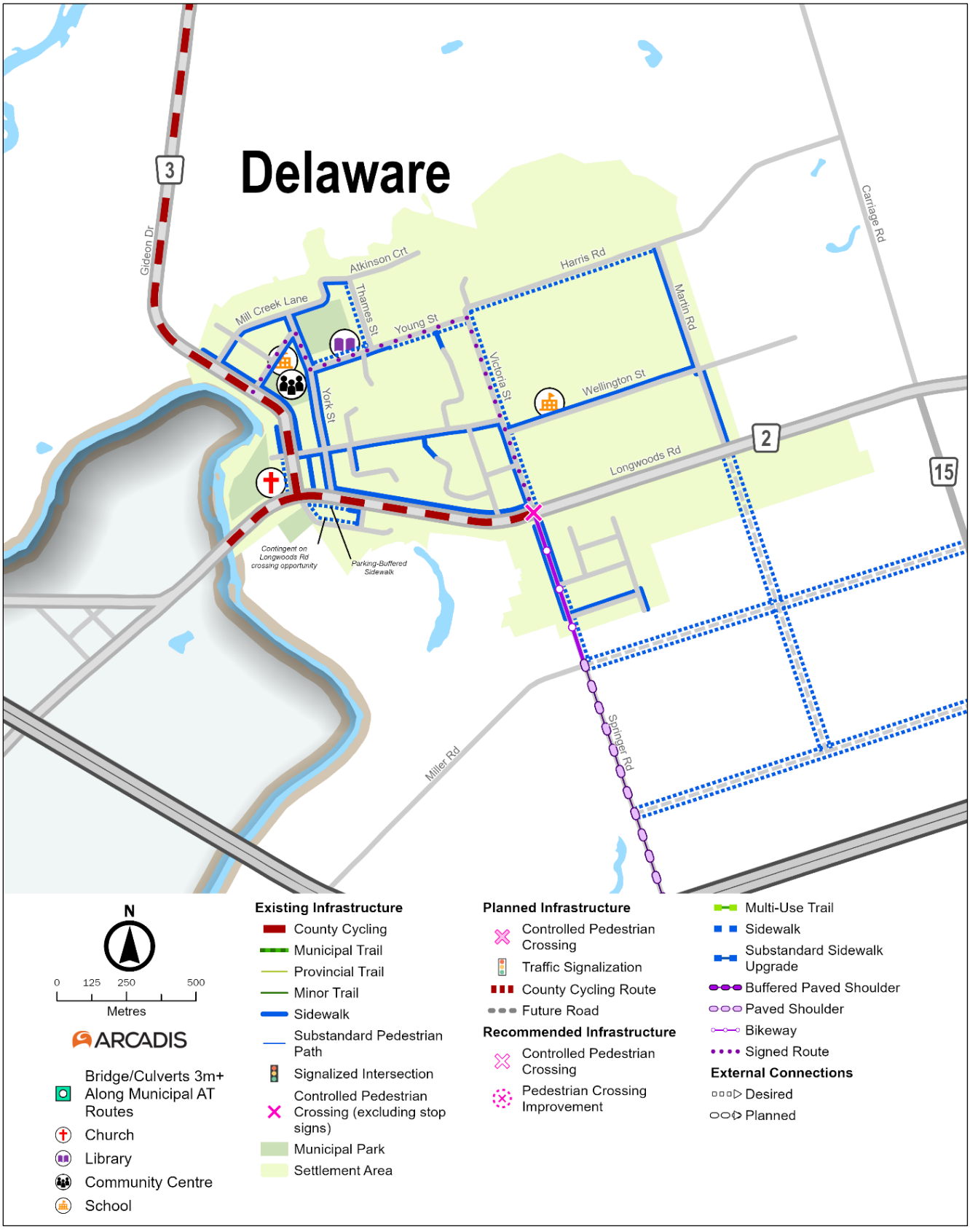


Exhibit 5.4: Recommended Active Transportation Network – Denfield

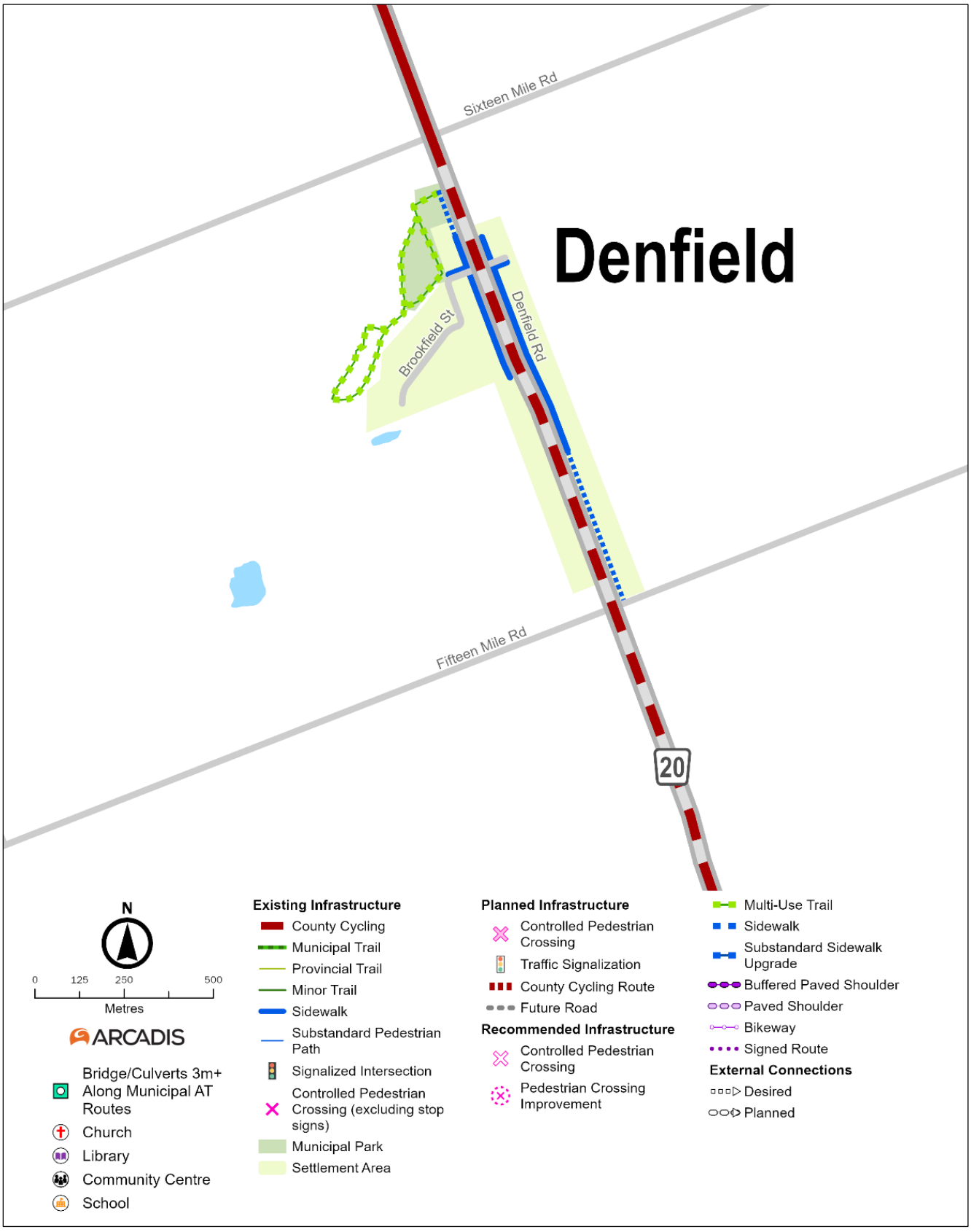


Exhibit 5.5: Recommended Active Transportation Network – Ilderton

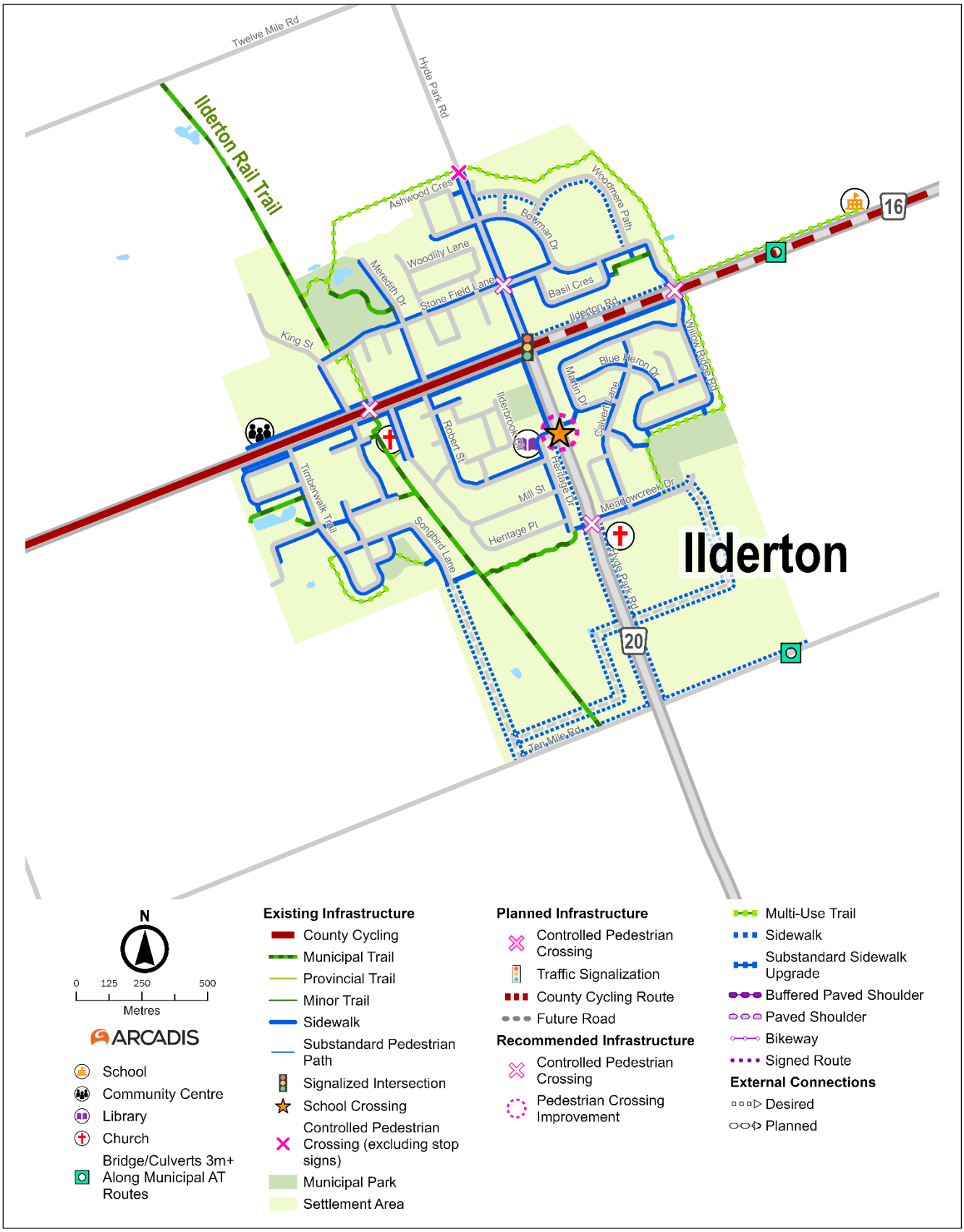


Exhibit 5.6: Recommended Active Transportation Network – Komoka-Kilworth

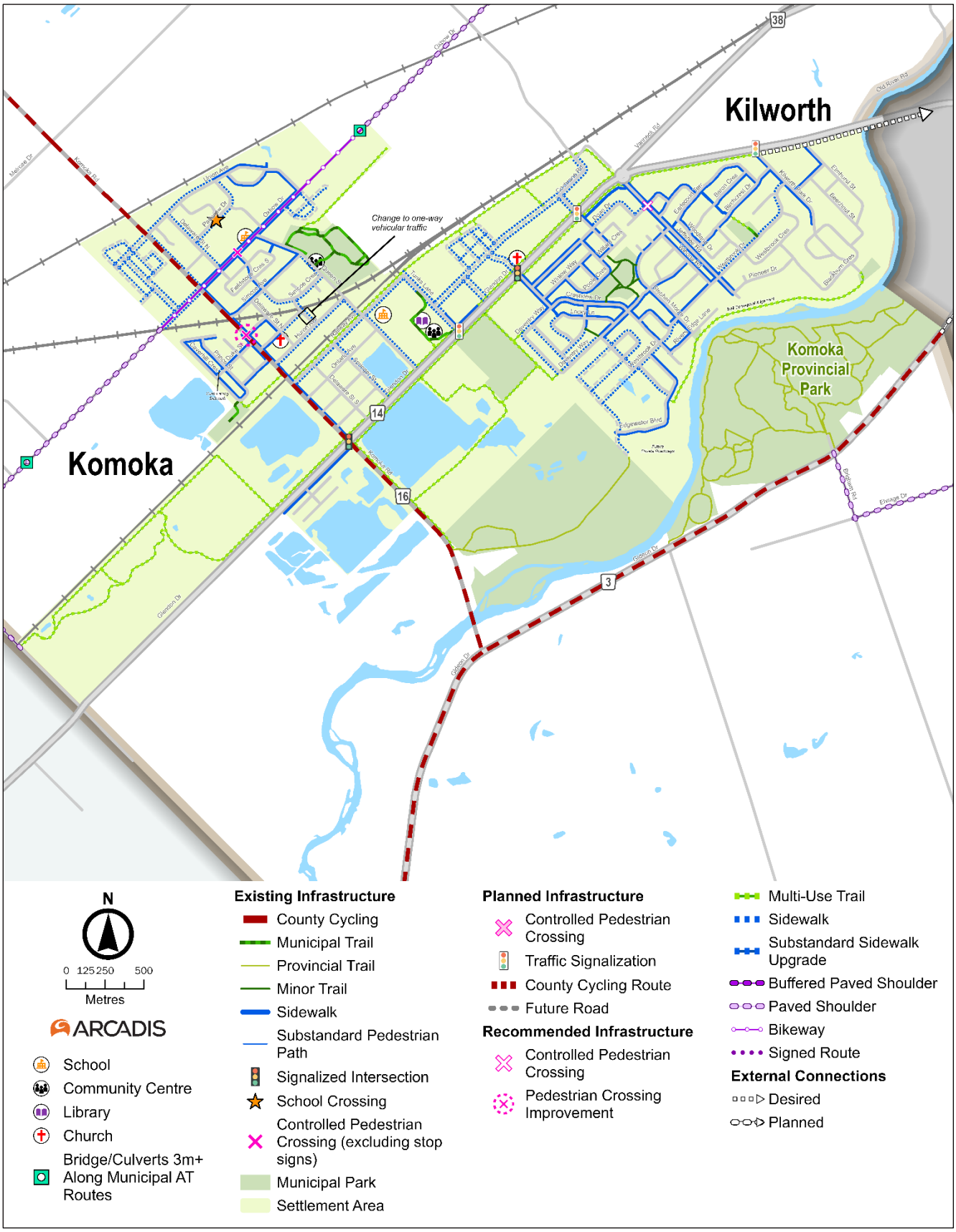
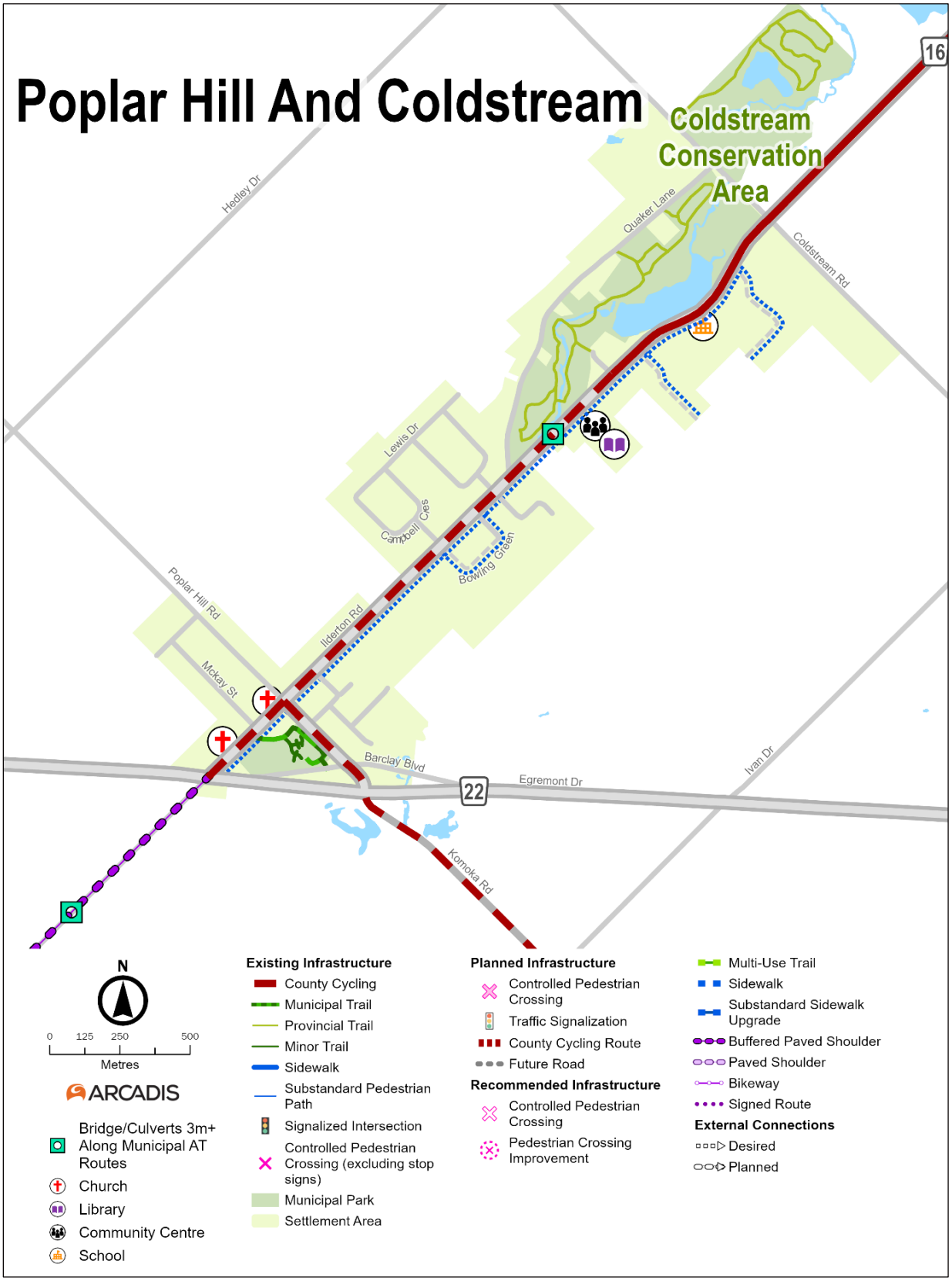


Exhibit 5.7: Recommended Active Transportation Network – Poplar Hill and Coldstream



5.2 Multi-Use Trails

Multi-use trails – comprising in-boulevard multi-use paths (beyond the "clear zone" of a roadway) as well as off-road trails – provide the highest degree of separation between active transportation uses and motorists, supporting safety and comfort for walking, cycling, rolling and other non-motorized mobility, supporting both functional connectivity and recreational opportunities. By separating vulnerable road users from motor vehicle traffic, multi-use trails reduce conflict, encourage healthy lifestyles, and expand travel choices for people of all ages and abilities.

A recurring theme heard from members of the public during ATP study engagement was the importance of opportunities to enjoy nature as part of a high quality of life. Off-road trails help to support both residents' and visitors' access to natural heritage, and celebrate the rural character and charm of Middlesex Centre.

The ATP recommends various off-road trails across Middlesex Centre that will help to provide residents with easier access to nature. Notable recommended roadside and off-road trails include the following:

- Continued implementation of a multi-use trail along Glendon Drive (CR 14) in Komoka-Kilworth alongside and concurrent with the County's roadway improvements[2]
- Trails along the north and east perimeter of Ilderton, completing a planned active transportation loop around the urban area
- A trail planned in Komoka between the CN Rail corridor to the north and Railway Avenue to the south, taking advantage of an available nature area
- A nature trail along the Thames River in Kilworth.[3]

[2] The City of London noted a connection over the Thames River connecting Glendon Drive and Oxford Street as an important inter-municipal opportunity for active transportation users. Walking and cycling improvements have been made on Oxford Street as far west as the Gideon Drive Roundabout though there are currently no plans to complete this connection to the west. Timing will likely be driven by the timeline of replacing or rehabilitating the bridge.

[3] A formal trail is recommended along the north bank of the Thames River in Kilworth, building from and utilising the existing informal trails. Implementation of this recommended trail is understood to be under the purview of the County of Middlesex.

5.3 Pedestrian Network

Sidewalks

Sidewalks are well known as dedicated pedestrian pathways alongside roadways, separating pedestrians from vehicular traffic by curbs, grassy boulevards, or furnishing zones.

Sidewalks form the backbone of a community's active transportation network, providing the most fundamental and universally accessible means for people of all ages and abilities to move safely and comfortably on foot or with mobility aids. In this active transportation plan, sidewalks are recognised as critical infrastructure for safety, accessibility, connectivity, health and vibrancy.

Within Middlesex Centre, a 3.3 m separation between sidewalks and vehicular lanes via a grassy boulevard is standard design, providing a space for utilities and to store winter snow. However, to mitigate impacts to property owners in retrofit situations, curb-facing sidewalks constructed immediately adjacent to the roadway curb, with only the curb itself separating space between the sidewalk and the street, may facilitate implementation.

A particularly challenging location to provide desired community sidewalk connectivity is between north and south Komoka; the three railway bridge tunnels of the north-south streets – Queen Street, Springer Street and Delaware Street – leave only a very narrow right-of-way, insufficient to allow for the addition of sidewalks. Meanwhile, limited sightlines through the tunnels can affect the safety of pedestrians using the vehicle lanes. It is recommended to remove one lane of vehicular traffic along Springer Street from Simcoe Crescent to St. Lawrence Avenue, making this a one-way street for vehicles, to allow for the valuable sidewalk connection between north and south of the rail line.

Alignment with the Middlesex Centre Official Plan was sought in developing the pedestrian network; however, deviations were made in certain instances based on local conditions and anticipated demand. For example, sidewalk expansion in Bryanston is not included in the ATP due to limited expected growth and the relatively low number of projected users given cost of implementation.

To further support the Municipality's implementation of the recommended sidewalks, a sidewalk prioritization analysis was conducted, and is described in Section 6.2.

Controlled Pedestrian Crossings

OVERVIEW

A connected network for pedestrians involves not just sidewalks and trails but also opportunities to cross roadways where needed. Roadways with high vehicular volumes can be candidates for controlled pedestrian crossings.

Controlled crossings require vehicles to stop or yield to pedestrians, whereas uncontrolled crossings require pedestrians to wait for a safe gap in traffic prior to crossing the roadway, without the aid of traffic control measures.

The Ontario Traffic Council via *Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments* (2016) ("OTM Book 15") provides guidance for selecting and implementing appropriate pedestrian crossing treatments under a variety of contexts. Types of controlled pedestrian crossings in order of increasing complexity of roadway environment are as follows:

- Supervised School Crossings – these are only considered to be controlled crossings when a crossing guard is present; there is no requirement for vehicles to stop otherwise;
- Stop or Yield-Controlled Intersections;
- Pedestrian Crossovers; and
- Traffic Control Signals.

The appropriate treatment is typically determined by the traffic volumes, pedestrian volumes, and prevailing or posted speeds of the road or street being crossed.

Traffic speeds and volumes in Middlesex Centre result in **Pedestrian Crossovers (PXOs)** being an appropriate crossing facility type when needed along municipality roadways. OTM Book 15 outlines two broad levels of PXOs – Levels 1 and 2 (Level 2 with subtypes) – all prescribed and illustrated by *Ontario Regulation 402/15*: *Pedestrian Crossover Signs.* These are as follows, in order of decreasing pedestrian protection:

- **Level 1 PXO type A:** Include regulatory and warning signs, pavement markings, and flashing amber beacons (activated by pedestrians), and are appropriate for high vehicle-volume, lower-speed settings.
- **Level 2 PXO types B or C**: Include regulatory signs and side-mounted warning signs with flashing beacons, pavement markings, and rapid rectangular flashing beacons (RRFB) (activated by pedestrians). Type B also includes overhead signs.
- **Level 2 PXO types D:** Include regulatory and warning signs and pavement markings, but do not require flashing beacons.

Example diagrams of these pedestrian crossing types are shown in Exhibit 5.8.

MIDDLESEX CENTRE ANALYSIS AND RECOMMENDATIONS

A pedestrian crossing evaluation was conducted for five locations in Middlesex Centre; the analysis followed OTM Book 15 guidance and is detailed in Appendix B:

Komoka:

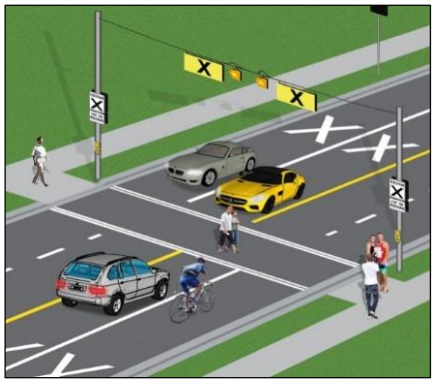
- Komoka Road (CR 16) at St Clair Avenue

Ilderton:

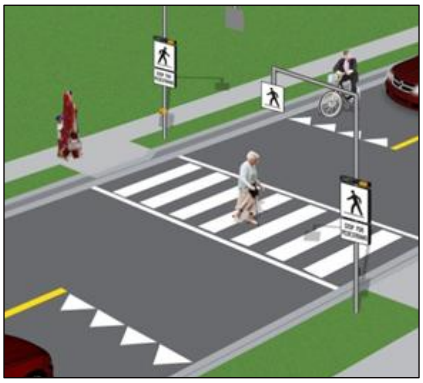
- Hyde Park Road at Stonefield Lane
- Hyde Park Road (CR 20) at Heritage Drive
- Hyde Park Road (CR 20) at Meadowcreek Drive
- Ilderton Road (CR 16) at Willow Ridge Road.

Exhibit 5.8: Diagrams of Pedestrian Crossovers

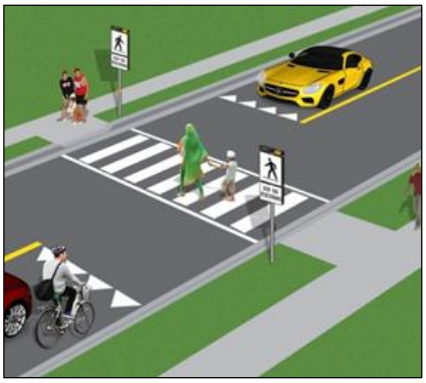
PXO Level 1 – Type A



PXO Level 2 – Type B



PXO Level 2 – Type C



Note: Both **PXO Level 2 Types B and C** have rapid rectangular flashing beacons mounted above the "stop for pedestrians" signs, activated by pedestrians.
PXO Level 2 Type D is similar to PXO Type C but without flashing beacons.
Source: MTO (2021). Driving near pedestrian crossovers and school crossings.
<https://www.ontario.ca/page/driving-near-pedestrian-crossovers-and-school-crossings> Accessed July 2025.

For all five locations, a **PXO Level 2 Type B** is recommended **under current roadway conditions.** Less-protective PXO types can be considered together with additional mitigations to reduce vehicular traffic speeds and/or reduce pedestrian crossing distances, as outlined in Appendix B.

For **Komoka Road (CR 16) at St Clair Avenue in Komoka**, consideration should also be given to moving the pedestrian crossing location from the current location immediately north of St. Clair Avenue, which is approximately 120 m

south of an at-grade rail crossing, to approximately 60 m or more further south close to Duke Street.

In addition to the above recommended crossings, the following controlled pedestrian crossings are also generally recommended, but warrant additional analysis to determine the appropriate PXO treatment:

- **Medway Road (CR 28) approximately 600 m west of Richmond Street (CR 4), Arva:** Crossing recommended to provide an active transportation connection between new communities planned for north and south of Medway Road.
- **Ilderton Road (CR 16) and Ilderton Street, Ilderton:** Crossing recommended for implementation in concert with the recommended multi-use trail along Ilderton Street.
- **Jefferies Road and Enterprise Drive, Komoka-Kilworth:** Crossing recommended to connect communities and commercial areas (this location was identified as part of public engagement).

5.4 Cycling Network

The recommended Middlesex Centre cycling network consists largely of the multi-use trail network as well as County cycling routes (typically paved shoulders alongside County roadways). Given current and anticipated traffic volumes, cyclists can also comfortably travel along lower-volume residential roadways in many cases.

Additional recommended cycling routes in Middlesex Centre beyond the multi-use trails noted above include the following:

- **Rural routes**: Paved shoulders and buffered paved shoulders are identified along municipal segments of rural roadways including Adelaide Street North, Wonderland Road North, Fifteenth Mile Road, Sunningdale Road West, Vanneck Road, Sharon Drive and Sringer Road. Together with the County's Cycling Master Plan network routes along County roadways, these provide inter-municipal cycling connectivity.
- **Oxbow Drive bikeway/paved shoulders– Komoka and area**: Oxbow Drive had been identified in Middlesex County's Cycling Master Plan network and in the Province's #CycleON network (current status of #CycleON is uncertain), and can serve as a significant inter-municipal cycling connection, especially given the challenges of adding cycling connectivity across the Thames River via Glendon Drive to the south. The County's cycling plan had identified this route as a signed route;

however, given Oxbow Drive's speeds and vehicular traffic levels, a dedicated cycling network would be appropriate.

Within the urban area of Komoka, a multi-use trail may be appropriate for future implementation; however, given the relatively recent implementation of sidewalks along Oxbow Drive, it is not anticipated that a multi-use trail would be implemented in the near or medium term.

In rural areas, paved shoulders would be appropriate to accommodate cycling. However, implementing paved shoulders would be challenged at the five bridge/culvert crossing – Section 7.1 outlines a few options.

Further design analysis will be needed before implementing the Oxbow Drive portion of the Middlesex Centre cycling network.

» **Delaware:** Within the urban area of Delaware, a "bikeway" (requiring further design consideration), is recommended along Springer Road, connecting to a paved shoulder route further south along Springer Road. The route also continues north of Longwoods Road (CR 2) as a signed route along Victoria Street, then west along Young Street, York Street and Osborne Street. The newly installed controlled pedestrian crossover at Springer Road can be used to cross Longwoods Road more safely as part of this connected route.

5.5 Potential for Ilderton Rail Trail Expansion

In developing the Middlesex Centre Active Transportation Plan networks, consideration was given to the potential use of the former Ilderton rail corridor as an active transportation trail, building on previous recommendations to explore this opportunity such as in the 2014 Trails Master Plan.

While there are examples across Ontario of former rail corridors being successfully converted to active transportation trails **where corridor lands have remained under municipal ownership**, the Ilderton rail corridor presents a significant constraint in that the **corridor lands were sold to adjacent landowners** in the 1990s and are no longer under municipal ownership, limiting the feasibility of re-establishing the corridor as a continuous active transportation trail.

The Ilderton Rail Trail does not form part of the final recommended active transportation networks of this Active Transportation Plan. However, analysis completed to assess potential Rail Trail expansion options has been retained in Appendix D for completeness of the record of the work conducted in developing the ATP.

6 Following Best Practices: Design Guidance

The following outlines design guidance for the Municipality's multi-use trails, sidewalks, and cycling routes.

6.1 Multi-Use Trails

This section carries forward elements of the "Trail Development Toolkit" of the Middlesex Centre *Trails Master Plan* (2014, prepared by Monteith Brown Planning Consultants) verbatim except where indicated by blue font to denote updates that reflect current guidance and best practices, as well as to reflect implementability considerations in Middlesex Centre. Footnotes have also been added to provide additional context and information.

Design Standards and Guidelines

*The following is carried forward from the **Trails Master Plan (2014)** Trail Development Toolkit, Section 5.1, except where indicated by* blue font*.*

It should be noted that these standards only apply to recreational trails that are maintained by the Municipality and exclude wilderness trails, backcountry trails, portage routes, and trails used for motorized recreational vehicles, mountain biking, and cross-country skiing. These standards have been developed to conform to Ontario Regulation 413/12 under the *Accessibility for Ontarians with Disabilities Act* (2005) regarding the Design of Public Spaces Standards. This section is also based on standards prepared by the City of London, County of Brant, Region of York, and Ontario Traffic Manual[4].

The Municipality shall refer to these guidelines for the construction of new and redeveloping multi-use trails, together with other guiding Provincial, County or Municipal construction documents. Given the varying terrain observed across

[4] Other relevant reference design guidance includes the following:

- Middlesex County *Cycling Strategy* (2018)
- Toronto *Trail Design Guidelines* (2015)
- Toronto *Accessibility Design Guidelines* (2021)
- OTM Book 18 - *Cycling Facilities* (2021)
- Transportation Association of Canada *Geometric Design Guide for Canadian Roads* (2017)

the Municipality, it may not be reasonable to meet all standards and as a result, exceptions may be permitted.

*The following is carried forward from **Trails Master Plan (2014)** Trail Development Toolkit, section 5.1.1 Trails, except where indicated by* blue font*. The following sections have been removed:*

- *Trails along Railway Corridors*
- *Trailheads*
- *Signage*
- *Washrooms*
- *Benches and Seating*

Trail Surfaces

A range of trail surface types may be utilized as described in the recommended trail classification hierarchy, provided that they are firm and stable, and contain no tripping hazards. Recommended surface types include asphalt, concrete, limestone screening, or other firm and stable surface. Paving with asphalt or concrete is appropriate for highly developed areas and the use of woodchip surfaces should only be considered for woodland trails and sensitive areas. The trail surface may be selected at the discretion of the Municipality with consideration given to the trail hierarchy, trail type, location and resources available.

Trail Width

The width of trails in Middlesex Centre is subject to the classification system. A minimum width of 3,000 mm (3 m) shall be maintained along all primary trails as these multi-use routes accommodate the widest range of transportation modes and facilitate bi-directional movement with ease. Secondary and Tertiary trails shall maintain a minimum width of 1,800 mm (1.8 m). The entrance to a trail must have a minimum clear opening of 1,500 mm (1.5 m)[5], whether the entrance includes a gate, bollard, or other entrance design.

[5] This has been updated from 850 mm (0.85 m), taking into consideration:

- OTM Book 18 (2021) Section 2.2.1: an operating width of 1.2 to 1.5 m sufficient to accommodate the forward movement of most cyclists
- OTM Book 18 (2021) Section 7.3.3: a minimum of 1.8 m operating envelope should be provided for cyclists between hard objects and facility edges
- Toronto Trial Design Guidelines (2015), section 6.6: minimum clear opening of 1.5 m

Vertical Height

A minimum vertical clearance of 2,500 mm (2.5 m)[6] above grade shall be maintained along all trail routes. This includes trimming back vegetation and removing other obstacles to improve safety and comfort on the path of travel.

Separation Zone / Buffer

Separation zones should be provided to partition trail routes with competing activities or sensitive lands uses. A common concern raised among pedestrians is the unsafe feeling of sharing the right-of-way with vehicular traffic and are less likely to choose active forms of mobility. Separation zones physically remove pedestrians and trail users from vehicular traffic and establish a defined walking pathway. Desired and suggested minimum buffer widths are provided by OTM Book 18 (2021) – see Exhibit 6.1. These can be as low as 0.3 m minimum alongside roads with posted speeds of 50 km/h or less.

Exhibit 6.1: Desired and Suggested Minimum Clearance from Roadways for Multi-Use Paths

Facility Type	Posted Speed Limit	Desired Width (excluding curb)	Suggested Minimum (excluding curb)
One-way	≤ 50 km/h	0.6 – 1.0 m	0.3 m [a,b]
	60 km/h	1.5 – 2.5 m	0.6 m [c]
	≥ 70 km/h	Outside clear zone [d]	
Two-way	≤ 60 km/h	1.5 – 2.5 m	0.6 m [c,e]
	≥ 70 km/h	Outside clear zone [d]	

a Minimum 0.6 m buffer where on-street parking is adjacent to the cycling facility.

b On roadways with speeds of 40 km/h or less, it may be acceptable to provide no buffer beyond the width of the curb. In this case, a 100 mm solid white edge line, marked 200 mm from the back of curb, is recommended to encourage cyclists to ride away from the curb edge.

c 1.0 m is considered the practical lower limit to allow utility poles and signs to be placed in the buffer area while maintaining 0.5 m lateral clearance to the cycling facility. Providing a buffer less than 1.0 m wide may result in these roadway elements needing to be placed elsewhere, and may also hinder the use of the buffer for snow storage.

d The clear zone distance is a function of the design speed, volumes and slopes. Refer to Table 7.3.1 of the TAC *Geometric Design Guideline for Canadian Roads* (2017). Where the facility cannot be located outside of the clear zone, engineering judgement should be applied to determine an appropriate design solution.

e Where the suggested minimum buffer width cannot be provided, consider adding a continuous vertical element between the facility and the roadway, particularly on roads with higher traffic speeds and volumes, to protect cyclists from falling onto the roadway.

Source: OTM Book 18 (2021), Table 4.6 – Desired and Suggested Minimum Buffer Widths for Cycle Tracks and Multi-Use Paths

[6] This has been updated from 2,100 mm (2.1 m), taking into consideration:

- OTM Book 18 (2021): an operating vertical clearance for cyclists of 2.5 m
- Toronto Trail Design Guidelines (2015) Section 4.5: minimum 2.5 m

For posted speeds of 70 km/h or more, multi-use paths should be outside of the "clear zone", as given by TAC Geometric Design Guide for Canadian Roads (2017), Table 7.3.1 Clear Zone Distances; the clear zone depends on the design speed of the roadway, average daily traffic, and the slope adjacent to the roadway. For example, for relatively flat (6:1 slope or flatter) roadside slopes with 1,500 to 6,000 average daily traffic, the clear zone is:

- 3.5 to 4.5 m for design speeds of 60 km h or less
- 5.0 to 5.5 m for design speeds of 70 to 80 km/h
- 6.0 to 6.5 m for design speeds 90 km/h.[7]

In some cases, a ditch or swale may also serve as an acceptable separation zone. Recognizing that the target separation width may be a considerable deviation from existing conditions in addition to obstacles such as utilities and trees within the planned walking route, the Municipality shall exercise discretion in determining separation widths on a case-by-case basis.

The Municipality shall also consider providing sufficient buffer if there is privacy concern from abutting residential properties[8]. This separation zone will provide a sufficient zone of separation to maintain privacy of residential properties. To further bolster the separation of uses, the Municipality shall consider the use of landscaping or vegetative buffering.

Clearance Width

A clearance width should be provided along all sides of trails to accommodate manoeuvrability and minimize intrusions along the walking path, such as hanging vegetation or signage. Trailside obstruction clearances depend on the height of the obstruction:

- For obstructions with a height of less than 50 mm, horizontal clearance distance is not required.
- For obstruction heights with a height of 50 to 750 mm, provide a minimum horizontal clearance of 0.2 m;

[7] Updated from: "Communities typically establish a range of separation distances depending on the width of the right-of-way and can vary between 2,000 mm (2 m) and 6,000 mm (6 m). Wherever possible, the Municipality shall target a minimum separation of 2,000 mm (2 m) from the vehicular travel lane or shoulders along County and local roads."

[8] Updated from: "a minimum separation zone of 5,000 mm (5 m) in areas where a proposed trail route abuts the rear or side yard of residential properties and 2,000 mm (2 m) from all other land uses and property boundaries," as this separation may not always be possible in practice.

» For obstructions with a height of over 50 mm, provide a minimum horizontal clearance of 0.3 m (0.5 m desired) [9]

Trail Cross and Running Slope

The recommended maximum running slope for multi-use trails is 5%, while the maximum cross slope is also 5%[10].

Boardwalks

The following requirements are drawn directly from Ontario Reg. 413/12: Integrated Accessibility Standards, Section 80.12.

Boardwalks are typically raised pathways constructed over waterways or areas that experience continuous moisture such as marshes and wetlands. The following design regulations shall apply in for the construction of boardwalks:

» Minimum width of 1,000 mm (1.0 m)

» Minimum vertical clearance of 2,100 mm (2.1 m)

» Constructed with firm and non-slip materials

» No openings along the boardwalk greater than 20 mm

» If the boardwalk is located adjacent to water or a drop-off, a curbed edge / edge protection shall be provided with a minimum height of 50 mm

» If a boardwalk has a slope greater than 1:20, it must be treated as a ramp

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[9] Updated from: "Clearance widths vary depending on the trail classification. A 1,000 mm (1 m) clearance width should be maintained along primary trails, 500 mm (0.5 m) along secondary trails, and 250 mm (0.25 m) along tertiary trails". This takes into consideration:

- OTM Book 18 (2021), Table 7.2
- Toronto Trail Design Guidelines (2015) Section 4.4.1: 0.6m min for any class of multi-use trail

[10] The 2014 Trails Master Plan did not recommended cross or running slopes for trails, recommending that the Municipality consult with the Accessibility Advisory Committee for guidance on this matter on a project-specific basis.

The above recommendations take into consideration the following:

- OTM Book 18 (2021),4.3.1.4 Drainage: Cross slopes should not exceed 4% for an asphalt surface or 2% for a concrete surface
- York Region Pedestrian and Cycling Planning & Design Guidelines (2018) - Section 4.7 &4.8 note a maximum 5% grade and cross-slope maximum 5% for any paved surface, per AODA standards
- Toronto Multi-Use Trail Design Guidelines (2015) Section 4.6: Running slope maximum 5% and cross slope maximum 2% for accessibility

Ramps

The following requirements are drawn directly from Ontario Reg. 413/12: Integrated Accessibility Standards, Section 80.13.

Ramps for recreation trails shall have regard for the following regulations:

- Minimum clear width of 900 mm (0.9 m)
- Height clearance of 2,100 mm (2.1 m)
- Firm and stable surface
- Running slope no greater than 1:10 for recreational trail ramps
- Landings must be provided
  - at top and bottom of all ramps
  - when there is a change in direction of ramp
  - at horizontal intervals not greater than 9,000 mm (9.0 m) apart
- Landings must be designed to a minimum of 1,670 mm (1.67 m) by 1,670 mm (1.67 m) wherever they are required to be provided
- Landings must have maximum cross slope of 1:50
- Handrails must be included on both sides of the ramp and must:
  - Be continually graspable along the entire length of the ramp and have a circular cross-section with a minimum outside diameter of 30 mm and maximum outside diameter of 40 mm, or any non-circular shape with a graspable portion that has a perimeter not less than 100 mm and not more than 155 mm and whose largest cross-sectional dimension is not more than 57 mm
  - Be 865 mm to 965 mm in height, measured vertically from the surface of the ramp
  - Terminate in a manner that will not obstruct pedestrian travel or create a hazard
  - Extend horizontally not less than 300 mm (0.3 m) beyond the top and bottom of the ramp
  - Be provided with clearance of not less than 50 mm between the handrail and any wall to which it is attached
- For ramps greater than 2,200 mm (2.2 m) in width:
  - One or more intermediate handrails which are continuous between landings must be provided and located so that there is no more than 1,650 mm between handrails
- The ramp must have a wall or guard on both sides and where a guard is provided, it must:
  - Be not less than 1,070 mm measured vertically to the top of the guard from the ramp surface

- Be designed so that no member, attachment or opening located between 140 mm and 900 mm (0.9 m) above the ramp surface being protected by the guard will facilitate climbing

» The ramp must have the same edge protection as a boardwalk.

Lighting

Lighting shall only be provided in key areas identified by the Municipality. For example, lighting may be desirable along well-used trail routes, sidewalks along major roads, trails within park settings and public spaces, trailheads and seating areas, or trails that intersect with streets and present benefits such as increased visibility and deterring illicit activities. Lighting trails may not be appropriate for more secluded trails as lighting provides an illusion of safety and should not be used where safety concerns exist. When considering the installation of lights along trails or at trailheads, the municipality should consider safety, intensity of use, impact on adjacent uses (light pollution), costs, maintenance, and impact on the environment.

A trail should not be only partially lit between access points, as this can create hazardous situations for trail users expecting a trail to be fully lit. In other parts, if part of a trail cannot be lit, the rest of the trail should not be lit. This does not apply to lighting in tunnels or underpasses[11].

Landscaping and Screening

In many instances, the existing natural environment will provide ample landscaping and screening. However, there may be some cases in new trail construction that may require buffering such as in cases where a trail route abuts the rear of residential properties. The Municipality shall consider the use of landscaping or vegetative buffering to provide adequate screening and maintain residential privacy.

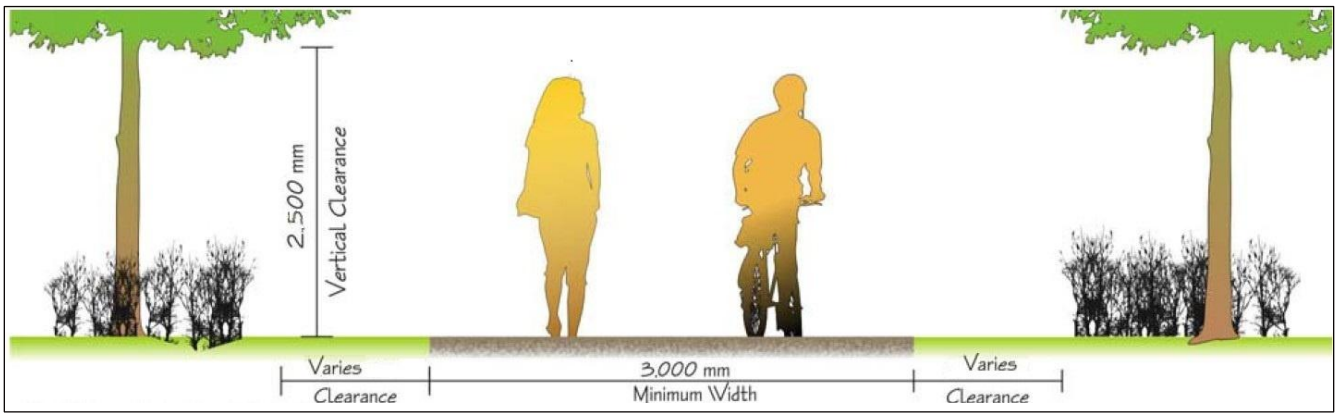
Further, landscaping may also be considered in areas where shade is limited, such as in open spaces, or be co-located with other trail amenities such as benches and signage. Elements of landscaping and screening may also be considered in areas of new construction where trails are proposed, and should be included in reviews of proposed plan of subdivisions. Vegetation shall not be located within the traveled pathway and a vertical clearance of 2,500 mm[12] shall be maintained.

[11] Added, drawing from *Toronto Multi-Use Trail Design Guidelines* (2015) Section 7.3.

[12] Updated from 2,100 mm, see footnote 6 for rationale.

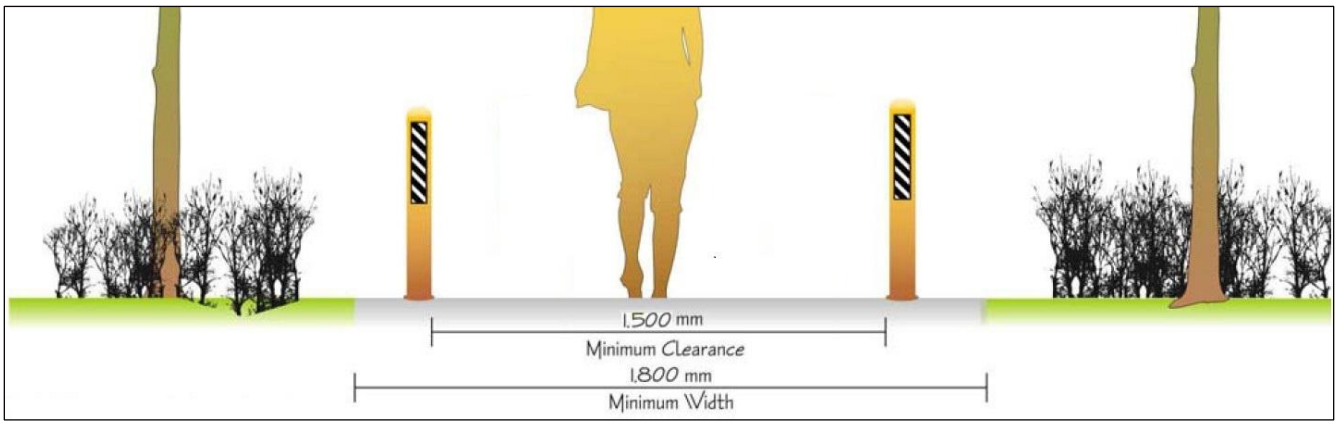
Conceptual Trail Cross-Sections

Example primary multi-use trail



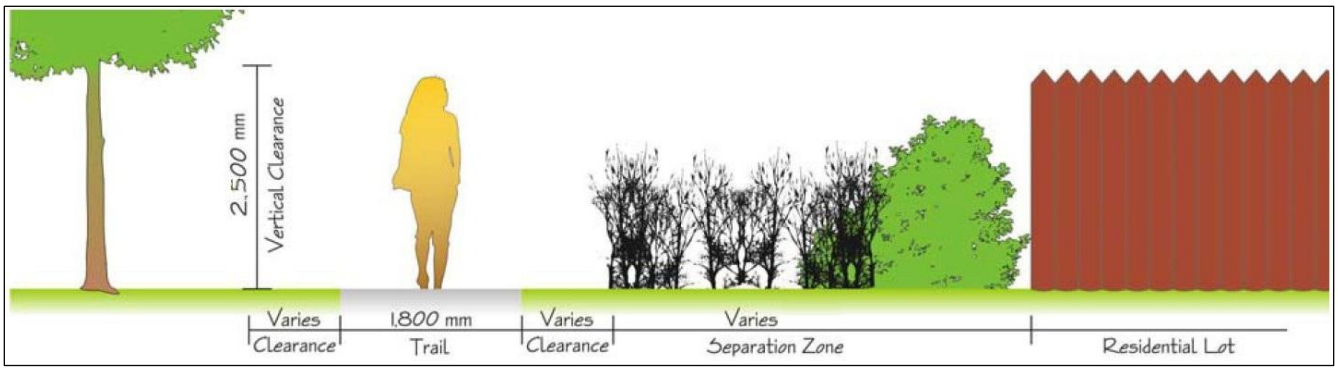
Source: Monteith Brown Planning Consultants, 2014, selected dimensions revised

Example minimum trail clearance



Source: Monteith Brown Planning Consultants, 2014, selected dimensions revised

Example separation zone



Source: Monteith Brown Planning Consultants, 2014, selected dimensions revised

6.2 Sidewalks

Sidewalk design in Middlesex Centre shall refer to the Municipality's most recent *Design Standards Manual* – Roadways and Transportation Schedule.

It is recommended that the design standards be updated to reflect an increased minimum sidewalk width of 1.8 m (vs. 1.5 m) wherever feasible, or 2.0 m when installed immediately curbside, reflecting current best practice and accessibility standards.

Sidewalk implementation should make careful consideration of sidewalk slopes and drainage. Puddles on sidewalks such as from melting snow have been identified during the study's public engagement activities as a significant barrier to sidewalk use.

6.3 Cycling Routes

Cycling route design shall refer to the Municipality's most recent *Design Standards Manual* – Roadways and Transportation Schedule.

Ontario Traffic Manual Book 18 – Cycling Facilities (2021) provides additional valuable guidance for cycling route selection and design.

7 Achieving the Plan: Implementation

The Active Transportation Plan's recommended network infrastructure is intended to be implemented over a 20-year horizon, through 2046.

This section provides:

- Costs estimates for elements of the recommended network that are the Municipality's direct responsibility to implement;
- Guidance on implementation phasing and priorities; and
- A sidewalk infill prioritization framework and resulting recommendations are also provided to provide guidance on identifying sidewalk implementation priorities.

7.1 Total Plan Costs

Responsibilities for implementing the recommended active transportation networks are generally divided as follows:

- **Private developers** are responsible for active transportation infrastructure built for the purpose of providing connectivity in new subdivisions and developments.
- The **Municipality of Middlesex Centre** is responsible for infrastructure being added or improved alongside existing Municipal, County or Provincial Roadways.
  - Exceptions include County paved shoulders (or buffered paved shoulders) directly alongside vehicular travel lanes of County roadways.
  - The County is taking responsibility for adding a section of new planned trail along the Thames River in Kilworth.

This section provides cost estimates only for recommended infrastructure to be built by the Municipality. These include linear infrastructure, pedestrian bridges, and pedestrian crossings, as outlined below.

Linear Infrastructure

Estimated costs of linear infrastructure are summarized in Exhibit 7.1.

Exhibit 7.1:Estimated Implementation/Construction Costs of Linear Infrastructure

	Sidewalk (New)	Substandard Sidewalk Upgrade	Multi-Use Trail	Buffered Paved Shoulder	Paved Shoulder	Bike-way*	Signed Route	Total
Infrastructure Length (km)								
Arva	3.01	0.72	1.31	-	-	-	-	5.04
Delaware	3.22	-	1.53	-	4.83	0.58	1.74	11.90
Denfield	0.60	-	1.38	-	-	-	-	1.97
Ilderton	4.96	-	2.53	-	-	-	-	7.49
Komoka-Kilworth	12.09	-	7.25	-	-	1.89	-	21.23
Melrose	-	-	-	-	0.79	-	-	0.79
Poplar Hill and Coldstream	3.04	-	-	-	-	-	-	3.04
Rural/Other	-	-	-	18.55	16.38	-	4.88	39.81
Total Municipality Responsibility	**26.92**	**0.72**	**14.00**	**18.55**	**22.00**	**2.47**	**6.62**	**91.28**
Developer Responsibility	27.62	-	17.18	-	-	-	-	44.79
County (Multi-Use Trail only)	-	-	1.74	-	-	-	-	1.74
Total	**55.24**	**0.72**	**32.92**	**18.55**	**22.00**	**2.47**	**6.62**	**137.81**
Costs								
Unit cost per 100 m ($)	11,842	14,803	59,400	50,600	29,400	49,650	950	-
Total Municipality Cost ($M)	**3.19**	**0.11**	**8.31**	**9.39**	**6.47**	**1.23**	**0.06**	**28.76**

Notes:
Costs do not include planned pedestrian crossovers – these are outlined in the following subsections.
Costs are based on an estimate unit cost applied to elements that are the responsibility of the Municipality to build.
Costs include materials and labour, but do not include design or contract management.
It is not anticipated that land acquisition costs are required, nor that utilities will need to be relocated.
* Bikeway is costed as 1.5 m cycling lane.

Costs are based on an estimated unit cost per distance, applied to elements that are the responsibility of the Municipality to build. Costs include materials and labour, but do not include design or contract management. It is assumed that no land acquisition costs are required, nor that utilities will need to be relocated.

Assumptions by facility type include the following:

- **Sidewalk (new):** Costs are based on the Municipality's average cost per square metre for sidewalks installed in 2025; a 1.8 m width and 50 mm thickness is assumed; cost includes excavation.
- **Substandard sidewalk upgrade:** An additional 25% cost is added to the cost where previous infrastructure also needs to be removed.
- **Multi-use trail:** A 3.0 m width off-road trail is assumed; cost does not include curb and gutter.
- **Bikeway:** Costs assume 1.5 m wide bike lanes, assuming some roadway widening to accommodate, plus pavement markings.
- **Buffered paved shoulder:** Costs assume widening the existing roadway to accommodate a 2.0 m wide paved shoulder, including earthworks, removals, roadworks and granular base, plus pavement markings.
- **Paved shoulder:** As above, but to accommodate a 1.5 m wide paved shoulder.
- **Signed route:** Costs include signage placed approximately every 350 m, plus paint stencils every 75 m.

Creek Crossings

Middlesex Centre has numerous creeks spanned by bridges or large culverts throughout its roadway network. These create additional active transportation infrastructure challenges, as typically there is limited roadway width available across the existing spans to provide the minimum desirable amount for dedicated space for active transportation uses. Implementation options to address this challenge are outlined below.

WIDENED BRIDGES/CULVERTS

Widening of existing bridges to provide the desired space for active transportation is generally not recommended due to very high anticipated costs, complex structural retrofitting, and construction impacts. In some cases, widening of large culverts may be considered on a case-by-case basis as the ATP is implemented, but no specific instances of this are identified at present.

NARROWED LANES

In some cases, it is feasible to narrow vehicular lanes to the minimum 3.5 m to provide a suitable walk/cycle path (minimum 1.5 m, potentially as low as 1.2 m; additional separation from traffic such as bollards may be appropriate).

This treatment is assumed for the following location:

- **Poplar Hill and Coldstream:** Ilderton Road (CR 16) east of Quaker Line (in collaboration with the County of Middlesex).

For purposes of estimating the costs of the recommended ATP network, the cost of this treatment is assumed to be similar to the cost of the linear infrastructure along the route.

SEPARATE PEDESTRIAN (CYCLING) BRIDGES

Installing a separate bridge for active transportation uses can be a much more cost-effective option than bridge/culvert widening for providing the extra space needed: the pedestrian bridge would have lower structural demand to carry the weight of pedestrians and cyclists (and light municipal maintenance equipment) vs. the heavy traffic carried by the main vehicular roadway crossing. Building a separate bridge also avoids the impacts noted above for bridge widenings.

One potential pedestrian bridge type can be seen in Exhibit 7.2. This example shows a wooden platform, but other platform types that provide sufficient traction (e.g. metal grate bridges can be slippery for cyclists) and can be easily maintained (e.g. snow removal) by light Municipal equipment can be explored.

This treatment is assumed for the following location:

- **East of Ilderton:** Ilderton Road (CR 16) between Bowman Drive/Willow Ridge Road and Oxbow Public School – working with the County in its road right of way. A preliminary cost estimate is **$350,000**.

Exhibit 7.2: Sample Potential Pedestrian Bridge Crossing Type



Source: Town of Grimsby (2022). Gibson Street Pedestrian Bridge Opens. <https://www.grimsby.ca/news/post/gibson-street-pedestrian-bridge-opens/> Accessed March 2026.

LIMITED SHARED ROUTES

In cases where there is insufficient width across a bridge/culvert span for dedicated active transportation infrastructure, a route that generally has dedicated active transportation infrastructure can in some cases be changed to a shared route for a limited space across the span. Vehicle volumes and speeds, sightlines, and other factors will need to be considered. Appropriate signage, advance signage and pavement markings will need to be part of implementation as well.

For purposes of ATP costing, it is assumed that rural routes with paved shoulders will have this treatment across bridges and culverts (e.g. Oxbow Drive in the vicinity of Komoka-Kilworth), with a cost similar to the cost of implementing linear infrastructure along the routes. The appropriateness and trade-offs of this approach should be assessed in further detail on a case-by-case basis in advance of implementation.

Pedestrian Crossovers

The ATP conducted a pedestrian crossover (PXO) assessment for five locations, as outlined in Section 5.3, and recommended Level 2 PXO Type Bs for all five locations under current conditions.

An additional three locations were identified for pedestrian crossovers. For costing purposes, one of these (Jefferies Road, Komoka) is assumed to be a Level 2 PXO Type D while the remaining are costed as Level 2 PXO Type B's. Estimated costs are outlined in Exhibit 7.3.

Exhibit 7.3:Estimated Costs of Pedestrian Crossovers

Crossover Type	Quantity	Unit Cost	Total Cost ($M)
Level 2 PXO Type B (2 lanes)	7	$65,000	$0.46
Level 2 PXO Type D (2 lanes)	1	$40,000	$0.04
Total	**8**		**$0.50**

Note: Costs do not include adjustments to curbs or sidewalks. Tactile plates are included.

Implementation Cost Summary

Total costs across all infrastructure categories are summarized in Exhibit 7.4, for a total estimated cost of **$28.76 M.** Averaged over the 20-year implementation period, this totals **$1.485 M per year** in 2026 dollars.

Some costs can fall into existing recurring capital investments, such as an ongoing allocation of funding towards infilling sidewalks on existing roads.

A portion of these costs can also be collected as part of development charges, as has been studied in the *Development Charges Background Study* prepared for the Municipality of Middlesex Centre (Watson & Associates Economists Ltd., 2024)[13].

Funding assistance may also be available through Provincial and Federal programs, such as the *Investing in Canada Infrastructure Grant Program* or the Province's *Active Transportation Fund*. **The Municipality will seek to secure available funding support to reduce costs to local taxpayers.**

Note that implementation costs can also be reduced by including ATP infrastructure into other preplanned capital projects such as road reconstruction.

[13] Study is available at <https://www.middlesexcentre.ca/sites/default/files/2024-07/DC%20Background%20Study%202024%20Middlesex%20Centre%20-%20Consolidation_0.pdf> Accessed June 2026.

Exhibit 7.4: Estimated Costs of Middlesex ATP Implementation

Infrastructure Type	Estimated Cost ($M)
Linear Infrastructure (detail in Exhibit 7.1)	$28.76
Pedestrian Bridges	$0.35
Pedestrian Crossovers	$0.50
Total	**$29.70**
Total Average Annual (20 years, 2026 dollars)	**$1.485**

Annual Maintenance Cost Impacts

Expanding the active transportation network involves not only the construction/ implementation costs outlined above, but also ongoing maintenance costs. Exhibit 7.5 outlines estimated annual maintenance costs for the current network vs. the estimated cost of the fully built ATP network.

For the current 50 km network currently under Municipality responsibility for maintenance, annual maintenance costs are estimated at $76,900.

For the full build of the ATP network (204 km), annual maintenance costs are estimated to increase by approximately $172,500 (over 200%) to approximately $249,000 (in current dollars).

Exhibit 7.5: Estimated Maintenance Costs of Linear Active Transportation Infrastructure

	Sidewalk	Multi-Use Trail	Buffered Paved Shoulder	Paved Shoulder	Bike-way	Signed Route	Total
Current (2026)							
Total Length (km)	37.70+	7.83	0	4.78	0	0	50.31
Annual Maintenance per km	$1,720	$1,538	*	*	*	*	
Annual Maintenance Total	**$64,851**	**$12,049**	*	*	*	*	**$76,900**
Full Build (2046)							
Newly assumed by Municipality (km)	14.87						14.87
Additional Length (km)	55.96	32.92	18.55	22	2.47	6.62	38.52
Total Length (km)	108.53	40.754	18.55	26.78	2.47	6.62	203.70
Annual Maintenance per km	$1,720	$1,538	*	*	$1,538	*	
Annual Maintenance Total	**$186,691**	**$62,683**	*	*	**$3,799**	*	**$249,374**

Note: Maintenance costs estimates are provided by the Municipality and include staff, equipment and material costs.
+This represents total length of sidewalk assumed as of 2026 by the Municipality for maintenance. An additional 14.87 km of sidewalk are in place and will be assumed by the Municipality for maintenance once the adjacent development is completed, for a total of 52.27 km of currently existing sidewalk infrastructure.
* Cost is not applicable or is not anticipated to represent a significant additional cost beyond maintaining the roadway

Future bikeway per-unit maintenance cost is assumed to be similar to current multi-use trail cost.

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7.2 Implementation Phasing and Priorities

It is anticipated that the recommended networks will be implemented with a relatively steady investment by the Municipality of Middlesex Centre over the next 20 years (through 2046).

Implementation priorities are informed by public engagement inputs as well as applying a sidewalk infill prioritization framework (Section 7.3 - this framework is also expanded to multi-use trails).

The following outlines general priorities recommended to be addressed over the ATP's implementation horizons:

» **Short-term, 2027-2032:**

- Continue to implement planned active transportation infrastructure along Glendon Drive (CR 14) in Komoka-Kilworth as the County proceeds with its improvements along the route.
- Collaborate with the County toward implementing improved pedestrian crossovers across Hyde Park Road (CR 20) near Heritage Drive in Ilderton, and across Komoka Road (CR 16) at St. Clair Ave. The existing crossing treatments at these two locations were often sited in engagement as representing key safety concerns for the communities, and the pedestrian crossing warrant analysis of Appendix B notes that higher-order pedestrian crossings are warranted based on roadway conditions and pedestrian desire lines.
    - Proceed to implementing other new pedestrian crossovers warranted in the plan in tandem with other priority connecting sidewalk and multi-use trail connections to the crossovers are implemented.
- Progress toward completing/connecting active transportation routes to schools via sidewalks and/or multi-use trails; this addresses another key community concern as heard through the study's engagement activities; routes to schools also result in high prioritization scoring (Section 7.3).

» **Medium-term, 2033-2038:**

- Implement any remaining short-term priorities.
- Advance remaining higher-priority sidewalk infill projects, referencing sidewalk infill prioritization assessment findings (included as Section 7.3).
- Advance other active transportation connections that support connections of community interest, such as in the vicinity of community centres and shopping.

- **Long-term, 2039-2046:**
  - Implement remaining recommended ATP network elements.

Where possible, implementation projects would also seek to take advantage of opportunities such as:

- Aligning adjacent capital projects to streamline activities and reduce costs and disruptions, e.g. sidewalks or multi-use paths can be installed together with adjacent road rehabilitation or upgrades to utilities;
- Aligning with projects by adjacent municipalities to enhance and expand connectivity (e.g. aligning with implementation of the City of London's expansion of active transportation networks to provide further expansion of active transportation networks); and
- Taking advantage of available specific funding assistance programs by other levels of government.

7.3 Sidewalk Infill Prioritization

Action 32 of the Municipality's 2024 *Transportation Master Plan* was to implement a connected sidewalk network using a prioritization framework to guide infilling gaps. A sidewalk prioritization framework was also developed as part of the TMP (shown in Exhibit 7.5), identifying criteria and associated scoring attributed to different factors. The framework was carried forward and applied to evaluate segments identified for sidewalk infill across Middlesex Centre to provide guidance for implementation priority.

The highest scoring roadways for implementation prioritization according to this framework are shown in Exhibit 7.6; this includes all segments scoring 70 or more – and totalling 9.83 km of the total recommended 26.92 km of sidewalk infill under Municipality (vs. developer) responsibility in the ATP.

Maps detailing the scoring results are shown for Komoka-Kilworth in Exhibit 7.7 and for remaining settlement areas as Exhibit 7.8. Detailed scoring results are also provided in **Appendix E**.

Multi-Use Trail Assessment

While the sidewalk infill prioritization framework was designed with filling sidewalks gaps, the framework was also applied to multi-use trails for an indication of which multi-use trail segments could be prioritized due to their role in improving community connectivity. However, multi-use trails are also included in the proposed network to provide increased opportunities for recreational travel, a role that isn't well represented in this framework. Scoring results and detail and included in **Appendix E**.

The results indicate that the multi-use trail planned alongside Glendon Drive (CR 14) ranks highest under the sidewalk infill prioritization framework for the entire planned route east of Komoka Road (CR 16) and on both sides of Glendon Drive.

Note that while the multi-use trail extending east of Ilderton along Ilderton Road (CR 16) to Oxbow Public School did not score high under this sidewalk infill prioritization framework, this multi-use trail connection is also noted to be a high priority for the municipality.

Exhibit 7.6: Middlesex Centre Sidewalk Prioritization Framework

Criteria	Description / Rationale	Scoring (pts = points)
Road Classification	As higher-class roadways are more likely to be designed for higher traffic volumes and speeds, there is a heightened need for sidewalks to maintain safe separation from vehicles and pedestrians in urban contexts.	County – Major Arterial = **20 pts** County – Arterial = **20 pts** County – Collector = **20 pts** Urban – Collector = **10 pts** Urban – Local cul-de-sac = **0 pts** Urban – Local other = **5 pts**
Schools	To forge safe and healthy local mobility connections, especially for vulnerable road users, the provision of sidewalks near schools and along corridors in all directions deserve increased priority.	Within 500 m of a school = **20 pts**
Pedestrian Activity Generators	Attention should be given to land uses more likely to generate pedestrian trips and gaps nearby should be prioritized.	Within 500 m of a Park, Library, Community Centre, Major Trail, Recreation Facility, Seniors Housing, Higher Density Housing = **5 pts each**
Transit Route	Walking is a component of all transit trips, so continuous sidewalks are needed to bring passengers to and from the bus stops.	Along a transit route = **10 pts**
No Sidewalks on Either Side	Filling in sidewalk gaps on streets where sidewalks are not present on either side is more important than where one side is already provided.	No sidewalks on either side = **20 pts**
Desire Line	Paths worn by existing pedestrians show a demand for facilities not being met.	Along County Road = **20 pts** Along Municipal urban collector road = **10 pts**

Note: This tool is intended to prioritize the implementation of sidewalks identified for future construction. Other factors not identified above, including cost and implementability constraints, will also affect the timing of implementation.

Exhibit 7.7: Sidewalk Prioritization Results – List of Highest Scoring Segments

Rank	Settlement	Roadway	Road Class	From	To	Road Side	Length (m)	Score
1	Delaware	Gideon Dr	County	Longwoods Rd	Wellington St	W	155	100
2	Ilderton	Hyde Park Rd	County	Heritage Dr	Meadowcreek Dr	W	370	95
2	Delaware	Longwoods Rd	County	45 m west of John St	Gideon Dr	S	178	95
2	Poplar Hill & Coldstream	Ilderton Rd	County	Egremont Dr	Ashley Ln	S	1,185	95
5 *	*Ilderton*	*Hyde Park Rd*	*County*	*Meadowcreek Dr*	*Ten Mile Rd*	*W*	*739*	*90*
6	Arva	Medway Rd	County	620 m west of Richmond St	Richmond St	S	569	85
6	Komoka/Kilworth	Tunks Lane	Urban Collector	Railway Ave	130 m north of Glendon Dr	N	396	85
6	Komoka/Kilworth	Queen St	Urban Collector	Huron Ave	Railway Ave	S	169	85
6	Komoka/Kilworth	Queen St	Urban Collector	Simcoe Ave	Simcoe Cres	S	185	85
6	Komoka/Kilworth	Railway Ave	Urban Collector	Tunks Lane	Queen St	S	372	85
11	Komoka/Kilworth	Komoka Rd	County Collector	Union Ave	Oxbow Dr	N	490	80
11	Poplar Hill & Coldstream	Ilderton Rd	County	Ashley Lane	900 m east of Quaker Ln	S	1,444	80
13	Arva	Medway Rd	County	Elgin St	Arva St	N	124	75
13	Komoka/Kilworth	Railway Ave	Urban Local	Queen St	Komoka Rd	S	1,006	75
15	Delaware	Thames St	Urban Local	Atkinson Ct	Young St	W	266	70
15	Delaware	Young St	Urban Local	57 m east of Thames St	Victoria St	S	302	70
15	Komoka/Kilworth	Queen St	Urban Local	Railway Ave	Glendon Dr	N	515	70
15	Komoka/Kilworth	Huron Ave	Urban Local	Springer St	Queen St	S	627	70
15 *	*Ilderton*	*Hyde Park Rd*	*County*	*Meadowcreek Dr*	*Ten Mile Rd*	*E*	*739*	*70*
Total (top 19, score 70+)							**9,831**	

* Note: Implementation of sidewalks along Hyde Park Road is contingent on future development adjacent to roadway.

Exhibit 7.8: Sidewalk Prioritization Scoring Results – Komoka-Kilworth

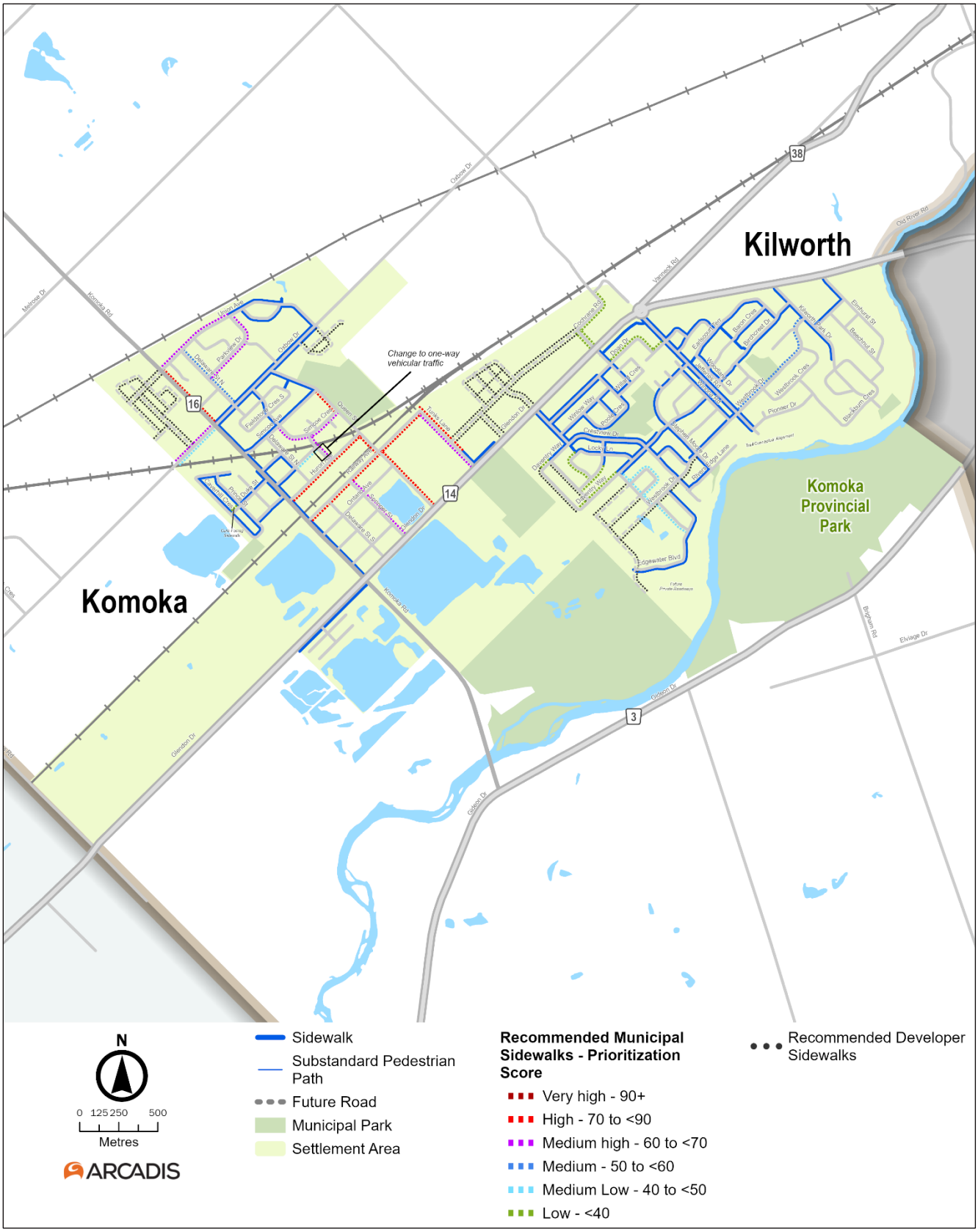
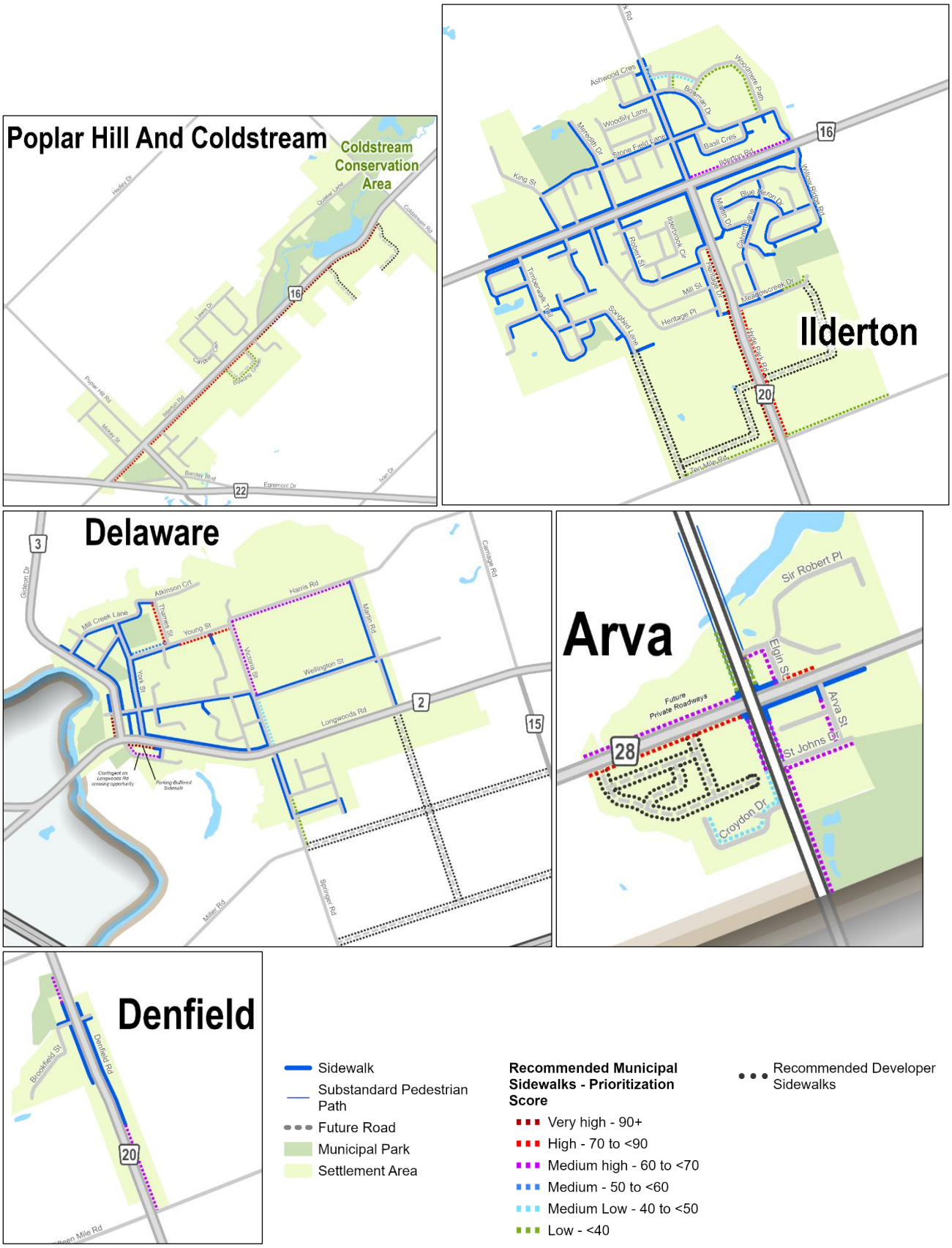


Exhibit 7.9: Sidewalk Prioritization Scoring Results – Other Settlement Areas



Appendices



Appendix A:
Planning and Policy Review Detail



Appendix A: Planning and Policy Review Detail

Appendix A provides planning and policy detail about the following, used to inform the development of ATP recommended networks:

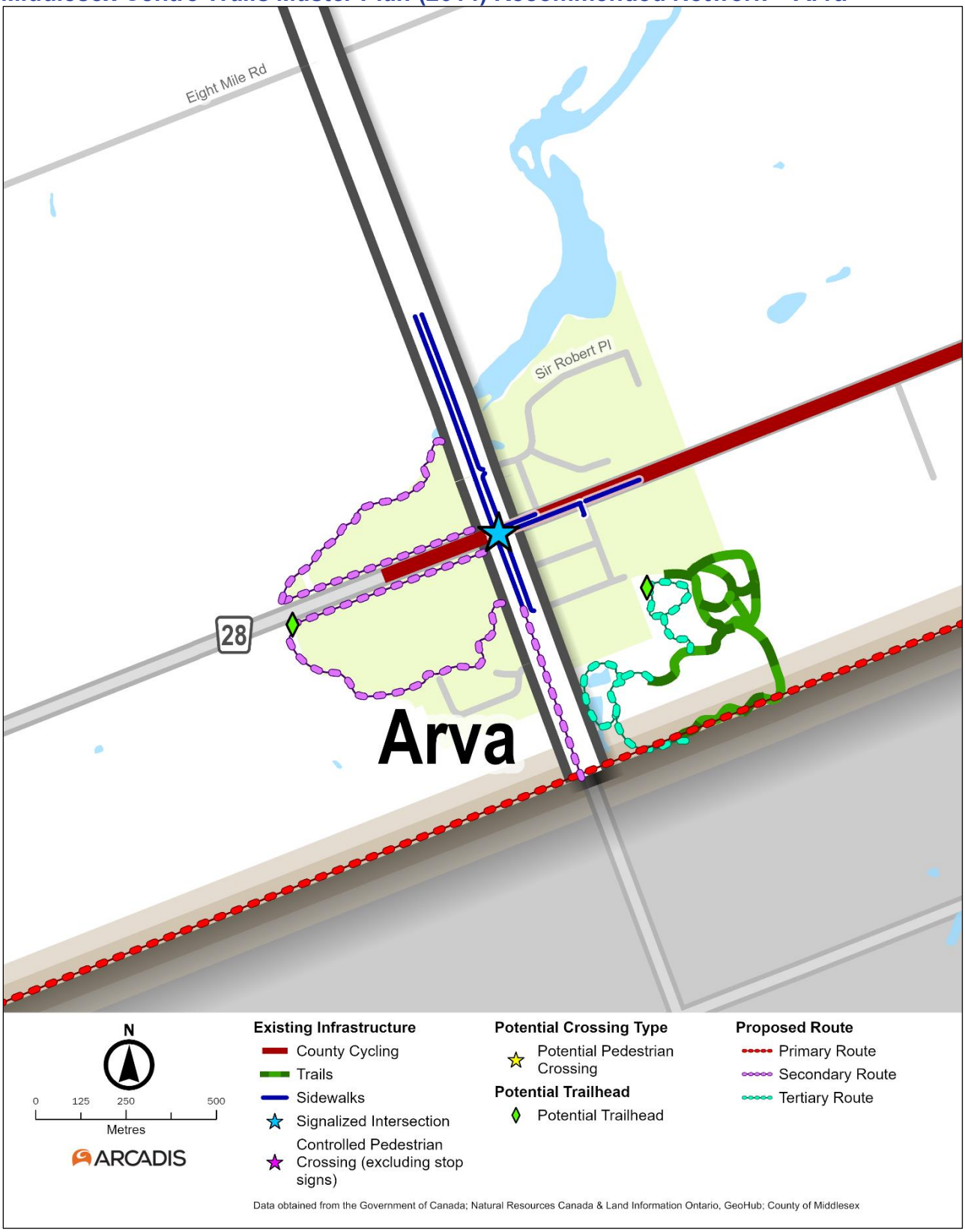
- Municipality of Middlesex Centre *Trails Master Plan* (2014)
- Planned future developments in Middlesex Centre

A.1 Trails Master Plan (2014)

The *Middlesex Centre Trails Master Plan* (2014) recommends primary, secondary and tertiary routing, with implementation phasing grouped into short, medium and long-term priorities for the identified network.

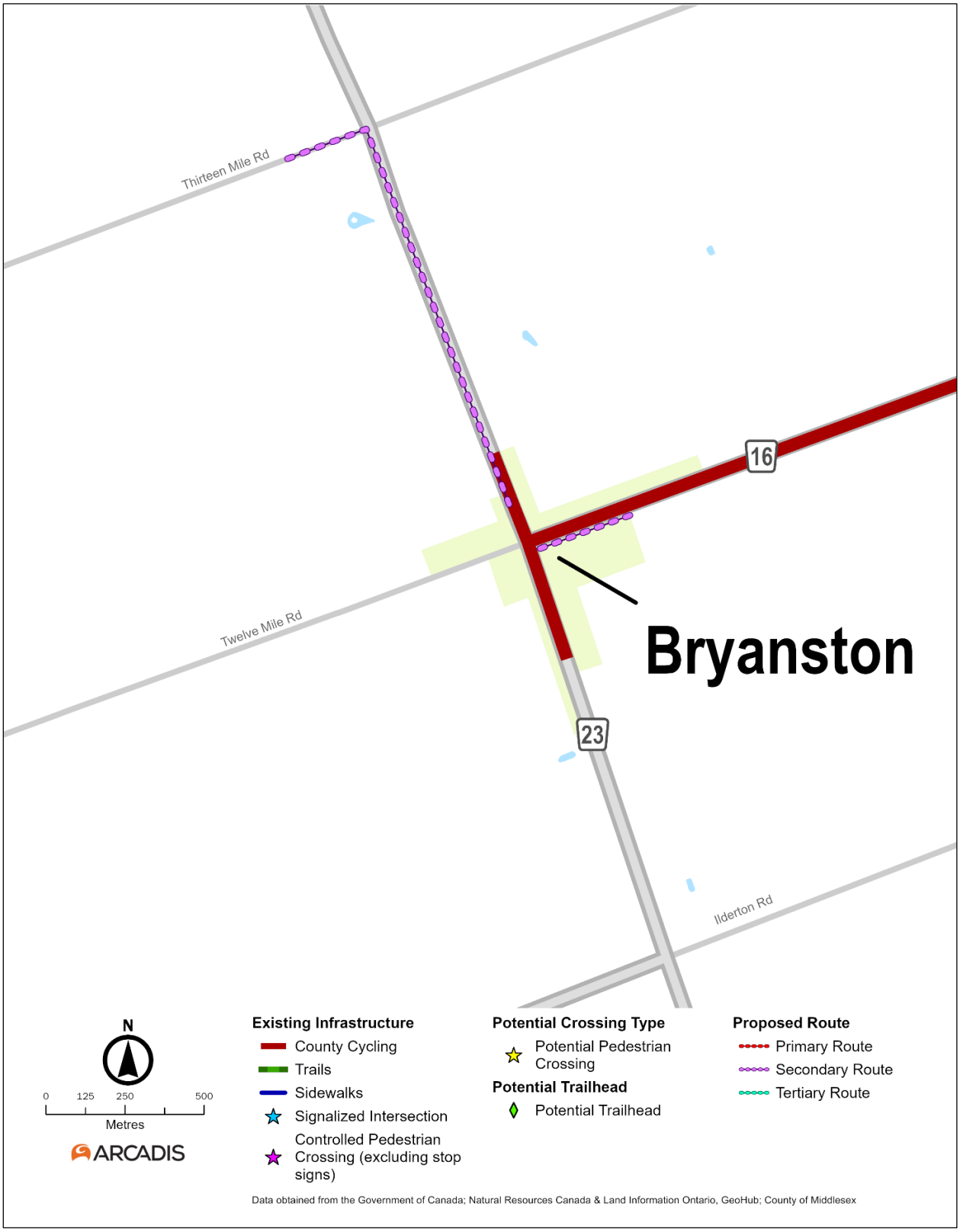
These recommended routes are shown in the following exhibits, used as a starting point only for developing current recommendations.

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Arva



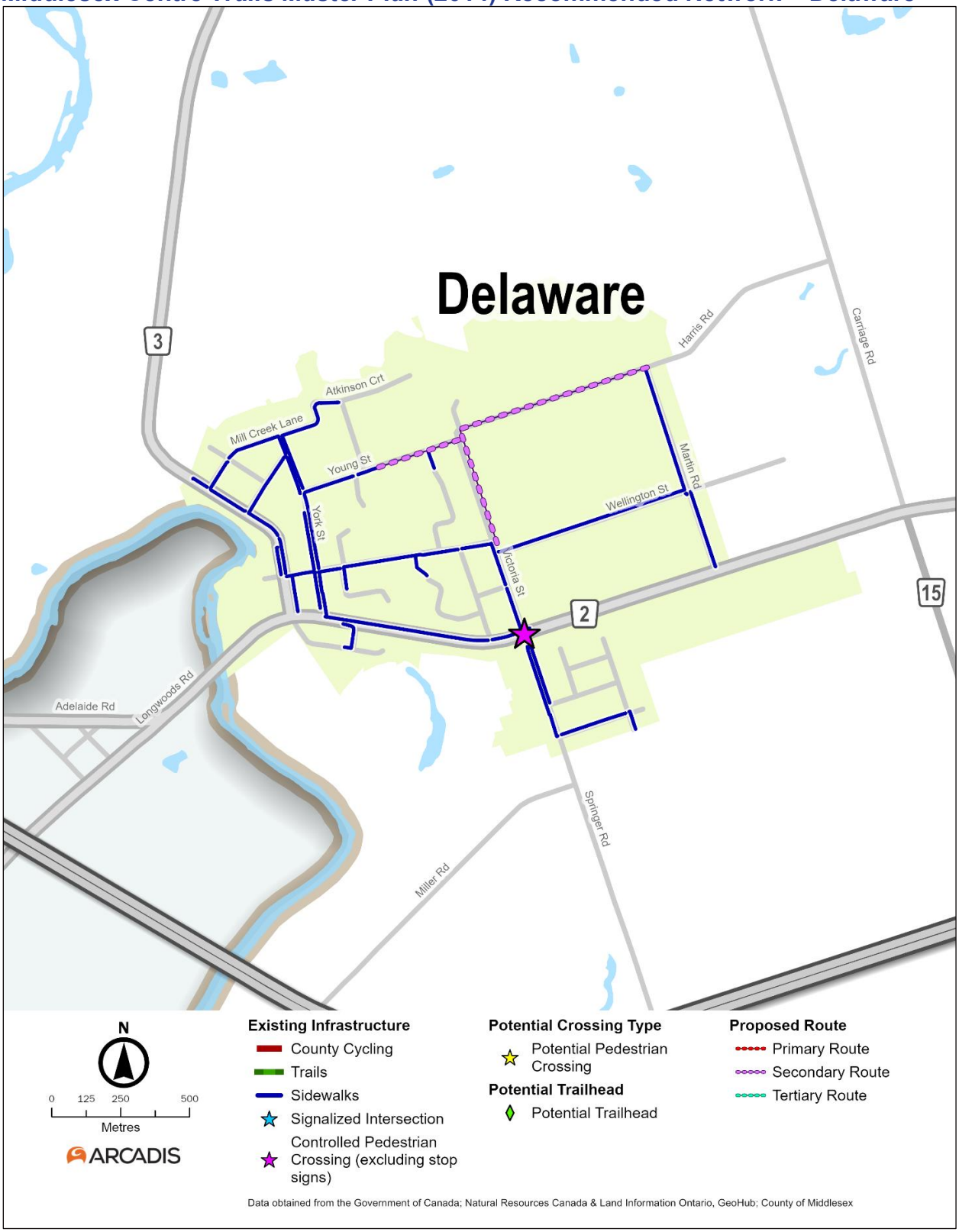
Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Bryanston



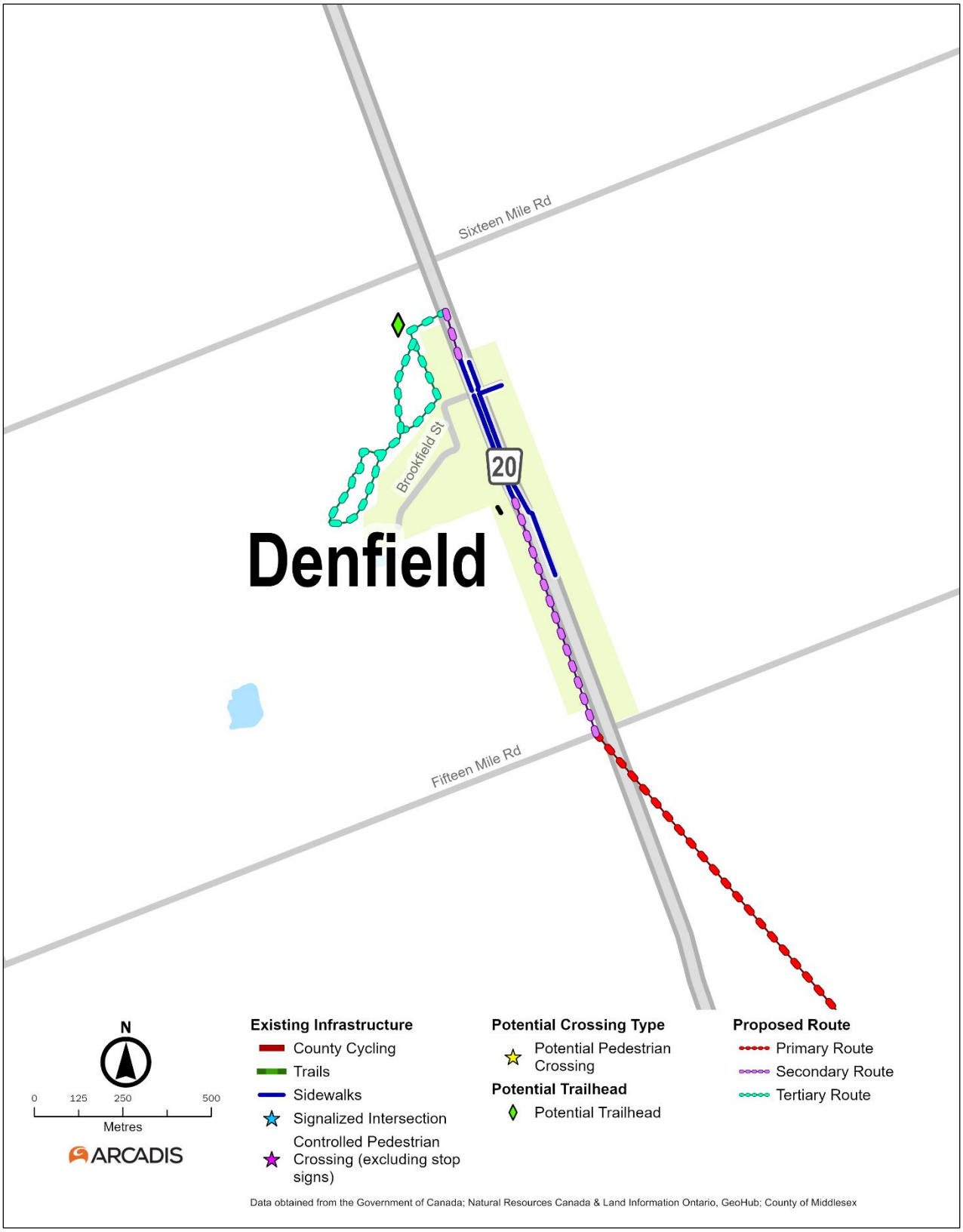
Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Delaware



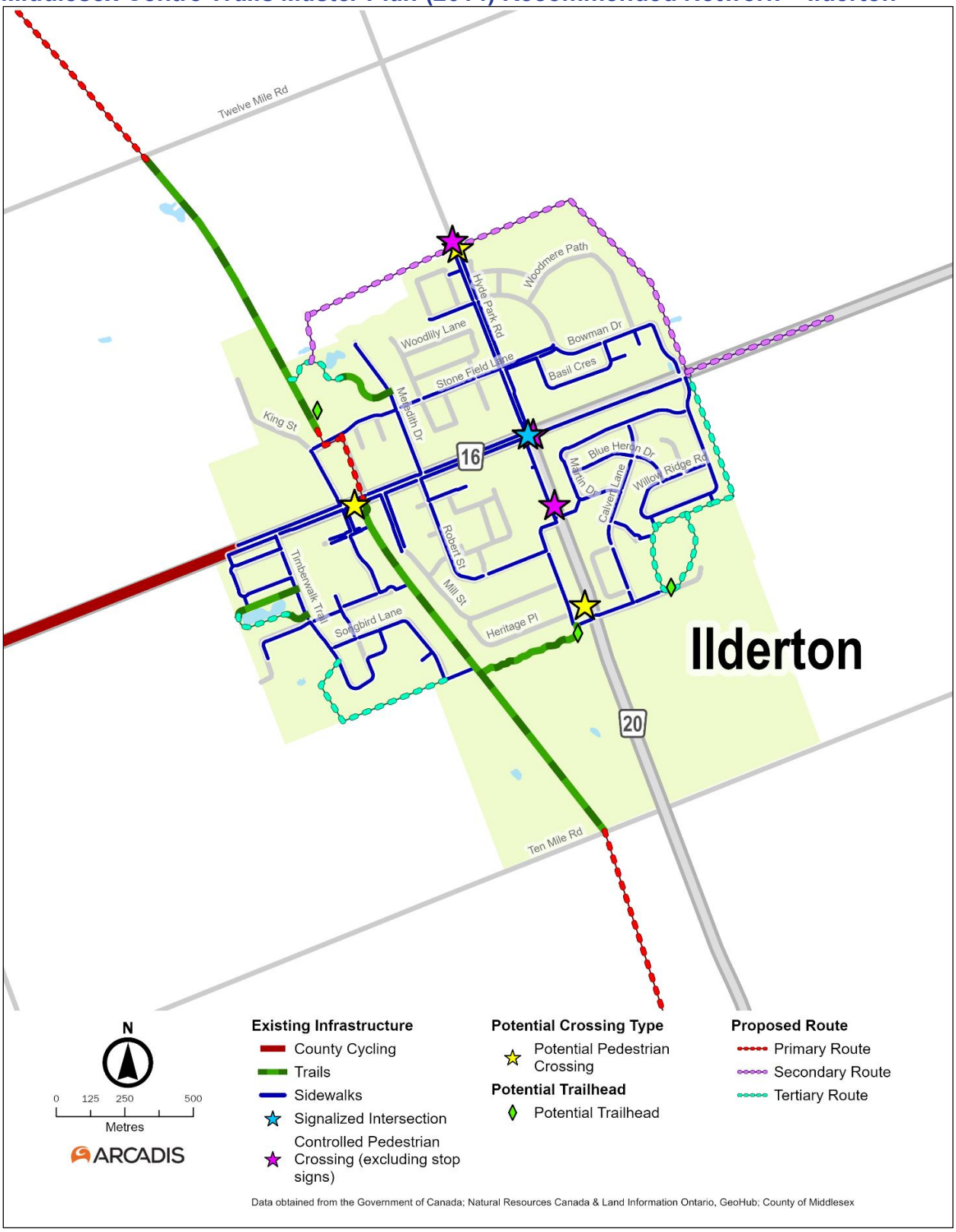
Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

Middlesex Centre *Trails* Master *Plan* (2014) Recommended Network – Denfield



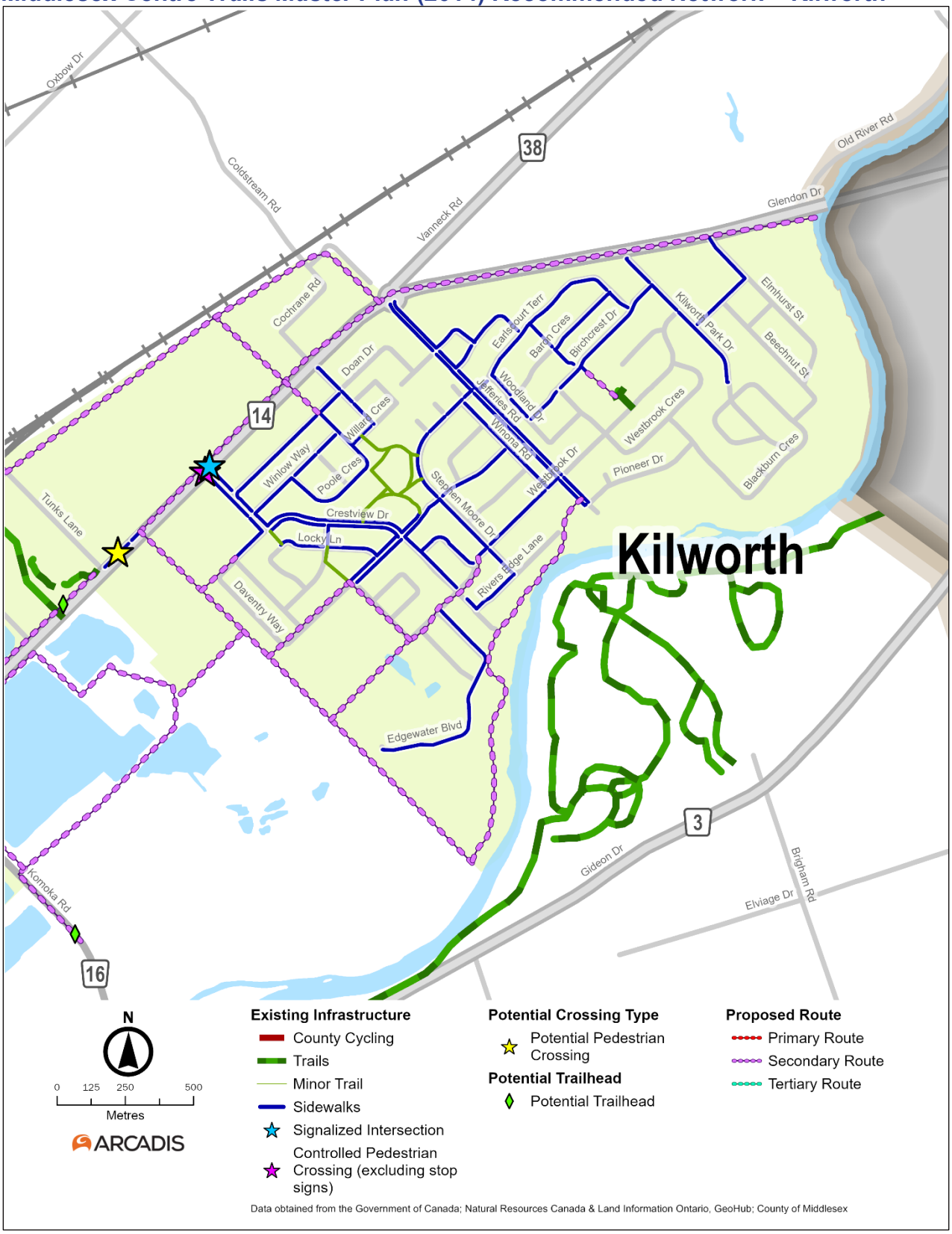
Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Ilderton



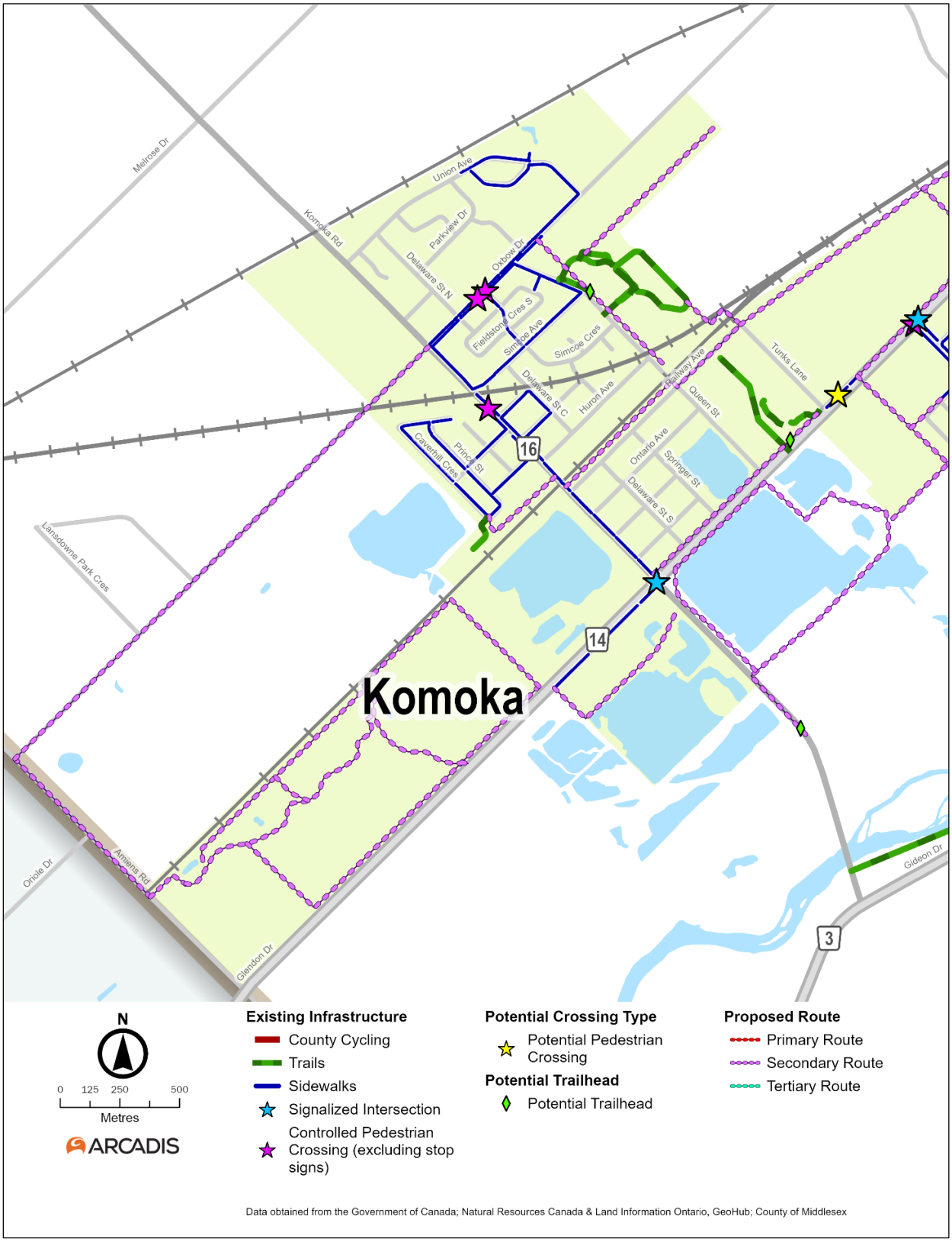
Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Kilworth



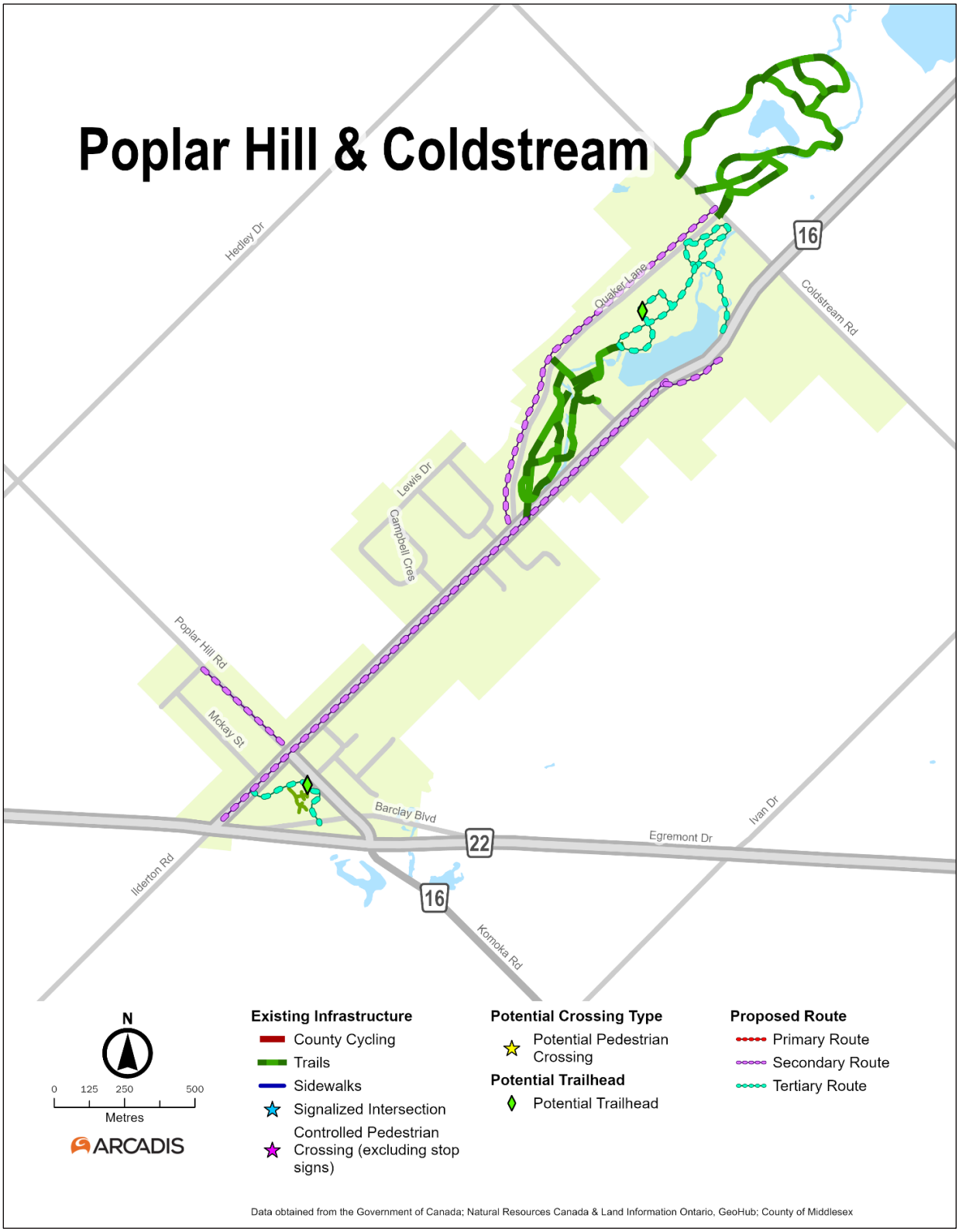
Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Komoka



Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

Middlesex Centre *Trails Master Plan* (2014) Recommended Network – Poplar Hill and Coldstream



Note: The above reflects the 2014 Trails Master Plan recommendations only – serving as a starting point for developing current Active Transportation Plan recommendations.

A.2 Planned Future Developments

Planned future developments were considered in identifying recommended active transportation networks. Detail about the selected planned subdivisions and development opportunities are provided subsequently.

Glendon Drive Subdivision – Komoka

A plan for subdivision was submitted for 10242 Glendon Drive in Komoka, as shown in **Exhibit A.1** (Sifton, 2025). The proposed development includes 900 to 975 low-, medium- and high-density residential units, commercial land, parkland and trail, and stormwater management facility.

Bridle Path North Subdivision – Arva

A plan of subdivision was submitted for the settlement area of Arva west of Highway 4 at County Road 28 in Arva, as shown in **Exhibit A.2** (MHBC, 2025). The proposed subdivision includes residential housing (apartments, townhouses and single-detached houses), limited commercial uses, parkland, and public roadways, and is estimated to have 875 residential units within 16 development blocks. The proposed development is subject to Official Plan and Zoning By-law Amendments.

Renwick Estates Subdivision – Komoka

A subdivision was submitted for the northwest corner of County Road 16 and Oxbow Drive in Komoka (9904 Oxbow Drive), as shown in **Exhibit A.3** (Brantam Developments, 2019). The development includes 163 lots for single detached houses, five hectares for medium density development, park space, and public roadways. Official Plan Amendment 45 was adopted by Middlesex Centre Council in 2022, and The draft-approved subdivision is currently under engineering review.

Cudney Blue Subdivision – Komoka

A plan of subdivision was submitted for a 7.7-hectare area south of Oxbow Drive and north of Komoka Park/Komoka Community Centre, as shown in **Exhibit A.4** (GSP Group, 2020). The development includes 48 lots for single detaches houses, a stormwater management pond, public roadways, and a trail running along the southern perimeter of the property. Middlesex Centre staff recommended the draft plan approval, subject to draft plan conditions.

Edgewater Estates – Kilworth

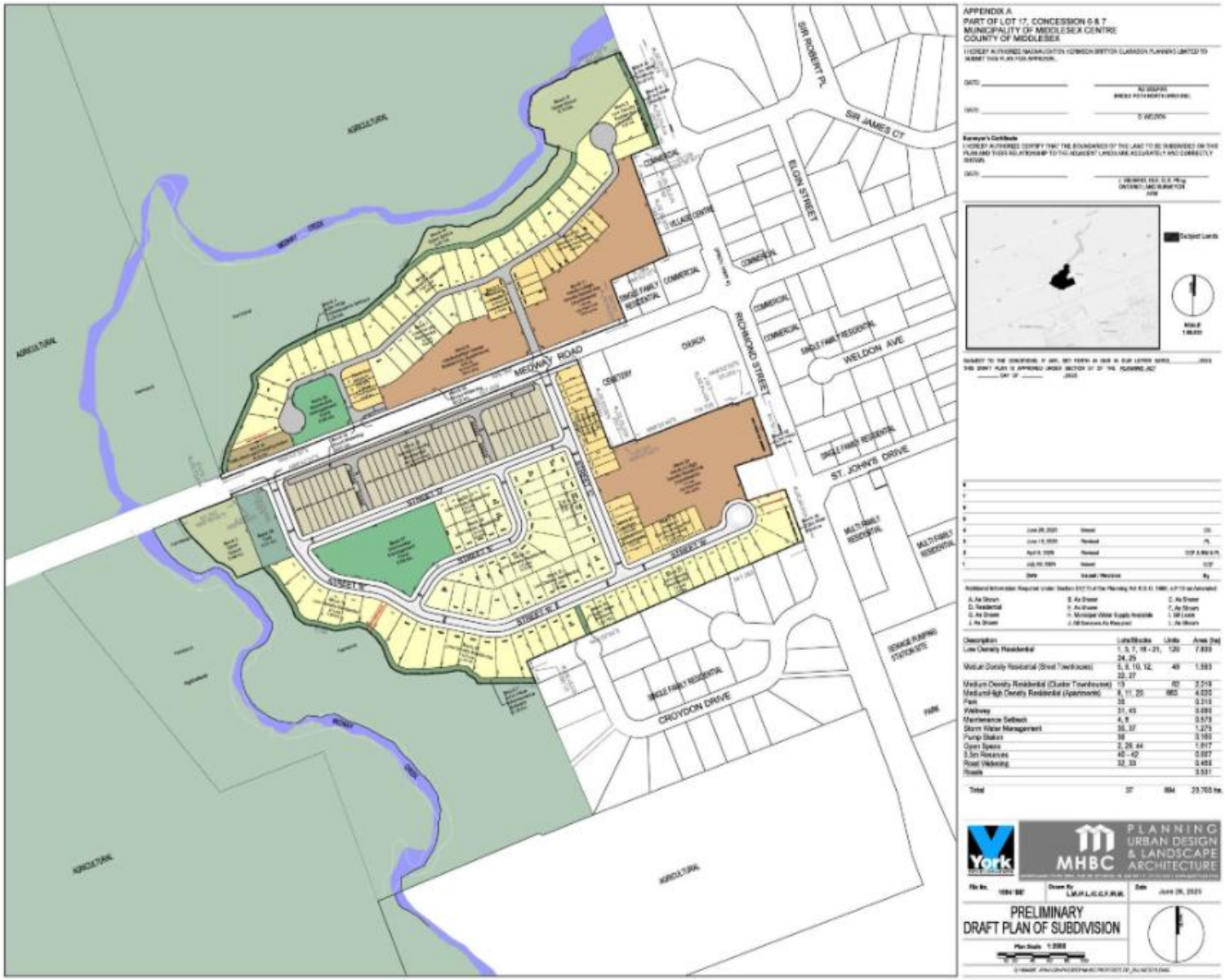
A redline plan of subdivision was submitted for Edgewater Estates (Segway) in Kilworth (2026). The residential development subject lands are shown in **Exhibit A.5**.

Exhibit A.1: 10242 Glendon Drive, Komoka



Source: *Planning Justification Report* (Sifton, 2025), Figure 4, cropped (resolution as in original)

Exhibit A.2: Preliminary Draft Plan of Subdivision – Bridle Path, Arva



Source: *Planning Justification Report*, Appendix D (MHBC, 2025), cropped

Exhibit A.3: Draft Plan of Subdivision – Renwick Estates, Komoka



Source: Brantam Developments, Appendix 2 (2019)

Exhibit A.4: Draft Plan of Subdivision – Cudney Blue, Komoka



Source: Planning Justification Report – 10125 Oxbow Drive, Komoka (GSP Group, 2020), Figure 3

Exhibit A.5: Draft Redline Plan of Subdivision – Edgewater Estates, Kilworth

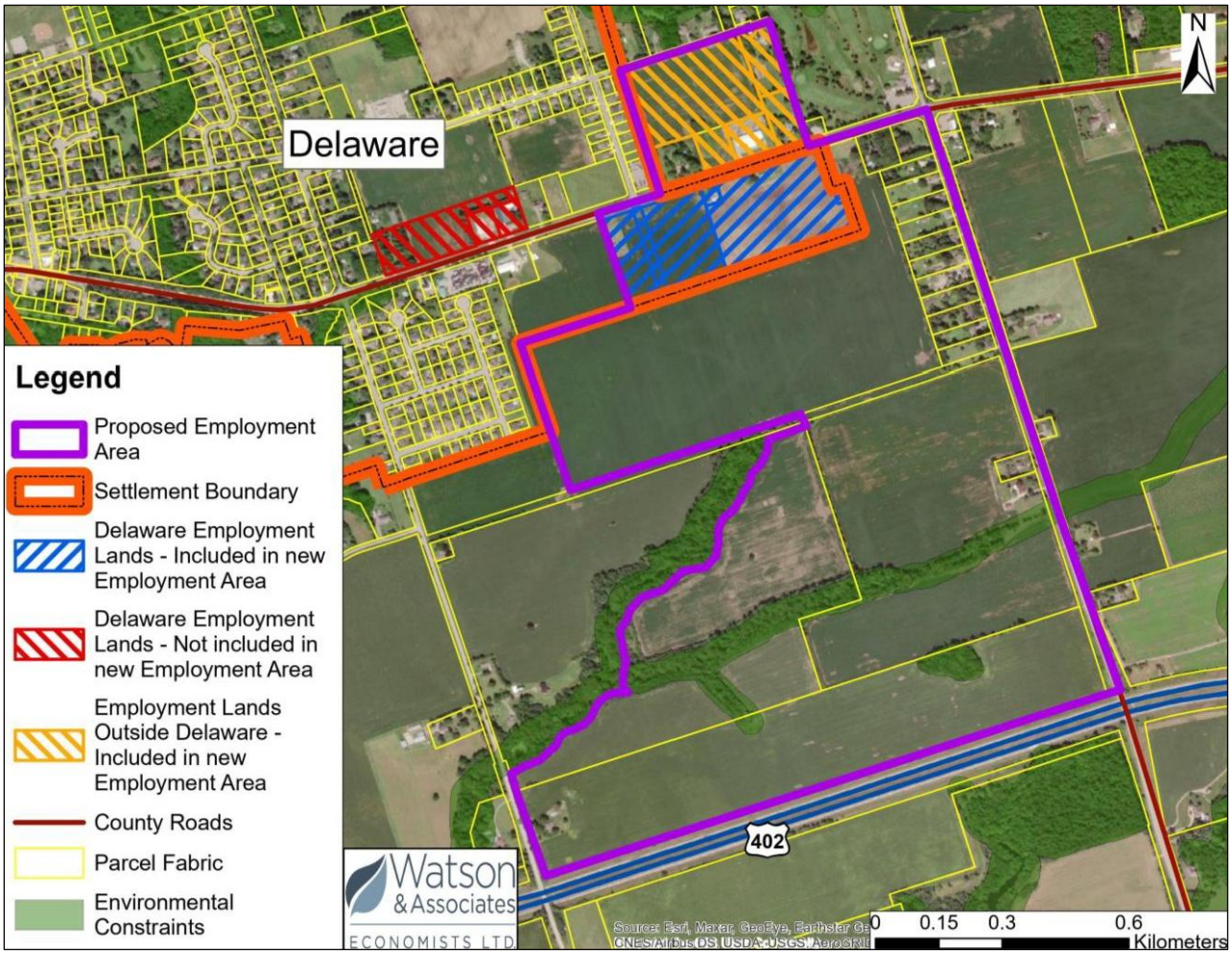


Source: County of Middlesex Planning Department (2026)

New Employment Area – Delaware

135 developable hectares of land south and east of the Delaware settlement boundary is identified as the preferred location for a new employment area in Middlesex Centre, as shown in **Exhibit A.6.** To support access to the area, the Middlesex Centre TMP (2024) identified County Road 15 (Carriage Road) as a suitable candidate for a new interchange at Highway 402, which would require support and coordination between the Municipality, the County and the Province.

Exhibit A.6: Preferred Location of New Employment Area – Delaware



Source: Watson & Associates Ltd (2022). *Employment Area Expansion Analysis*, Figure 4-1

Appendix B:
Pedestrian Crossing Warrant Analysis



Appendix B: Pedestrian Crossing Warrant Analysis

B.1 Overview

A pedestrian crossing evaluation was conducted for five locations in the Municipality of Middlesex Centre:

- Komoka Road (CR 16) at St Clair Avenue, Komoka;
- Hyde Park Road at Stonefield Lane, Ilderton;
- Hyde Park Road (CR 20) at Heritage Drive, Ilderton;
- Hyde Park Road (CR 20) at Meadowcreek Drive, Ilderton; and
- Ilderton Road (CR 16) at Willow Ridge Road, Ilderton.

The purpose of this memorandum is to determine whether designated pedestrian crossing facilities are warranted at each location, and which type.

B.1.1 Methodology

The warrant analysis follows the process outlined in *Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments* (Ministry of Transportation of Ontario, 2016) ("OTM Book 15"). OTM Book 15 provides a Decision Support Tool (DST), shown as Exhibit B.1, that describes threshold conditions for assessing pedestrian crossings needs and the selection of the appropriate crossing treatment based primarily on pedestrian and vehicle volumes; however, other factors must also be considered: safety, pedestrian delays, equity, driver expectancy, consistency, connectivity and pragmatism.

The DST outlines the following steps, starting with assessing the appropriateness of pedestrian crossing treatment hierarchy:

1. **Assessing first whether a traffic signal is warranted**; and
2. If a traffic signal is not warranted, **assessing whether a Pedestrian Crossover (PXO) is warranted**.

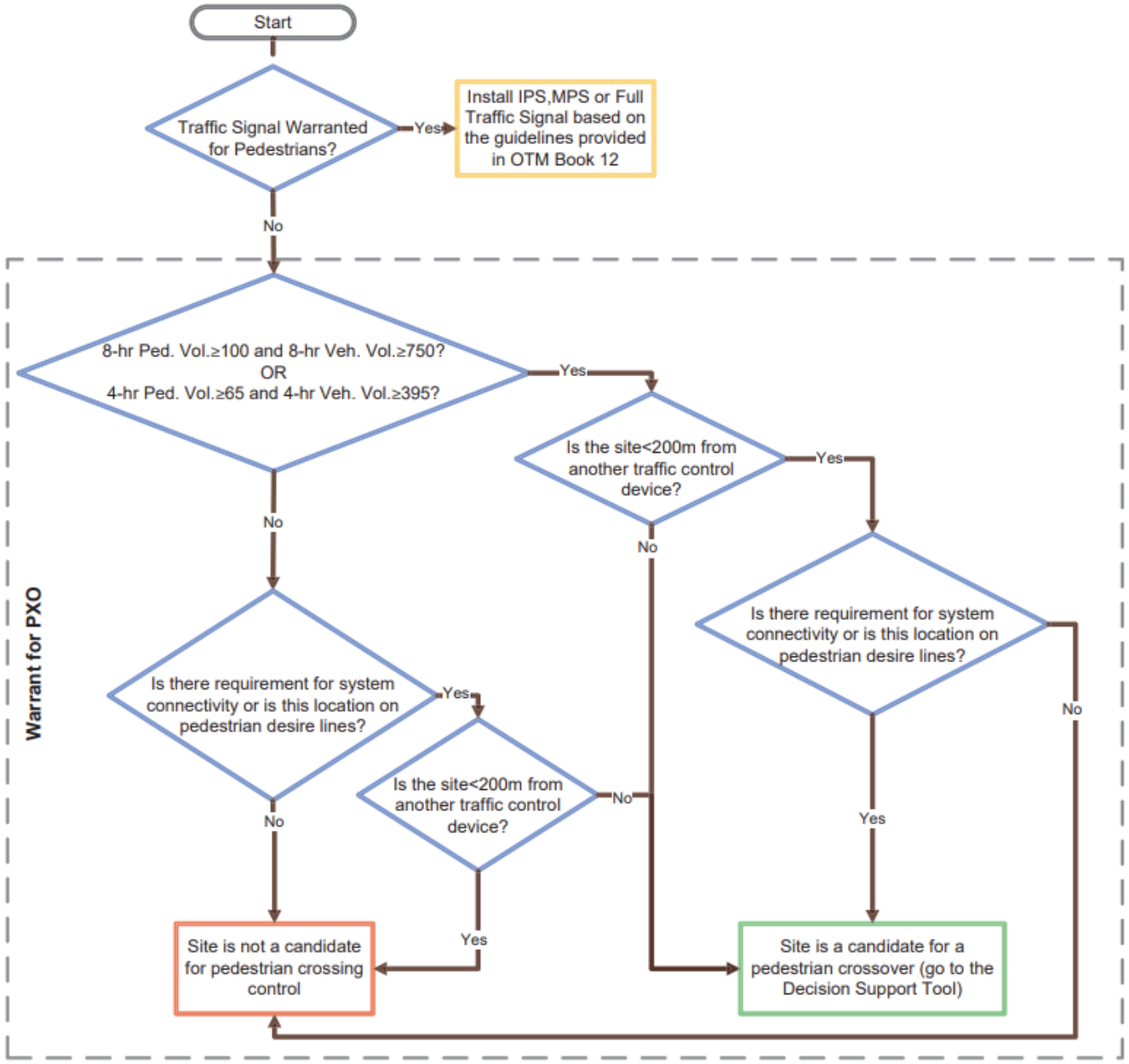
Note that if neither a traffic signal nor PXO are warranted, an all-way stop or yield control may still be warranted.

Supervised school crossings are also sometimes used to facilitate pedestrian crossings. However, these are only considered to be controlled crossings **when a school crossing guard is present** – drivers are only required to stop when a

crossing guard is present with their stop sign. These crossings are considered uncontrolled the rest of the time.

The warrant analysis uses 8-hour Turning Movement Counts (TMCs) collected by the Municipality of Middlesex Centre between June 11 and 26, 2025 as a baseline data source.

Exhibit B.1: OTM Book 15: Pedestrian Crossing Decision Support Tool – Preliminary Assessment



Source: OTM Book 15, Figure 2: Decision Support Tool – Preliminary Assessment

B.2 Traffic Signal Warrant Analysis

Implementation guidelines for traffic control signals are provided *in OTM Book 12 – Traffic Signals* (MTO 2024).

OTM Book 12 was used to identify any location where a traffic signal was warranted. This was performed prior to conducting a PXO warrant to verify whether certain factors would justify the installation of a traffic signal over a PXO treatment. These justifications are as follows – the first five pertaining to vehicular traffic conditions, and the sixth specifically pertaining to pedestrians:

1. **Minimum Vehicle Volume**, where cumulative delay produced by a large volume of intersecting traffic would justify the installation of a signal;
2. **Delay to Cross Traffic**, where traffic volume on the main road is high enough that minor road traffic experiences excessive delay or danger crossing the main road;
3. **Volume/Delay Combination**, where neither of Justification 1 or 2 are 100% satisfied, but both are at least 80% satisfied;
4. **Minimum Four-Hour Vehicle Volume**, which warrants a signal if the intersection experiences excessive delay for 4 or more peak hours of the day but do not meet 8-hour warrants;
5. **Collision Experience**, where a traffic signal may be warranted if an intersection experiences a certain number of collisions correctible by traffic signals over a three-year analysis period[14]; and
6. **Pedestrian Volume and Delay**, where a signal is justified if pedestrians experience excessive delay or hazard in crossing the main road due to high vehicle volumes, or pedestrian crossing volumes are high enough to produce main road delays.

Per Justification 6, the installation of a traffic signal form of pedestrian treatment is warranted if the subject site exceeds both the minimum pedestrian volume and the minimum pedestrian delay (number of pedestrians experiencing 10 seconds or more delay in crossing) during the 8-hour period of the day with the highest pedestrian traffic.

Exhibit B.2 and **Exhibit B.3** are used to determine whether a traffic signal form of pedestrian control is justified based on 8-hour criteria. Exhibit B.2 compares pedestrian volumes against opposing vehicular traffic volumes, while Exhibit B.3

[14] Collision data were available for this purpose for 2011-2017 and 2021; more recent collision data was not available.

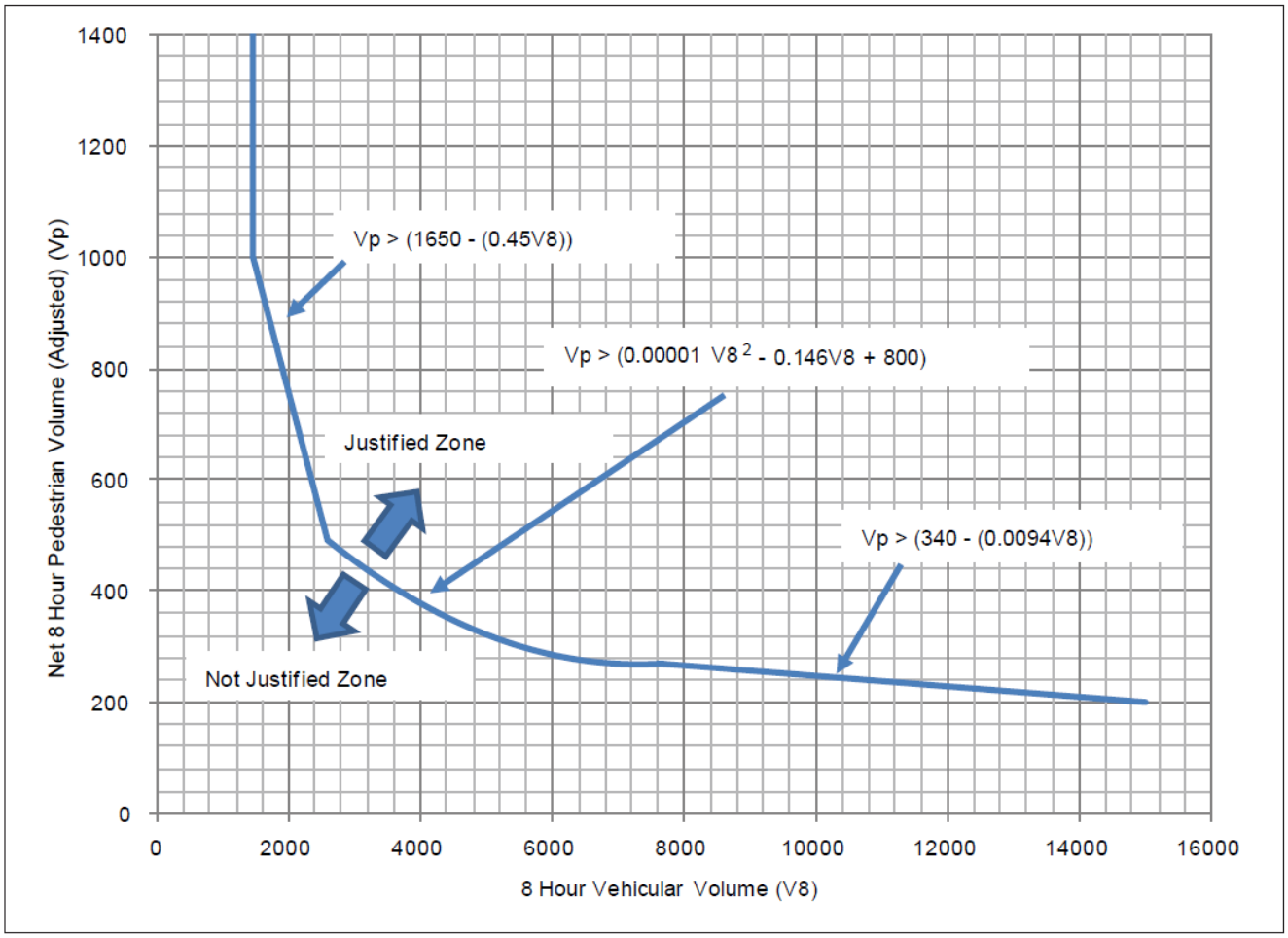
compares pedestrians experiencing delays of more than 10 seconds to cross against total pedestrians crossing for the 8-hour period.

The **equivalent number of unassisted pedestrians** is used to calculate the number of pedestrians for this purpose:

- Adults and adolescents age 12 or older are generally considered "unassisted"; while
- "Assisted" pedestrians include children under the age of 12, senior citizens, disabled pedestrians and other pedestrians requiring special assistance, *as well as an adult accompanying an "assisted" pedestrian*.

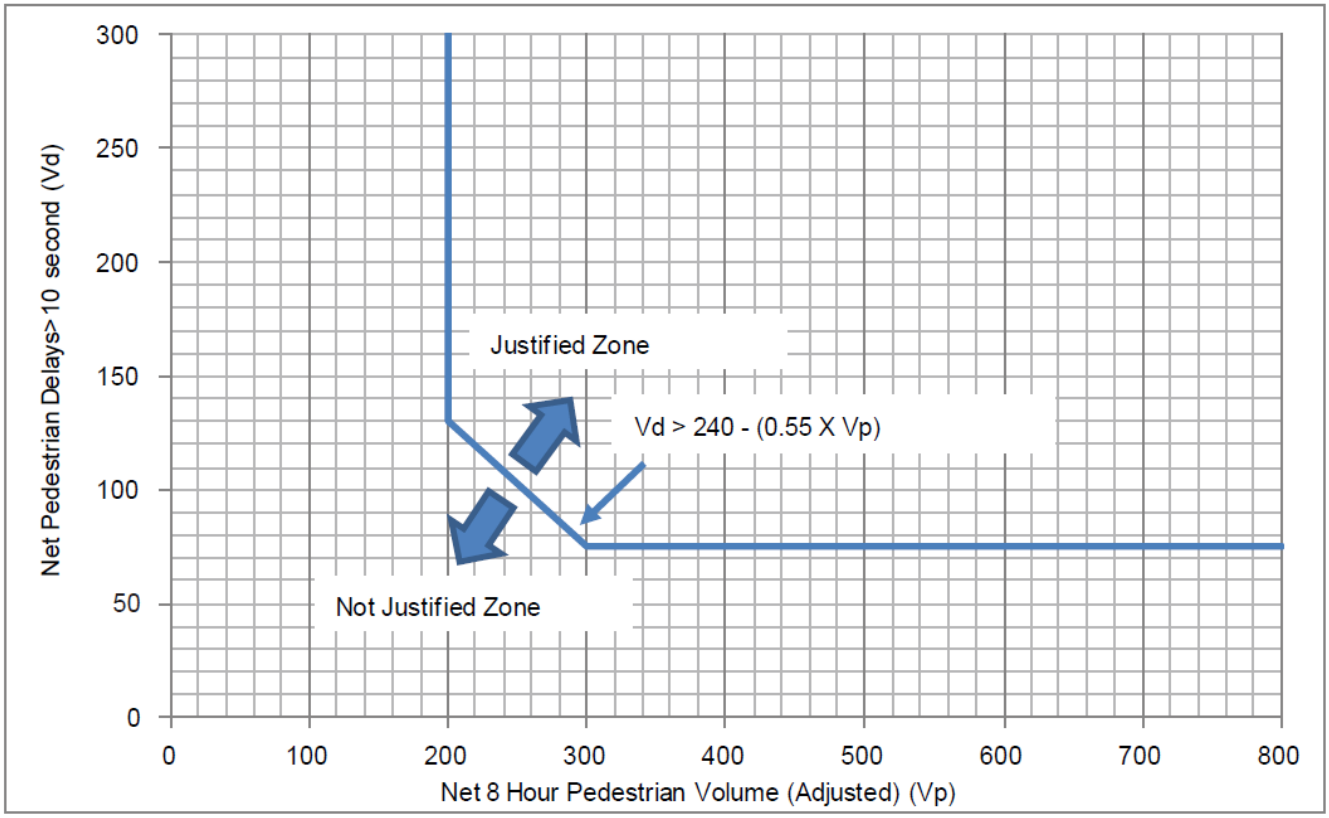
The total equivalent unassisted pedestrian volume is the sum of unassisted pedestrians plus **two times** the assisted pedestrian volumes.

Exhibit B.2: 8-Hour Pedestrian VOLUME Criterion for Traffic Signal Pedestrian Control



Source: OTM Book 15, Figure 3: OTM Book 12 Justification 6 – Pedestrian Volume

Exhibit B.3: 8-Hour Pedestrian DELAY Criterion for Traffic Signal Pedestrian Control

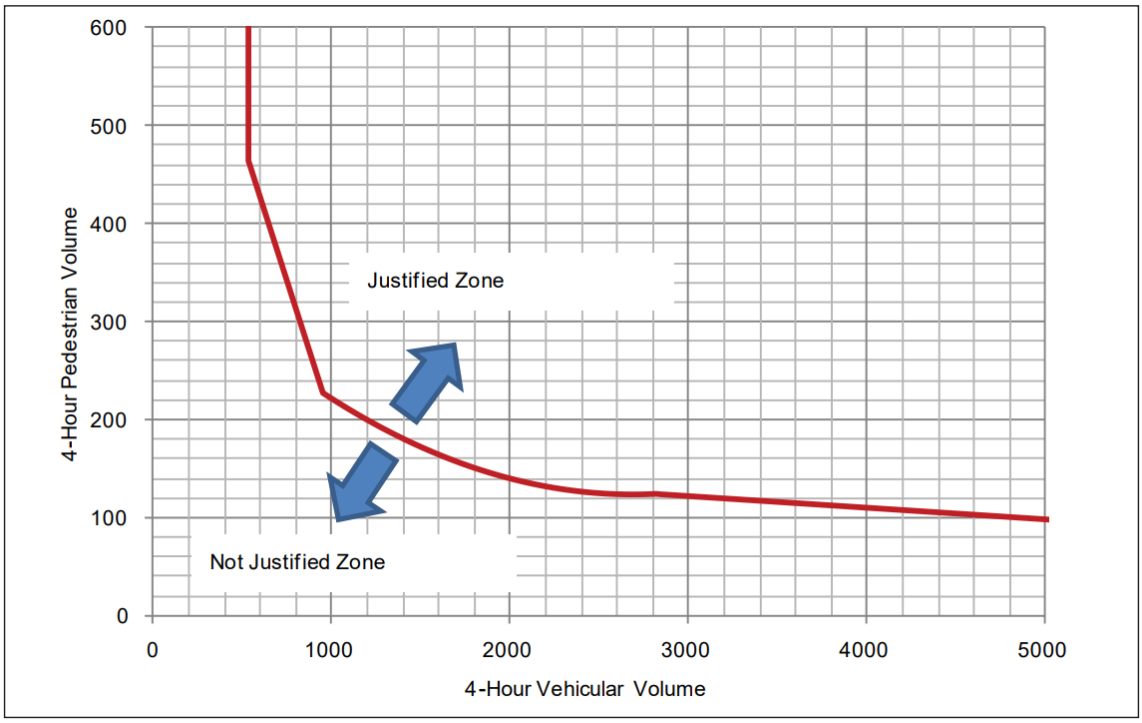


Source: OTM Book 15, Figure 4: OTM Book 12 Justification 6 – Pedestrian Delay

For smaller communities (under 10,000 population), 4-hour warrants are also provided. **Exhibit B.4** and **Exhibit B.5** show the graphs used to determine whether traffic signalization is warranted as a pedestrian crossing treatment based on 4-hour pedestrian volume and on 4-hour pedestrian delay criteria, respectively, for communities with a population less than 10,000.

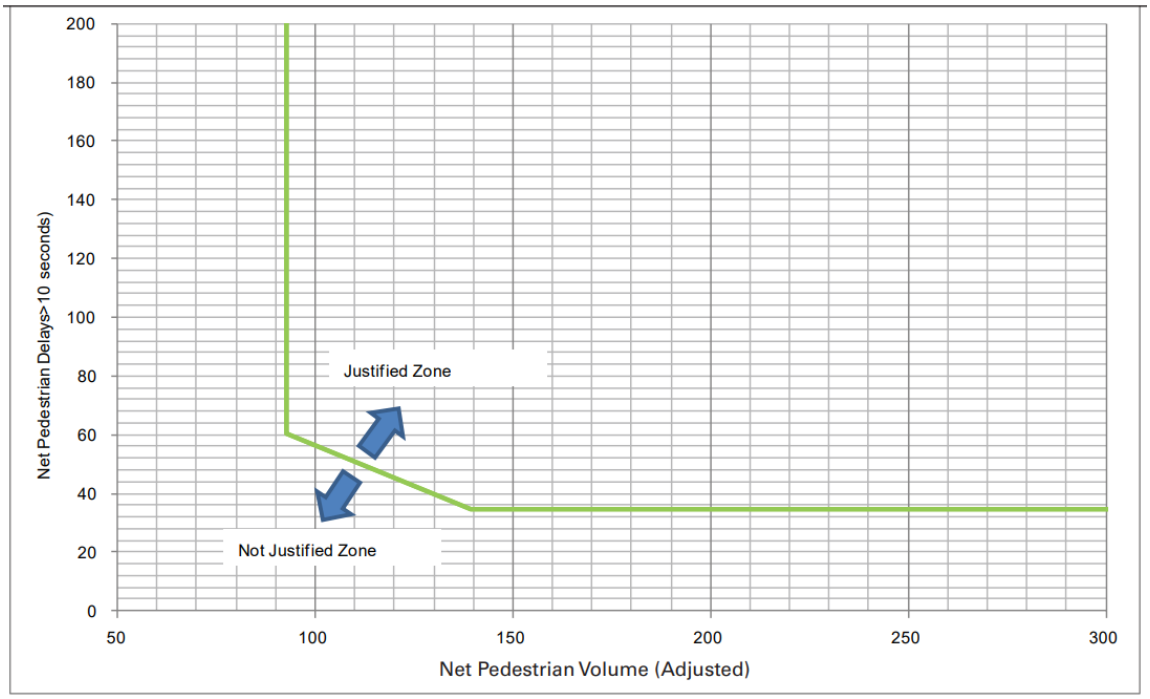
Based on these six justifications, **traffic signals are <u>not</u> justified at any of the five locations assessed.**

Exhibit B.4: 4-Hour Pedestrian VOLUME Criterion for Traffic Signal Pedestrian Control, for Communities of Population less than 10,000



Source: OTM Book 15, Figure 5: 4-Hour Pedestrian Volume Criterion for Communities of Population Less than 10,000

Exhibit B.5: 4-Hour Pedestrian DELAY Criterion for Traffic Signal Pedestrian Control, for Communities of Population less than 10,000



Source: OTM Book 15, Figure 5: 4-Hour Pedestrian Delay Criterion for Communities of Population Less than 10,000

B.3 Pedestrian Crossover Warrant Analysis

Where a traffic signal is not warranted at a given location per the process described above, the process for determining which, if any pedestrian crossing facility follows the Decision Support Tool show previously as Exhibit B.1.

The tool notes that a pedestrian crossing is warranted if:

- Peak 8- hour pedestrian crossing volumes total 100 or more and vehicle volumes total 750 or more; or
- Peak 4-hour pedestrian crossing volumes total 65 or more and vehicle volumes total 395 or more.

However, if the pedestrian crossing volumes do not meet these threshold crossing values, the location could still warrant a pedestrian crossover given pedestrian connectivity considerations or the presence of pedestrian desire lines, as threshold pedestrian volumes are not necessarily achievable if pedestrians do not consider the location safe enough at present for crossing.

Also, if another controlled pedestrian crossing is located within 200 m, the location is considered not to be a candidate for a pedestrian crossover.

B.3.2 Pedestrian Crossover Types

OTM Book 15 outlines two broad levels of PXOs – Levels 1 and 2 (Level 2 with subtypes) – all prescribed and illustrated by *Ontario Regulation 402/15*: *Pedestrian Crossover Signs.* These are as follows, in order of decreasing pedestrian protection:

- **Level 1 PXO type A:** these include regulatory and warning signs, pavement markings, and flashing amber beacons (activated by pedestrians), and are appropriate for high vehicle-volume, lower-speed settings.
- **Level 2 PXO types B or C**: these include regulatory signs and side-mounted warning signs with flashing beacons, pavement markings, and rapid rectangular flashing beacons (RRFB) (activated by pedestrians). Type B also includes overhead signs.
- **Level 2 PXO type D:** these include regulatory signs (Ra-5R and Ra-5L) “stop for pedestrians”) and warning signs and pavement markings, but do not require flashing beacons.

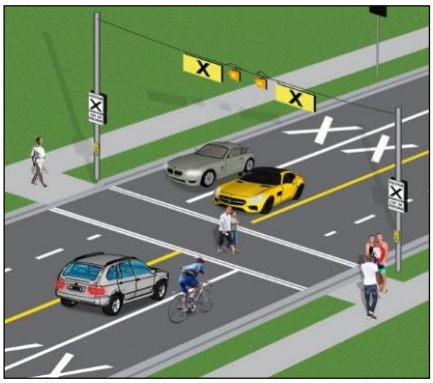
The appropriate treatment is typically determined by the traffic volumes, pedestrian volumes, and prevailing or posted speeds of the road or street being crossed. Example diagrams of pedestrian crossing types are shown in **Exhibit B.6,** except for Level 2 Type D**.**

Once the appropriate PXO type is determined, detailed design and implementation should follow OTM Book 15 guidance and municipal standards.

OTM Book 15 provides a series of figures outlining the implementation of pedestrian crossovers of different types, including placement of controls, signage, and line markings.

Exhibit B.6: Diagrams of Pedestrian Crossovers

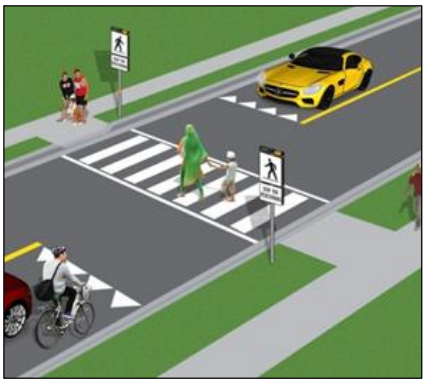
PXO Level 1 – Type A



PXO Level 2 – Type B



PXO Level 2 – Type C



Note: Both PXO Level 2 Types B and C have rapid rectangular flashing beacons mounted above the "stop for pedestrians" signs, activated by pedestrians.
Image Source: MTO (2021). Driving near pedestrian crossovers and school crossings. <https://www.ontario.ca/page/driving-near-pedestrian-crossovers-and-school-crossings> Accessed July 2025.

B.3.1 Pedestrian Crossover Type Selection and Crossing Distance Considerations

Exhibit B.5 provides pedestrian crossover selection guidance based on the volume of vehicular traffic, posted speeds, and number of lanes to cross. (While this table reflects posted speeds only, consideration could be given to conditions where vehicles are observed to travel at significantly higher speeds.)

As noted in footnote 1 of Exhibit B.5, the total number of lanes is to be taken to be representative of crossing distance – gauged by lane widths between 3.0 m and 3.75 m – rather than the number of vehicular lanes indicated by lane markings. For County roads, this warrant analysis used a 3.7 m equivalent lane width. The crossing distance measured is taken from shoulder edges, roadway curb faces, or tactile indicators for locations without crossings.

For example, where an evaluated roadway is marked for two through vehicular lanes, but the crossing distance across these lanes spans 13.0 m between shoulder edges, the equivalent of 3.5 lane widths, and the roadway will be assessed as a 4-lane road in Exhibit B.5.

Note that, per this guidance:

- A minimum of **Level 2 Type B** treatment is required where there are **more than 3 lanes of road width** to cross without a raised refuge; and
- **Level 2 Type D** PXOs are suitable for posted speeds **up to 50 km/h** only.

Exhibit B.7: Pedestrian Crossover Type Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3] Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

Source: OTM Book 15: Table 7: Pedestrian Crossover Selection Matrix

B.4 Site Assessments for PXOs

A profile of roadway and traffic characteristics at each study crossing site is provided below, together with a recommendation of crossing type based on the OTM Book 15 methodology outlined above.

B.4.1 Komoka Road (CR 16) at St Clair Avenue, Komoka



Map Data: Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026.
Road labels added

Road Jurisdiction and Classification
Komoka (CR 16): County–Collector
St Clair: Municipal–Local

Existing Road PXO Type
Level 2 Type D

Crossing Pavement Width
13.6 m (equivalent to over 3 lanes at 3.7 m)

8-hour Counts (June 26, 2025)
Vehicles Intersecting Crossing: 2,808
Pedestrians Crossing: 136

Main Road Posted Speed
50 km/h (typical travel speeds are significantly higher)

Closest Controlled Crossing
Komoka Road (CR 16) at Glendon Drive (CR 14) – 967 m south of location

Collision History (2011-2017; 2021)
No documented collisions in this period

Other Notable Area Features
A rail crossing is located 130 m north of the crossing location.

Pedestrian "Desire Lines"
The existing crossing connects a residential neighbourhood on the east parcel to commercial buildings and a Canada Post office on the west. Additionally, this crossing connects the west side residential neighbourhood to the Komoka Community Centre, Komoka Railway Museum, and Komoka Park further east.

Warrant Results and Recommendations
Given the 8-hour vehicular volume of 2,808 vehicles, Justification 6 of the OTM Book 12 process would require pedestrian crossings to exceed approximately 450 pedestrians to warrant a signal crossing based on pedestrian need – more than the 136 current pedestrian

crossings at this location. **A traffic signal is therefore not warranted** at this location based on the current volume of pedestrian crossings.

However, **a PXO treatment is recommended based on 8-hour pedestrian and vehicle volumes**:

- The 135 pedestrian crossings exceed the 100 pedestrian crossing minimum; and
- Vehicle volumes of 2,808 exceed the 750-vehicle minimum in the same 8-hour interval.

Per the Book 15 methodology, a PXO installation is warranted based on intersection volumes exceeding warrant thresholds, and the site being located over 200 m away from adjacent traffic control devices; it is further supported by the presence of a pedestrian desire line at the study location (greater potential pedestrian volumes with increased pedestrian protections).

Komoka Road is marked as a two-lane road at the study location; however, given the wide lanes and wide paved shoulders, the pedestrian crossing distance is the equivalent of over three lanes. Also, while the posted speed is 50 km/h, long distances between traffic controls and a relatively wide roadway result in typical speeds being significantly higher. Therefore, in referring to Exhibit B.5, it is appropriate to consider the crossing as the equivalent of "4 lanes without refuge", with speeds of 60 km/h. **Under current conditions, the recommended PXO type is Level 2 Type B.**

A less protective PXO type – **Level 2 Type C** – could be considered if roadway conditions in the vicinity of the crossing are modified:

- Applying traffic calming measures along Komoka Road to bring travel speeds closer to the 50 km/h posted speeds; or
- Reducing pedestrian crossing distances via:
  - Installing a raised pedestrian refuge median, if space allows, to allow pedestrians to cross each vehicular travel direction independently; or
  - Localized roadway narrowing or curb extensions to reduce crossing distances to no more than 7.5 m – the equivalent of 2 vehicular lanes; however, as Komoka Road (CR 16) is a planned cycling connection within the County's cycling network, implementation of these measures should be integrated with any cycling network modifications made as part of the County plan.

Implementing both of the above could allow the current Level 2 Type D treatment.

In addition, consideration should be given to moving the pedestrian crossing location from the current location north of St. Clair Ave., which is approximately 120 m south of an at-grade rail crossing, to approximately 60 m or more further south close to Duke Street. Moving the crossing south would increase the distance from the railway crossing and reduce the likelihood of vehicle queues affecting traffic operations, and allow drivers more time to react to the pedestrian crossing vs. the railway crossing. It also would bring pedestrians closer to a key destination – the Canada Post Office on the northwest side of Duke Street.

B.4.2 Hyde Park Road at Stonefield Lane, Ilderton



Map Data: Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026.
Road labels added

Road Jurisdiction and Classification

Hyde Park: Municipal–Collector

Stonefield:

west side: Municipal–Collector

east side: Municipal–Local

Existing Road PXO Type

none

Crossing Width

11 m north side (equivalent to 3.0 lanes at 3.7 m)

14 m south side (equivalent to 3.7 lanes at 3.7 m)

8-hour Counts (June 26, 2025)

Vehicles Intersecting Crossing: 2,392

Pedestrians Crossing: 66

Main Road Posted Speed

50 km/h (typical travel speeds are significantly higher)

Closest Controlled Crossing

Hyde Park Road (CR 20) at Ilderton Road (CR 16) – 250 m south of location

Collision History (2011-2017; 2021)

Three total – two rear-end (2011 and 2013); one sideswipe (2013)

Other Notable Area Features

A pedestrian crossover – Level 2 Type C – is in place approximately 460 m to the north, crossing Hyde Park Road in the vicinity of multi-use trail planned for the approximate perimeter of the Ilderton settlement area.

Hyde Park Road is marked for two through lanes at the study location, with left and right turn lanes on the south side and an auxiliary left turn lane on the north side. This results in a longer crossing distances for pedestrians.

Pedestrian "Desire Lines"

A pedestrian crossing at the study location would provide a direct crossing between the existing residential neighbourhood on the east and west sides of the crossings, as well as to a new residential subdivision currently under construction on the east. This would serve as a more direct alternative crossing at the existing Hyde Park Road crossing to the north, almost half a kilometre away. Pedestrian crossings can be expected to be currently limited due to

lack of protection for pedestrians at this location; pedestrian crossing volumes are also anticipated to increase once the nearby planned residential development is in place.

Warrant Results and Recommendations

Given the 8-hour vehicular volume of 2,392 vehicles, Justification 6 of the OTM Book 12 process would require pedestrian crossings to exceed approximately 550 pedestrians in the same time interval to warrant a signal crossing based on pedestrian need – more than the 136 current pedestrian crossings at this location. **A traffic signal is therefore not warranted** at this location based on the current volume of pedestrian crossings.

A PXO treatment would **not** currently be warranted based **strictly** on 8-hour pedestrian and vehicle volumes:

- The 66 pedestrian crossings do not exceed the 100 pedestrian crossing minimum; and
- Vehicle volumes of 2,392 exceed the 750-vehicle minimum in the same 8-hour interval.

However, **a PXO treatment is recommended based on the presence of a significant pedestrian desire line** at the study location, increasing when the residential development under construction is completed.

Based on current vehicle volumes, posted speeds, and current roadway widths, **a Level 2 Type B PXO** is warranted (Exhibit 2.5). This is based on the crossing width of the intersection being 3 lanes wide on the north, four lanes wide to the south without a refuge median.

The auxiliary turn lanes increase the crossing distance for pedestrians. Installing a raised pedestrian refuge median may be feasible on the north side, reducing the crossing distance to no more than two lanes, which would allow a **Level 2 Type D** crossing to be considered.

B.4.3 Hyde Park Road (CR 20) at Heritage Drive, Ilderton



Map Data: Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026.
Road labels added

Road Jurisdiction and Classification
Hyde Park (CR 20): County–Arterial
Heritage: Municipal–Collector

Existing Road PXO Type
School Crossing

Crossing Width
14.2 m (equivalent of 3.8 lanes at 3.7 m)

8-hour Counts (June 26, 2025)
Vehicles Intersecting Crossing: 4,163
Pedestrians Crossing: 31

Main Road Posted Speed
50 km/h (typical travel speeds are significantly higher)

Closest Controlled Crossing
Hyde Park Road (CR 20) at Ilderton Road (CR 16) – 340 m north of location

Collision History (2011-2017; 2021)
No documented collisions in this period.

Other Notable Area Features
The potential for a pedestrian crossover is also being assessed at Meadowcreek Drive, approximately 380 m to the south. Given the spacing between these existing/potential pedestrian crossings being greater than 200 m, pedestrian crossing improvements at one of these locations do not preclude improvements at the other.

Pedestrian "Desire Lines"
The study location provides a direct connection between the residential neighbourhood east of the crossing, to significant community activities on the west – Middlesex Centre Family Medicine Clinic, and Heritage Park (which includes baseball diamonds, a skate park and splash pad) as well as the surrounding residential neighbourhood.

An upgraded crossing treatment (if warranted) is anticipated to increase the desirability of this crossing location. The current closest alternative is approximately 340 m to the north to Ilderton Road, where a traffic signal is present.

Warrant Results and Recommendations
Given the 8-hour vehicular volume of 4,163 vehicles, Justification 6 of the OTM Book 12 process would require pedestrian crossings to exceed approximately 380 pedestrians in the

same time interval to warrant a signal crossing based on pedestrian need – more than the 31 current pedestrians crossing at this location. **A traffic signal is therefore not warranted** at this location based on the current volume of pedestrian crossings.

A PXO treatment would **not** currently be warranted based **strictly** on 8-hour pedestrian and vehicle volumes:

- The 31 pedestrian crossings do not exceed the 100 pedestrian crossing minimum;
- However, vehicle volumes of 4,163 greatly exceed the 750-vehicle minimum in the same 8-hour interval.

However, **a PXO treatment is recommended based on the presence of a strong pedestrian desire line** at the study location, given the highly significant community activities in the vicinity, and "critical mass" of pedestrians in nearby residential neighbourhoods. The need to have a safer pedestrian crossing at this location was also a key theme heard throughout the ATP study's engagement activities.

The current PXO treatment currently in place – a school crossing – is **not** appropriate for the roadway geometry, speeds, and vehicular traffic conditions. A school crossing only requires vehicles to stop when a crossing guard is present. Inevitably , this discourages a significant proportion of pedestrians who would cross at this to reach nearby community activities and suppressing pedestrian crossing counts.

Hyde Park Road is marked as a two-lane road at the study location; however, given the wide lanes and wide paved shoulders, the pedestrian crossing distance is equivalent to over three lanes. Also, while the posted speed is 50 km/h, long distances between traffic controls and a relatively wide roadway result in typical speeds being significantly higher. Therefore, in referring to Exhibit B.5, it is appropriate to consider the crossing as the equivalent of "4 lanes without refuge", with speeds of 60 km/h. **Under current conditions, the recommended PXO type is Level 2 Type B.**

A less protective PXO type – **Level 2 Type C** – could be considered if roadway conditions in the vicinity of the crossing are modified:

- Applying traffic calming measures along Hyde Park Road to bring travel speeds closer to the 50 km/h posted speeds; or
- Localized roadway narrowing or curb extensions to reduce pedestrian crossing distances to no more than 7.5 m – the equivalent of 2 vehicular lanes.

Applying both of the above could allow a Level 2 Type D to be considered appropriate; however, 8-hour traffic volumes of 4,163 are approaching the 4,500 threshold for a Level 2 Type D to be recommended even with the above changes were to be put in place, and may already be exceeded some of the time.

B.4.4 Hyde Park Road (CR 20) at Meadowcreek Drive, Ilderton



Map Data: Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026.
Road labels added

Road Jurisdiction and Classification
Hyde Park (CR 20): County–Arterial
Meadowcreek: Municipal–Collector

Existing Road PXO Type
none

Crossing Width
15.1 m (equivalent of 4 lanes at 3.7 m)

8-hour Counts (June 26, 2025)
Vehicles Intersecting Crossing: 3,503
Pedestrians Crossing: 3

Main Road Posted Speed
50 km/h (typical travel speeds are significantly higher)

Closest Controlled Crossing
Hyde Park Road (CR 20) at Ilderton Road (CR 16) – 380 m north of location

Collision History (2011-2017; 2021)
No documented collisions in this time period

Notable Area Features

The closest pedestrian crossover location is at Heritage Drive, approximately 380 m to the north. Given the spacing between these existing/potential pedestrian crossings being greater than 200 m, pedestrian crossing improvements at one of these locations do not preclude improvements at the other. While there is currently no sidewalk connection along Hyde Park Road between these two locations, these sidewalk connections are included in the current Middlesex Centre Active Transportation Plan.

Further, additional residential and employment development is planned for the south end of Ilderton, beyond the current urban built boundary.

Pedestrian "Desire Lines"

A crossing treatment at the study location would provide a direct connection to the Junction Park Rail Trail to the west and Ilderton Farmers Market, Community Bible Church, and Meadowcreek Park and Soccer fields to the east, as well as adjacent residential neighbourhoods. Further, this would be part of a planned multi-use trail network planned for the perimeter of Ilderton.

Warrant Results and Recommendations

Pedestrian crossing volumes are currently very low – only 3 pedestrians were observed crossing during the 8-hour counts conducted in June 2025. Based on these low count volumes**, neither a traffic signal nor a PXO would be warranted at this location based on current pedestrian volumes alone**.

However, **a PXO treatment is recommended based on the presence of a significant pedestrian desire line** at the study location, and the desire for a connected trail/sidewalk system around the perimeter of the current Ilderton built area. Further, additional development to the south of this location will significantly increase pedestrian activity.

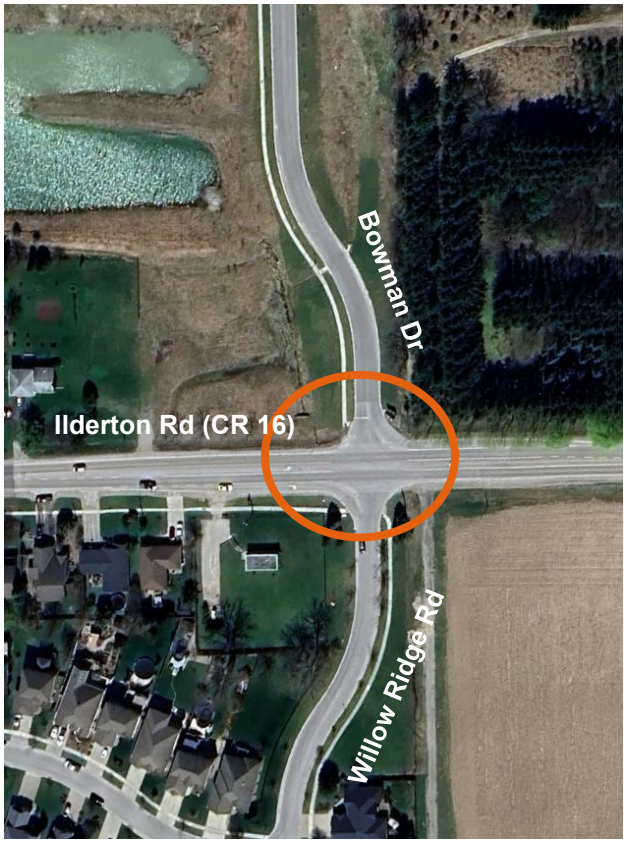
Should a PXO be installed under current roadway conditions, **the recommended PXO type is Level 2 Type B**, based on the same rationale for Hyde Park Road as noted above for the Heritage Drive location to the north.

A less protective PXO type – **Level 2 Type C** – could be considered if roadway conditions in the vicinity of the crossing are modified:

- Applying traffic calming measures along Hyde Park Road to bring travel speeds closer to the 50 km/h posted speeds; or
- Localized roadway narrowing or curb extensions to reduce pedestrian crossing distances to no more than 7.5 m – the equivalent of 2 vehicular lanes.

While current pedestrian demand for a pedestrian crossing is relatively low relative to the other crossing locations currently under consideration for PXOs, pedestrian crossing improvements at this location will become more of a priority for Middlesex Centre as development proceeds in the vicinity.

B.4.5 Ilderton Road (CR 16) at Willow Ridge Road, Ilderton



Map Data: Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026.
Road labels added

Road Jurisdiction and Classification

Ilderton (CR 16): County–Arterial

Willow Ridge Road (south)/ Bowman Drive (north): Municipal–Collector

Existing Road PXO Type

none

Crossing Width

18 m east (equivalent to more than four 3.7 m lanes)

16 m west (equivalent to more than four 3.7 m lanes)

8-hour Counts (June 24, 2025)

Vehicles Intersecting Crossing: 2,744

Pedestrians Crossing: 17

Main Road Posted Speed

50 km/h (typical travel speeds are significantly higher)

Closest Controlled Crossing

Hyde Park Road (CR 20) at Ilderton Road – 600 m west of location

Collision History (2011-2017; 2021)

One collision (single motor vehicle) recorded in 2013

Notable Area Features

Auxiliary turn lanes on Ilderton Road approaching the intersection add to the roadway width that needs to be crossed by pedestrians.

Oxbow Public School is located approximately 650 m east of this location on the north side of Ilderton Road, a key community activity.

Posted speeds are 50 km/h, increasing to 70 km/h approximately 140 m east of the intersection; observed speeds are often significantly higher than 50 km/h.

Pedestrian "Desire Lines"

A multi-use trail is planned between the Ilderton urban area and the school as a priority connection for the community. A crossing at Willow Ridge would help connect residential neighbourhoods to the south of Ilderton road to the school, as well as to northeast Ilderton neighbourhoods. It would also connect to a planned multiuse trail on the northeast perimeter of Ilderton.

Warrant Results and Recommendations

Pedestrian crossing volumes are currently relatively low – only 17 pedestrians were observed crossing during the 8-hour counts. Based on these counts**, neither a traffic signal nor a PXO would be warranted at this location based on current pedestrian volumes alone**.

However, **a PXO treatment is recommended based on the presence of an important pedestrian desire line** to connect to nearby Oxbow Public School, and the desire to provide connectivity for a trail/sidewalk system around the perimeter of the current Ilderton built area.

The auxiliary turn lanes on Ilderton Road approaching the intersection increase the crossing distance for pedestrians. Should a PXO be installed under current roadway conditions, **the recommended PXO type is Level 2 Type B**, given the distance that pedestrians must cross.

Installing a raised pedestrian refuge median may be feasible on the north side, reducing the crossing distance to no more than two lanes, which would allow a **Level 2 Type C** crossing to be considered. With a raised pedestrian refuge median, a Level 2 Type D crossing could be considered if typical travel speeds can be brought closer to the posted 50 km/h speeds, e.g. through traffic calming measures.

Appendix C: Engagement Detail



Appendix C: Engagement Detail

Appendix C provides detail of the following:

- Appendix C.1: Engagement Activities and Communications
- Appendix C.2.: Round 1 – Mapping Activity/Questionnaire Response Detail
- Appendix C.3.: Round 2 – Mapping Activity Input
- Appendix C.4: Public Input to Draft ATP
- Appendix C.5: Statements of Support of Draft Final ATP

C.1 Engagement Activities and Communications

Exhibit C.1 lists all public activities and communications throughout the ATP.

Exhibit C.1: Public Engagement Activities and Communications

Activity or Communication	Date	Platform
Project Webpage	Launched June 2, 2025	• middlesexcentre.ca/atp
ATP Project Introduction Press	September 2025	• Komoka Kilworth Delaware Villager • Ilderton Villager
Online Questionnaire	September 20 to October 20, 2025	• www.middlesexcentre.ca/articles/active-transportation-survey
Online Questionnaire Promotion	On or about: Sept 23, 2025 Sept 26, 2025 Oct 1, 2025 Oct 6, 2025 Oct 10, 2025 Oct 15, 2025 Oct 17, 2025	• Facebook • X • Instagram • LinkedIn
Online Questionnaire Promotion	September 2025	• E-Newsletter
Online Questionnaire Promotion	Starting September 19, 2025	• Web News (https://www.middlesexcentre.ca/articles/active-transportation-survey)
Online Questionnaire Promotion	September 2025	• Middlesex Banner

Activity or Communication	Date	Platform
Online Questionnaire Promotion	September/October 2025	• Digital Front Sign at Municipal Office (indoor and outside)
Online Questionnaire Promotion	September/October 2025	• Posters at Community Centres
Public Information Centre 1	November 11, 2025	• Komoka Community Centre
Public Information Centre 1 Promotion		• Middlesex Banner
Public Information Centre 1 Promotion	On or about: Oct 27, 2025 Nov 3, 2025 Nov 10, 2025	• Facebook • X • Instagram • LinkedIn
Public Information Centre 1 Promotion	Oct 27 to Nov 11, 2025	• Website – Event Page (middlesexcentre.ca/events)
Public Information Centre 1 Promotion	October 2025	• E-Newsletter
Public Information Centre 1 Promotion	November 2025	• Digital Front Sign at Municipal Office (indoor and outside)
Public Information Centre 2	February 19, 2026	• Komoka Wellness Centre
Public Information Centre 2 Promotion	January 2026	• Middlesex Banner
Public Information Centre 2 Promotion	On or about: Feb 3, 2026 Feb 9, 2026 Feb 13, 2026 Feb 18, 2026	• Facebook • X • Instagram • LinkedIn
Public Information Centre 2 Promotion	Feb 3 to Feb 19, 2026	• Website – Event Page (middlesexcentre.ca/events)
Public Information Centre 2 Promotion	January 2026	• E- Newsletter
Public Information Centre 2 Promotion	February 2026	• Digital Front Sign at Municipal Office (indoor and outside)
Presentation of ATP Draft Report	March 9, 2026	• Presentation to Community Services Advisory Committee • Public notification via the agenda process

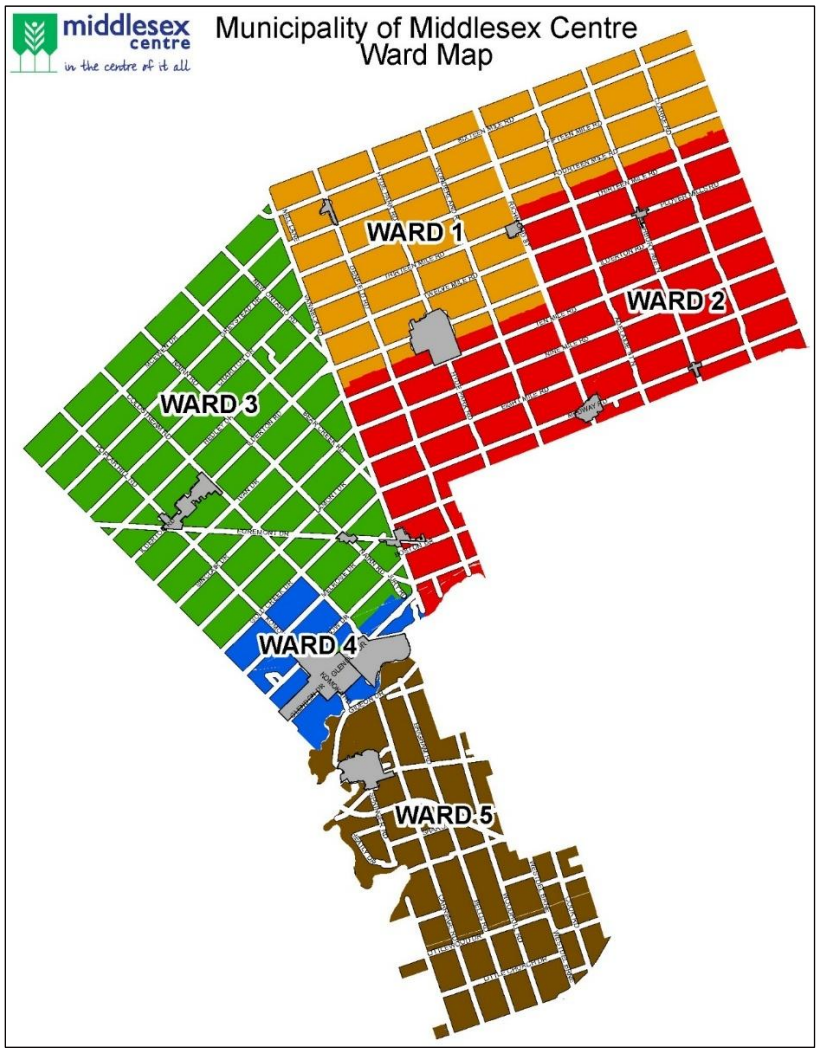
Activity or Communication	Date	Platform
Presentation of ATP Final Report	July 6, 2026	• Presentation to Community Services Advisory Committee • Public notification via the agenda process

C.2 Round 1 – Mapping Activity/ Questionnaire Response Detail

Exhibit C.3 lists response detail for participants of the Round 1 mapping activity. Where provided, the Ward information is included (municipal ward boundaries are shown in Exhibit C.2), as well as the home location type (urban settlement vs. rural area). For participants who responded on behalf of themselves vs. on behalf of their households, age and gender information is also included where reported.

Responses are grouped by topic, and sorted by home ward, and age and gender are indicated where provided (i.e. responses on behalf of individuals vs. households).

Exhibit C.2: Middlesex Centre Wards



Source: Municipality of Middlesex Centre (2026). Ward Map. <https://www.middlesexcentre.ca/services/residents/mayor-council> Retrieved April 2026.

Exhibit C.3: Round 1 Survey Response Detail

Comment	Ward	Area Type	Age	Gender
Sidewalks				
I find it the interesting timing for a survey considering you don't have the money to complete a sidewalk in Deerhaven Park. The sidewalk to nowhere.	1	Urban	55-64	NA
The sidewalks in Birr along Richmond need to be extended to the last residential houses. We and our neighbours are walking and cycling up and down busy Richmond to reach 13th line every day, multiple times a day, including kids, and walking pets.	1	Urban		
Build more walking infrastructure!	1	Urban		
Build a sidewalk connection to Oxbow Public School	1	Urban		
all streets should have sidewalks but some do not	1	Urban		

Comment	Ward	Area Type	Age	Gender
Look to improve sidewalk connections in Poplar Hill\/Coldstream provide connections to the library, community center, park and school. look to build the rail trail and other off road connections in the urban areas.	3	Urban	35-44	Male
Construction of sidewalks in MC should be in larger towns, not hamlets like Poplar Hill. Until sidewalks are installed along Ilderton Rd, connecting the school and community centre to the neighbourhoods, it makes no sense to install them in subdivisions.	3	Urban		
We need more sidewalks around Parkview Public School, particularly in the neighborhood behind the school. There are many kids that walk, bike, etc to school and it is unsafe for them to be on the road with vehicles.	4	Urban	35-44	Female
A short sidewalk will go a long way for safety here. People are constantly walking on the gravel with cars going by 60km. Speed limit should be 60km	4	Urban	35-44	Male
Sidewalks are desperately needed from Crestview to the Foodland Plaza. It would helpful if they were extended beyond that to Komoka Road.	4	Urban	55-64	NA
It is time for more sidewalks to encourage walking instead of driving. There is too much traffic on Queen Street to walk safely.	4	Urban	55-64	Female
Sidewalks that join Komoka Bella Lago and Komoka road to Kilworth along Glendon drive allowing access to the wellness centre and shopping including Foodland, lcbo, home hardware and newly currently being constructed businesses along Glendon.	4	Urban		
Sidewalks on Queen st in Komoka are a must also some sort of multi use path between Kilworth and Komoka. Many people walk in this community and it would be nice to be able to do it more safely	4	Urban		
Sidewalks down Oxbow from Coldstream connecting to the rest of Oxbow and Queen St.	4	Urban		
Placing the pins was very difficult! I would like to see sidewalks and bicycle paths along Glendon Drive from Komoka Road up to Jefferies Rd (Kilworth Business Park area : Home Hardware area) (to include area of Foodland, Arena, Library)	4	Urban		
New roundabout built with small sections of sidewalks but nothing to connect to the west allowing access to Foodland plaza etc… very short sighted and encourages folks to drive everywhere they need to go…. Sidewalks/bike paths need much more priority here	4	Urban		
I walk down Glendon every day, please give us a sidewalk.	4	Urban		
Along with concrete, please consider beautifying the areas with trees etc. access to the wellness Centre from Kilworth is only available by Car because there are no safe pedestrian sidewalks OR crosswalks.	4	Urban		

Comment	Ward	Area Type	Age	Gender
Sidewalks need to be on Springer, Queens, Railway, Komoka Rd and Glendon		Rural		
Pedestrian Crossing				
Need traffic crossing across Arena to slow traffic into town and ability for pedestrians to cross safety without cars speeding.	1	Urban	35-44	Female
Improve crossing at Hyde park to ensure cars stop	1	Urban	35-44	Female
The community centre and church in Ilderton need to have better pedestrian connectivity with the surrounding neighbourhoods, especially crossing Hyde Park to the church where the Farmer's Market now takes place. Its too dangerous given the speed of cars.	1	Urban		
Install crosswalks at busy roads as required to safely cross from the trails. Complete all the missing sections like north section from Ilderton road to Stonefield Lane along Ilderton St.	1	Urban		
Fixing the pseudo cross-walk as you enter Ilderton which is currently the most dangerous setup possible.	1	Urban		
As for pedestrian crossings, please due something about the crossing on ilderton road and Meredith dr. It's difficult for both pedestrians and drivers especially when people park on the road outside of the convenience store.	1	Urban		
Now that the mill is busy especially with Medway students at lunch a crosswalk is needed to cross Medway road, especially as Arva grows and traffic increases. A crossing at Arva street with a sidewalk in front of the fire station would be helpful.	2	Urban		
Traffic on Komoka Rd is getting busier. Many students need to cross the road to get to their bus stop and there is no cross walk. The first pedestrian cross walk indicated on my map currently exists, but I've lived here for 3 yrs and cars never stop.	4	Urban	25-34	Female
Sidewalks and proper crosswalks are important The crosswalks need a form of flashing light to indicate crossing	4	Urban	65+	Male
We need some sort of crossing closer to Komoka Foodland - many kids and adults cross there	4	Urban		
We are in Komoka that is west of Komoka road. I do not feel safe having my children cross Komoka road. People are constantly driving too fast. The new "crossover" has no flashlights,. so does not ensure vehicles are watching/stopping.	4	Urban		
The safety of my children and others children in this community is paramount. It's disappointing that it's been so very challenging to make anyone in power aware of that fact. The lack of concern for children and families crossing the road is terrifying.	4	Urban		
The crosswalk with flashing lights at Duke and Komoka Rd is imperative for keeping our community safe	4	Urban		
Please ensure a crosswalk with lights is placed on Komoka road. Our children must have a safe way to cross the street to get to	4	Urban		

Comment	Ward	Area Type	Age	Gender
Parkview school. High speeds and increased traffic on komoka road and the poor visibility with the train tracks.				
Please add lights to the Komoka road crossing it's very dangerous for kids to cross at since cars and trucks don't stop	4	Urban		
MUST have a flashing light for crosswalk on Komoka Road. I walk my daughters to Parkview school and have had hundreds of cars drive through the crosswalk while we are waiting. It is placed in an AWFUL location just past the train track. MUST have lights.	4	Urban		
Increasing numbers at parkview (with additional 100 students just this year) has become a safety issue and changes must be made to reflect this new volume. Incidents of near misses when children are crossing occurs on komoka road especially.	4	Urban		
A crosswalk on Komoka road is extremely important for the safety of all the elementary school students walking from our neighbourhood to Parkview School, especially because they also have to cross a train track	4	Urban		
A crosswalk by the community centre/park on Queens street would be beneficial. It is hard to see oncoming traffic on either sides of Queen street when standing on the sidewalk (Simcoe Ave) due to overhanging trees/angle of the road.	4	Urban		
Crosswalk on Komoka rd should be moved closer to Duke - everyone that is heading twds shops at Glendon J-walk. Cross-walk should be useful for pedestrian travel either direction. Also, current crosswalk is more dangerous than not having one!		Urban		
Cycling				
I'd like to see protected bike lanes (from the County) connecting to the bike lanes from London on Wonderland & Adelaide.	1	Urban	45-54	Female
Work with the farmers at either end of the rail trail that runs through ilderton and attempt to extend these paths for cyclists. We need somewhere to bike other than our roads which are filled with trucks.	1	Urban		
Looking for more inter-connectivity within Middlesex by bike.	1	Urban		
I proposed a bike trail around the outskirts of Ilderton joining all the sub divisions together so kids and everyone alike can get from area to area without having to have our kids bike on the busy main street intersections. It was approved years ago...	1	Urban		
For roads, if the shoulder could be paved to allow cyclists to go on it, it would be safer (many have the attitude of not sharing the road and cars own the road)...much like how Ilderton Rd going W..continue it E and Hyde Park going south	1	Urban		
Cycling access from Ilderton to London that is safe.	1	Urban		
A separated cycle trail from Hyde park to Ilderton. Using Quebec and the Buffalo NY areas as examples- so many communities there are connected via bike trails. We should do the same	1	Rural		

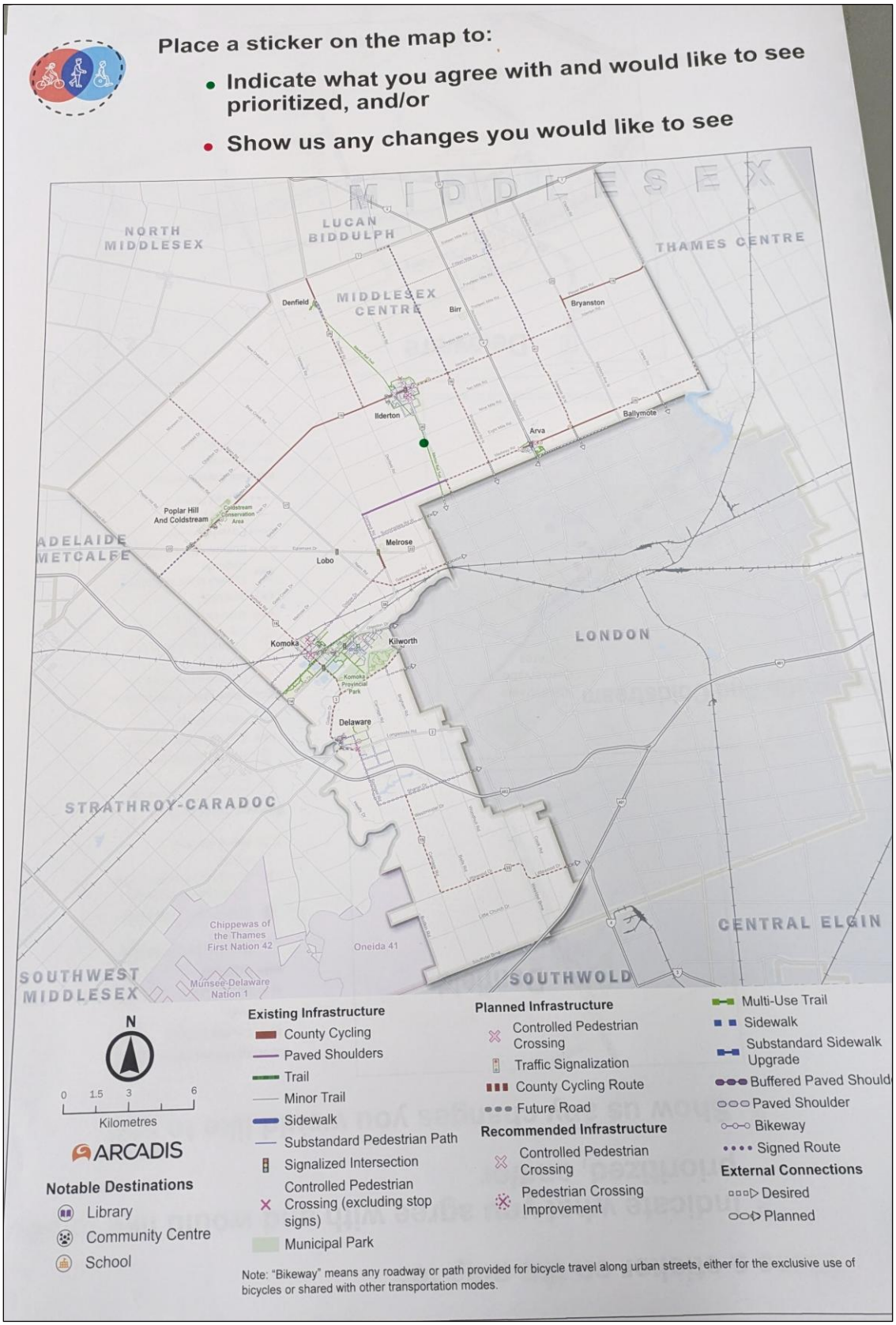
Comment	Ward	Area Type	Age	Gender
There is a need for cycling lanes and pathways between London and Komoka as well as all neighbouring communities, Promote healthy lifestyle and for safety of the bikes who are already using the road	4	Urban	25-34	Female
We need cycling lanes or paths between Komoka nd Kilworth, Komoka and Mt Brydges and Kilworth to London.. Lets get cycling lanes everywhere to help with the transition to being more green	4	Urban	55-64	Male
Safety has been my major concern regarding cycling in Middlesex Centre. There are few major roads that can accommodate people of all ages to travel safely from one place to another, for work, business or other, using all types of bikes including e-bikes.	4	Rural	65+	Female
Ideally, I would like to be able to reach, from our farm, a safe cycle route to services and recreation areas, in and around Komoka and Mount Brydges. Check the city of Copenhagen, Denmark, as a functional model.	4	Rural	65+	Female
need of pedestrian bike path from old Kilworth to wellness center. families with strollers, elderly and youth walking using the side of the road to access shopping and Well.center. So dangerous, it's important to create a safe path for community members.	4	Urban		
For cycling: with the increased traffic around Delaware/Komoka, having a bike lane or wide shoulder along Gideon (from Longwoods to Brigham) and Komoka Road (from Gideon to Glendon) would be great - and much safer than it is now.	5	Urban	55-64	Male
Trails				
Extend the paved portion of the rail trail	1	Urban	25-34	Female
Complete path around Timberwalk pond like originally planned.	1	Urban	35-44	Female
Build the rail trail to connect to the city of London! And expand walking and trail networks	1	Urban	35-44	Male
Let's get the trail done to Oxbow PS so the kids have healthy options to get to school and they are not stranded when no bus.	1	Urban	45-54	Female
I would like to see a walking trail around the Bryanston Park perimeter. Currently I walk on Thirteen Mile, which can be busy in the morning.	1	Urban	55-64	Female
I would like to see a trail from the rail tracks in ilderton to oxbow school.	1	Urban	55-64	NA
In Ilderton would like to see a bike/walking path to Oxbow for older kids.	1	Urban		
Completing the rail trail to London.	1	Urban		
Create a trail link to the City of London.	1	Urban		
Extension of Ilderton Rail Trail to Sunningdale Rd to connect with London Hyde Park Rotary Link.	1	Urban		
Ilderton Rail Trail. Complete the ENTIRE village circle loop.	1	Urban		
It would be great to expand on the Ilderton rail trail	1	Urban		

Comment	Ward	Area Type	Age	Gender
It's simple - paths and trails have been promised to Clear Skies residents for years. Only asking for priority attention & action to what was committed to this community through budgets and priorities.	1	Urban		
Need to see some improvements for walking and biking trails in Ilderton. Rail Trail hasn't been improved or expanded in years. The Trail needs to circle Ilderton entirely. A good trail would bring visitors to the community and benefit local businesses.	1	Urban		
Pls complete trail around Timberwalk storm water pond, on south side	1	Urban		
More trails are needed. IN the Bryanston area. The former Prince Andrew School park, Ebenezer Road to 14 Mile Road, along Clarke Road north, along the ditch between 16 Mile Road and Highway 7	2	Rural		
Move forward with the rail trail from the City of London to Denfield, this would be a very well used system connecting neighboring municipalities and communities. look to use the vacant land in Komoka adjacent to the rai line as a trail system.	3	Urban	35-44	Male
Please add more walking trails behind subdivision and within wooded areas surrounding the neighborhood. The natural setting would be appreciated and valued by the community and encourage outdoor activity. It would enhance the appeal of our area.	4	Urban	25-34	Female
It would be nice to have a trail/bike path similar to what we would see in Riverbend near Kains road. Something amongst trees adjacent to the Thames River/Komoka Provincial Park. Bonus if is actually connected to Komoka Provincial Park!	4	Urban	35-44	Male
Just more trails would be great! It makes the subdivision a more complete place to live instead of having to drive to Riverbend. Thank you.	4	Urban	35-44	Male
1. Two lane multi use path on Glendon from Foodland to Komoka Park and beyond to RiverBend. 2. Trail continued from Kilworth River trail to Glendon bridge 3. Trail continued west at river in Kilworth to connect to Komoka Park	4	Urban		
Living here over 10 years I have seen many changes and the sidewalk and trails which allow for exercise have not been important to build. A healthy and fit community is a happy one. Being able to do things outdoors safely is great for mental health.	4	Urban		
We need to develop walking + cycle paths along Glendon Dr connecting with London, just like Calgary. A walking path along Komoka road to the Thames bridge should be a priority. There should be trails along the Thames river for safe walking and enjoyment.	4	Urban		
Any trails in Delaware, Komoka Area would be appreciated	5	Urban		

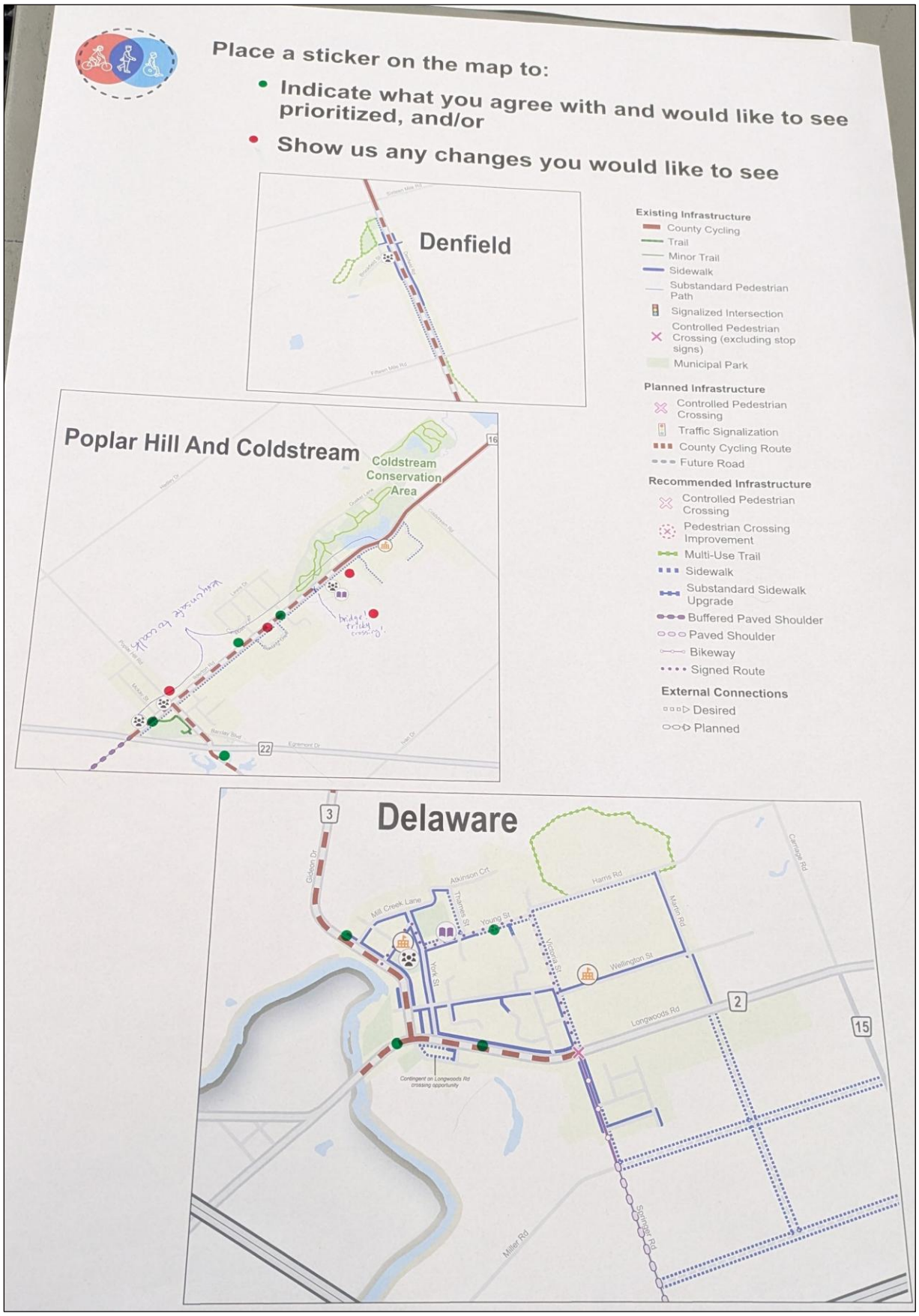
Comment	Ward	Area Type	Age	Gender
Traffic Concerns/Desired Traffic Calming				
Stop sign at Timberwalk and Mayapple needed to slow down traffic and trucks on Timberwalk	1	Urban		
There needs to be a 4 way stop sign on the corners of Bowman Dr and Ilderton Rd…the racing traffic is all too frequent and dangerous down Ilderton Road. A 4 way stop sign would eliminate the speeding that occurs on a daily basis.	1	Urban		
Ban cars from using the hill into Weldon Park. I have almost been hit so many times with people speeding through the park. There is plenty of room to drive on the tennis court side. The other side should be a walking trail only.	2	Urban		
It is impossible to get to coldstream conservation area without using Ilderton Rd. The road is very busy and the speed limit fluctuates too often along the stretch between coldstream road and Egremont drive. It would be helpful if it remained 50k max.	3	Urban		
I'm 73 and have one new knee and getting a second done. I used to cycle but now live on oxbow and traffic too fast to safely do	4	Rural	65+	Female
Before all this, improvements NEED to be addressed to slow way too many drivers. More speed bumps, speed limit signs, etc. If roads aren't safe, sidewalks, pedestrian crossings, bike lanes, etc won't be safe either. SAFETY is my main concern. Thanks	4	Rural	NA	NA
More needs to be done about the speeding on Komoka road in Komoka	4	Urban	45-54	Male
Too new to the area to really comment, however, I would say that I would be hesitant to cycle here unless there was a way to enforce people to slow down their driving. Thanks.	4	Urban	55-64	Female
Safety on the roads is an issue in Delaware. I would like to see a decrease in the speed limit within settlement areas, proper "no parking" signage, better signs at crosswalks (proper height, no sight obstructions, also permanent electronic speed signs	5	Urban	65+	Female
Residents of Middlesex Centre and parents and students of Medway high school would like to see traffic calming measures put in place outside Medway high school. This area has increasingly changed. Time for more safety controls to be implemented.		Urban		
Residents of Middlesex Centre and parents and students of Medway high school would like to see traffic calming measures put in place outside Medway high school. This area has increasingly changed. Time for more safety controls to be implemented.		Urban		
Other Desired Connections				
Around the new municipal building in coldstream. Beautiful building but not inviting for residents.	3	Rural		
Ilderton road from poplar hill to valley view. Crazy amount of transport trucks. VERY dangerous!!!!	3	Urban		

Comment	Ward	Area Type	Age	Gender
We need a sidewalk and bicycle lane to get from Kilworth to Komoka	4	Rural	45-54	Female
Komoka rd	4	Urban		
Komoka to kilworth	4	Urban		
Road from Kilworth to komoka.	4	Urban		
The new roundabout at Glendon/Vanneck is less safe for cycling, walking and other modes of active transportation because gravel shoulder was replaced with a single curbed lane.	4	Urban		
Delaware	5	Urban		
Connect Kilworth+Komoka with sidewalks and multi-use path.				
Other				
I enjoy playing pickle ball at Bryanston Park, but it is only 2 days/week. Its great to have another sport/exercise to cross train or just something different on other days.	1	Urban	55-64	Female
Have just fractured hip (in London fall) so may be using devices to get around. Thank goodness for barrier-free condos at Gold Leaf Timberwalk ,where I live and am close to family, who also live in Ilderton.	1	Urban		
Middlesex is a wonderful community to live in. Any preserving and improvements to green spaces is always appreciated and valuable to the entire community. I would like to point out I would like to see the Prince Andrew Public School site preserved.	1	Urban		
Please improve the gravel road conditions and do upkeep ie dust control, proper grading all year instead of only once for dust control and infrequent grading	2	Rural		
This is ridiculous. What a waste of money. Do better and listen to the residents that pay you. Maybe we could put new foot paths to the local food banks. You continue to disappoint and waste time on vanity projects. Elbows up!!!!	3	Rural		
I understand this method of collection of data was due to the postal strike, however this would be difficult for most senior citizens to complete.	4	Urban		
Proud to live in Middlesex Centre! Thank you for all you do.	4	Urban		
This growth in ears 4 has been done with a disappointing level of planning. We advocated for years before the latest developments began - it is greed for each parcel of land. Sadly this area has been ruined.	4	Urban		
Want better access to Komoka park from the Kilworth neighbourhood. There is a sign on Edgewater Cres that access to the park is prohibited unless you live in that part of the neighborhood. Rec programs scheduled during day, not all after dinner	4	Urban		
Coveralls down ilderton road. I e been asking for years.		Urban		

C.3 Round 2 – Mapping Activity Input



Place a sticker on the map to:
Indicate what you agree with and would like to see prioritized, and/or
Show us any changes you would like to see
Kilworth
Komoka
Komoka Provincial Park
Change to one-way vehicular traffic
3
14
16


Place a sticker on the map to:
Indicate what you agree with and would like to see prioritized, and/or
Show us any changes you would like to see
Denfield
Poplar Hill And Coldstream
Coldstream Conservation Area
Delaware
Existing Infrastructure
County Cycling
Trail
Minor Trail
Sidewalk
Substandard Pedestrian Path
Signalized Intersection
Controlled Pedestrian Crossing (excluding stop signs)
Municipal Park
Planned Infrastructure
Controlled Pedestrian Crossing
Traffic Signalization
County Cycling Route
Future Road
Recommended Infrastructure
Controlled Pedestrian Crossing
Pedestrian Crossing Improvement
Multi-Use Trail
Sidewalk
Substandard Sidewalk Upgrade
Buffered Paved Shoulder
Paved Shoulder
Bikeway
Signed Route
External Connections
Desired
Planned


Place a sticker on the map to:
Indicate what you agree with and would like to see prioritized, and/or
Show us any changes you would like to see
Ilderton Rail Trail
16
Ilderton
20
Arva
28
Sir Robert Pl
Medway Rd
Arva St
St Johns Dr
Croydon Dr
Existing Infrastructure
County Cycling
Trail
Minor Trail
Sidewalk
Signalized Inter
Municipal Park
Planned Infrastruc
Traffic Signa
Future Roa
Recommended
Controlled Crossing
Multi-Use
Sidewalk
Paved
Bikewa
Signed
External C

C.4 Input to Draft ATP Network Recommendations

Exhibit C.4 lists feedback from members of the public and stakeholders in response to the draft Active Transportation Plan as presented at Public Information Centre 2.

All comments were reviewed for consideration in the refinement and finalization of the ATP.

Exhibit C.4: Input to Draft ATP Response Detail

Received From, Method, Date	Comment
Daniel Hall Program Manager, Active Transportation, Transportation Planning and Design City of London 2026-03-07	Thanks for reaching out and nice to hear from you. Kudos on moving this plan forward so effectively. I have a few comments: 1. The Ilderton Rail Trail is the most exciting project as it will provide Middlesex Centre and London residents an amazing recreational experience that will connect the two places. We've already done work to improve the London side of the trail, and will continue to improve it. I believe we're adding a full pedestrian signal on the Fanshawe Park crossing so that trail users can cross that busy road safely, and there is already a PXO at Gainsborough. We'll continue to explore how to improve the trail connectivity further into London. 2. Sunningdale Road will have continuous east-west walking and cycling facilities built on it from the roundabout at Hyde Park to Adelaide over the next 3-5 years. Offering that connection further west will be great. We can coordinate on timing as we will also need to extend from the roundabout to the City limit. 3. I wasn't privy to the conversations about the Glendon Dr/ Oxford St W bridge, but I do think that is another huge opportunity. It's likely driven by the timeline of replacing or rehabilitating the bridge, so we may need to wait patiently. Again, we have already built cycling and walking facilities from the roundabout at Gideon, and these will extend all the way to Wonderland Road in the next 2 years. 4. I'll continue to work with the County on collaborating to improve cycling connections on Adelaide and Wonderland between the City and Middlesex Centre. 5. The Elviage connection is the busiest recreational cycling route leaving/ entering London on the west side. We're making improvements to Byron Baseline this year to improve that. We'll continue to explore any improvements on Elviage itself, and

Received From, Method, Date	Comment
	collaborating with you would be ideal. Keep me posted if you have any timelines for that one. 6.Sharon Dr is also in our long-term plans, with no immediate plans for improvements. Ditto for Littlewood Dr.
[Names not shown for privacy reasons] Signed petition via Mayor and Members of Council 2026-03-07	**Petition to the Municipal Council of the Municipality of Middlesex Centre** We, the undersigned residents of the Municipality of Middlesex Centre and surrounding areas, are writing to bring to your immediate attention our opposition and objection to the proposed extension of the Ilderton Rail Trail. We were recently made aware that as part of the proposed extension of the Ilderton Rail Trail part of our land is at risk of being expropriated for the extension of the local walking rail trail. The extension of this trail, while beneficial to some, poses significant challenges for landowners. Expropriating private land not only disrupts lives of those who have invested their resources and emotions into their land, but it also undermines the sanctity of private property. This decision has been made without adequate consideration of the voices and rights of residents who will be directly impacted. If this trail extension proceeds, it could set a precedent for future projects and redevelopment taking away from farmland. We have several concerns regarding this project: 1. **Privacy and Security:** Extending the trail close to residential properties raises significant privacy and security concerns. Increased foot traffic can lead to noise, littering, and potential trespassing. 2. **Environmental Impact:** The construction and increased traffic on the extended trail could lead to ecological disturbances, affecting local wildlife and greenery. 3. **Transparency and Public Engagement:** The decision-making process lacks transparency. There has been minimal public consultation, leaving many residents unaware of how their lives may be affected. The opinions of local residents should be a pivotal part of any development plans. We propose an alternative approach to better address community concerns: • **Consider Community Feedback:** Conduct thorough consultations and take into account the views and rights of landowners. • **Evaluate Environmental Impact:** Perform an environmental assessment to ensure the protection of fragile ecosystems. • **Reassess Route Alignment:** Explore alternative routes or modifications that minimize impacts on private property and the

Received From, Method, Date	Comment
	environment. Explore other options to preserve both recreational needs and agricultural integrity. It is essential that we balance development with the preservation of irreplaceable farmland. We urge the local government and decision-makers to reconsider the proposed extension plans. It 's crucial to enable community voices to contribute towards a more balanced solution that respects both public enjoyment and private rights. By signing this petition, you lend your voice to preserving the integrity of private property and ensuring responsible development that respects both residents and the environment. Please join opposing the extension of the walking rail trail. Together, we can advocate for better, more inclusive planning processes. *The petition included 35 names with addresses and signatures.*
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-04	Dear Councillor Coles, I am writing in support of the proposed rail trail extension from Ilderton to Hyde Park. As someone who lives in Ilderton and cycles regularly, I see a real need for a safer connection between our community and London. Right now, cyclists and runners often have to use busy country roads. While these roads can be nice to ride on, they are not always comfortable or safe, especially with faster traffic and narrow shoulders. A trail from Ilderton to Hyde Park would be a huge benefit. It would give local residents a safer place to walk, run, bike, and enjoy being active outdoors. It would also connect Ilderton to the paved trail system in Hyde Park and the larger London bike trail network, which would make it much easier for residents to travel between Ilderton and London without needing to drive. I also think this trail could bring more people into Ilderton. Cyclists and runners from London are always looking for good places to ride and train away from traffic. A safe trail connection could make Ilderton a destination for people who want to get outside, exercise, and explore the area. Some of those visitors may stop for coffee, food, or other local services, which could be good for local businesses. Overall, I think this would be a very positive project for Ilderton. It would improve safety, encourage healthy activity, connect our community to London, and potentially bring more people into town. I hope council gives strong consideration to moving this trail extension forward. Thank you for the opportunity to provide feedback.

Received From, Method, Date	Comment
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-04	Just wanted to express my feedback in the new expansion of the proposed rail trail. As an active resident in Ilderton, with very active children i think this new trail would be great for the community, providing additional walking and riding routes. I also have young teens and adding several new walking trails that private a safety environment would be very welcomed. I say let's do it.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	I love the rail trail extension between Ilderton and London! As an avid cyclist, I always look for ways to use my bike instead of my car. Unfortunately there is no safe way to bike to London currently without taking a major road with no bike lane like Hyde Park. I would use this trail frequently to commute to town!
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	I am writing in support of adding new pathways in our community. As a licensed home daycare provider, we spend a minimum of two hours outdoors each day, and I place a high priority on learning through play for the children in my care. I would like to thank the community for the paved pathways we already have, and for considering the addition of more. I see residents using them daily for walking, exercise, and enjoying the outdoors. My daycare children and I often walk to the water tower and use the crosswalk there regularly. It would be wonderful to see a pathway connecting the water tower to the rail trail on the north side of town, creating a safe and accessible route for families and community members. Thank you for your consideration.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	Hi! I am in support of the trail extension!
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	I can't begin to express how nice this trail would have been.... if the municipality purchased it 30 years ago as they had the option to do. Unfortunately, I don't believe this would be an effective use of taxpayers money to resurrect this trail. The costs would simply be way to high. Also, the landowners affected have put large amounts of money and time to remove this from property they purchased so for a planner to simply say let's undo that is completely idiotic. Just my 2 cents.

Received From, Method, Date	Comment
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	I'm following up to your FB post seeking feedback on the rail trail extension. I'm strongly in favour of extending it as far as possible north and south. We live in Ilderton and love the rail trail and have often said we wished it went further. Ideally if it went as far as Hyde Park we'd be able to cycle there. Thank you for your service on council. I appreciate it as I'm sure it is a challenging role at times.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	I'm in favour of the proposal of the extension of the rail trail. This would make a big difference in my family's life. Please do it. Thank you so much. Have a blessed day.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-05	I vote yes to this [Ilderton Rail Trail expansion]
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-06	Yes, I think it would be a great idea to extend the trail. I moved to Ilderton 2 years ago and everyone is so happy & friendly. Lots of people walk on these trails. Great idea. Thank You
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-06	Hello, Our family would enjoy having a safe way to travel further on the trail. We are in favor of this proposal! Thanks,
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-07	Let's pave the trail from 10 mile to 12 mile. It would be well used and appreciated.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-09	I saw your post on Ilderton Neighbour's and wanted to send my input. My family uses the trails many times throughout the week. While we are grateful to have what is there, it is very short, limited and is definitely needing an extension. We have lived in many cities and always LOVED the amount of trails in nature whether it was Oakville or even L.A. They could keep an active family occupied. We find ourselves leaving Ilderton often and driving into

Received From, Method, Date	Comment
	Springbank Park or other destinations just to have more space to bike. I know a lot of other families that would whole heartily support and extension too! Please keep us posted on Ilderton Neighbour's.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-10	Nothing earth shattering, just a few comments: Ilderton, etc. will probably become part of London at some point and the preservation of a natural trail south is appealing - hopefully enough land on either side of a trail extension is covered in any development clause. Here in Ilderton, some of the homeowners with land ownership very close to the edge of the paved trail have cut trees, cleared natural foliage, constructed different kinds of step paths down for access, altering natural flow (including water). Bars or other physical barriers to ATVs and dirt bikes should be mandatory - these 'vehicles' are on sidewalks, trails, roads, whatever around Ilderton. Wouldn't want a drag strip. We know this will be a fiscally responsible endeavour (meaning I don't think this is an urgent need in Middlesex Centre). Everyone's budget is tight, but perhaps London would chip in at some point if there is a perceived benefit to them.
[Name not shown for privacy reasons] Facebook post via Ward 1 Councillor 2026-06-15	My Perspective on the Rail Trail Extension With Middlesex Centres Own Data I understand why some people like the idea of extending the rail trail, but when you look at the actual numbers, risks, and priorities in Middlesex Centre, this project makes absolutely no sense. 1. Middlesex Centre owns zero of the land and expropriating it will cost millions before any work begins. This isn't speculation. The municipality's own 2023 Parks & Recreation Master Plan confirms that the rail corridor is privately owned farmland, not municipal property. Expropriation in Ontario typically costs market value + damages + legal fees, and Middlesex Centre farmland is currently valued between $25,000–$40,000 per acre (OMAFRA & MLS agricultural land reports). That means millions spent before a single metre of trail is built. 2. Meanwhile, our volunteer fire department is under resourced and the municipality knows it. From Middlesex Centre's 2024 Budget & Business Plan: • The fire department requested multiple capital upgrades that were deferred. • The municipality identified aging apparatus nearing end-of-life.

Received From, Method, Date	Comment
	• The plan notes that population growth is increasing call volume, especially in Ilderton and Kilworth. • The 2023 Fire Master Plan highlights the need for additional staffing, training, and equipment to maintain safe response times. This isn't a "nice to have." It's a public safety requirement. 3. Snowplowing is not 24/7!! The municipality acknowledges this as a service gap. Middlesex Centre's Public Works Winter Operations Plan confirms: • The municipality does not run 24-hour plowing. • Roads are cleared based on priority, not continuous coverage. • Rural routes can go 6-16 hours between passes during storms. If your family needs emergency help at 3 AM during a storm, this is a real safety risk and it should be addressed long before we spend millions on a recreational trail. 4. Rural trails consistently bring increased crime and Middlesex OPP data supports this. OPP detachment reports for Middlesex County show that rural areas with trail access see higher rates of: • Trespassing • Theft under $5,000 • Break and enters • Property damage This is consistent with findings from other Ontario municipalities (e.g., Wellington County, Kawartha Lakes, Oxford County) where new rural trails created unmonitored access routes behind farms and homes. 5. The cost to benefit ratio is terrible. Middlesex Centre's own Master Plan estimates that multi-use trail construction costs between $500,000 and $1.5 million per kilometre, depending on land acquisition. This extension would require: • Millions in expropriation • Millions in construction • Ongoing annual maintenance costs (grading, resurfacing, policing, drainage, signage) And for what? Rural trail usage in Middlesex Centre averages 1–3% of residents, according to the municipality's own recreation survey data. 6. We are not London or Toronto. Middlesex Centre's Strategic Plan repeatedly states that we are a rural municipality with limited tax base, limited staff, and limited infrastructure capacity.

Received From, Method, Date	Comment
	Trying to copy big city trail systems without big city population or revenue is financially irresponsible. 7. There are far better ways to invest in recreation and safety. The Parks & Recreation Master Plan identifies local neighbourhood trails as the top priority, not long-distance regional connectors. These are cheaper, safer, and used by far more residents. 8. And before anything else, why not fix the water bills in Ilderton? The municipality's 2024 Water/Wastewater Rate Study shows that Ilderton residents are paying some of the highest per-household water costs in the municipality due to system age and capacity issues. Maybe we should address that before throwing millions at a trail that benefits almost no one. This isn't about being anti-trail. It's about being pro-taxpayer, pro-safety, and pro-common sense. Spending millions on land we don't own, for a trail few will use, while our emergency services and core infrastructure need attention, is not responsible governance.
[Name not shown for privacy reasons] Email via Ward 1 Councillor 2026-06-17	I'm writing to give support for extending the Rail Trail from Ilderton to North London. As someone who lives in Ilderton and works in our county, I see firsthand how much our community values outdoor access and green space. This extension would be meaningful for several reasons. First, it creates real recreational opportunities for local residents and families who want to bike and walk safely without heading to the city. Second, trails like this draw people from London and the surrounding region out to our area. They come to ride or walk, and they stay for our restaurants, farms, and local businesses. That's good for our economy and for bringing more eyes on what Middlesex County has to offer. You have my support in moving this forward. Let me know if you have questions or need more detail on why this matters to our community.

C.5 Statements of Support of Draft Final Active Transportation Plan

Additional input was received in response to the Draft Final Active Transportation Plan (June 2026).

The following statements of support for the Draft Final Active Transportation Plan – some providing additional information or considerations for finalizing the Active Transportation Plan – are included in the following pages:

- Middlesex Centre Community Services Advisory Committee: July 6, 2026 Meeting Minutes
- Middlesex-London Health Unit: Letter of endorsement, July 14, 2026
- Middlesex-London Health Unit: *Transportation Networks: A Primer for Municipalities – Active Transportation*
- Middlesex Accessibility Advisory Committee: via email: notice of resolution of endorsement of ATP passed at July 28, 2026 meeting
- Middlesex County: Letter of support for ATP from Deputy Chief Administrative Officer and County Engineer
- Thames Valley District School Board: Letter of support, September 2, 2026
- Siskinds: Letter re: Former Railway Corridor Trail Through Agricultural Lands – Municipal Liability Considerations, September 8, 2026

Community Services Advisory Committee

Meeting Minutes

July 6, 2026, 6:30 p.m.
Municipal Office - Council Chamber
10227 Ilderton Road, Coldstream, Ontario

COUNCIL PRESENT:	Frank Berze - Councillor Ward 5 Wayne Shipley - Councillor, Ward 2 Vanessa Cullen Margaret Gelinas Heather Greig Dave Johnson Adam Petrenko Christina Sachanowicz
REGRETS:	Danny Jeffries Shereen Miller
STAFF PRESENT:	Brianna Hammer-Keidel, Manager of Legislative Services & Municipal Clerk Courtney Godfrey, Director of Community Services
ALSO PRESENT:	Andrew Giesen, Manager of Transportation

1. CALL TO ORDER

The Chair calls the meeting to order at 6:31 p.m.

2. ADDITIONS TO THE AGENDA

There no additions to the agenda for the July 6, 2026 meeting.

3. DISCLOSURE OF PECUNIARY INTEREST

No disclosures of pecuniary interest are noted.

DRAFT

4. ADOPTION OF THE MINUTES

4.1 Community Services Advisory Committee - Regular Meeting of May 4, 2026

Moved by: Councillor Berze
Seconded by: Heather Greig

THAT the minutes of the Community Services Advisory Committee meeting held on May 4, 2026 be approved.

CARRIED

5. STAFF REPORTS

5.1 Active Transportation Plan

Andrew Giesen, Manager of Transportation, is in attendance to speak to updates to the Active Transportation Plan.

Members generally support the Active Transportation Plan, but some indicate continued concerns about the proposed expansion of the Rail Trail. Concerns cited include safety, impact to farm properties and daily farming practices, and the expense of potential expropriations. Other positive comments refer to improved accessibility and connections in the community, and opportunities for children to be active. Councillor Shipley speaks to the history of the rail corridor, extending as far back as 1998, noting that Council at the time decided to sell off portions to neighbouring landowners.

Members clarified with staff that the portion of the Rail Trail between Twelve Mile Road and Ten Mile Road would remain, before putting forward a recommendation that the proposed expansion between Ten Mile Road and the City of London be removed.

Moved by: Christina Sachanowicz
Seconded by: Councillor Berze

THAT the Community Services Advisory Committee recommends the draft Active Transportation Plan be forwarded to Municipal Council for consideration;

AND FURTHER THAT the following recommendations be considered:

- That the expansion of the Rail Trail aspect of the Active Transportation Plan be removed altogether; and
- That the remainder of the Active Transportation Plan be supported.

CARRIED

DRAFT

6. NEW BUSINESS

6.1 Community Services Department Updates

Courtney Godfrey, Director of Community Services, provides general staffing and programming updates.

6.2 Provincial Legislative Updates (BYOB Events)

The Director of Community Services provides information regarding the recent "bring your own" permit changes brought forward by the Province for community events. Committee discussion generally centres around issues of public safety and enforcement, liability and risk management, event operations, and the potential of lost revenue for events/community groups/local business owners. Members do not recommend moving forward with revisions to the municipality's policies at this time.

6.3 Programming Discussion (Youth & Seniors)

Members are supportive of programs geared toward youth and seniors, particularly to help residents stay in the community for recreation activities.

7. ADJOURNMENT

The next Community Services Advisory Committee meeting is scheduled for August 10, 2026.

Moved by: Councillor Berze
Seconded by: Margaret Gelinas

THAT the Community Services Advisory Committee for the Municipality of Middlesex Centre adjourns the July 6, 2026 meeting at 7:27 p.m.

CARRIED

DRAFT

BUREAU DE SANTÉ DE MIDDLESEX-LONDON HEALTH UNIT
www.healthunit.com

July 14, 2026

Andrew Giesen
Transportation Manager
Municipality of Middlesex Centre
10227 Ilderton Road,
Ilderton, ON N0M 2A0

RE: Endorsement of the Middlesex Centre Active Transportation Plan

Dear Mr. Giesen,

The Middlesex-London Health Unit (MLHU) endorses the Middlesex Centre Active Transportation Plan as a critical public health investment. Active transportation directly prevents chronic disease, improves mental well-being, reduces injuries, lowers emissions, and expands equitable access to schools, workplaces, services, parks, and community spaces. By expanding transportation options that enable residents of all ages and abilities to walk, cycle, roll, and access transit systems, the plan can support daily physical activity, safer mobility, and more equitable access to community destinations.

Effective implementation requires prioritizing safety for vulnerable road users and closing transportation gaps between essential destinations. When routes are designed with accessibility, equity, and usability as core principles, active transportation becomes a tool for reducing health disparities and supporting all residents' well-being.

The MLHU commends Middlesex Centre for advancing this essential work. To maximize health and safety outcomes, MLHU encourages the municipality to:

- Prioritize projects that improve safety for vulnerable road users;
- Design routes that serve populations facing transportation barriers;
- Centre equity in decision-making and community engagement; and
- Establish clear metrics to measure and monitor progress.

The MLHU is committed to supporting the implementation of this plan through sharing public health expertise, strengthening community partnerships, and collaborating as partners in this vital work.

Sincerely,



Dr. Alexander Summers
Medical Officer of Health
Middlesex-London Health Unit

Transportation Networks: A Primer for Municipalities

ACTIVE TRANSPORTATION

Active Transportation is a critical element of equitable, efficient, and diverse transportation networks. It involves using human power (e.g., walking, cycling) and hybrid mobility aids to get from place to place.[1] Active transportation can have a significant impact on physical, mental, and social health, the environment, and the economy.

PHYSICAL HEALTH

More than 50% of Canadians are not reaching the recommended level of daily physical activity.[2]





Walking or cycling to work can reduce the risk of developing chronic disease by 11%.[1]

INJURY PREVENTION

In Middlesex-London, emergency department visits and hospitalizations due to injuries from motor vehicle collisions involving pedestrians increased from 2020 to 2022.[3,4]





In Middlesex-London, the hospitalization rate for motor vehicle collision-related injuries for cyclists was three times higher in 2022 than 2020.[5]

MENTAL AND SOCIAL HEALTH

20-30 minutes of walking everyday can increase physical and mental wellbeing.[1]





Active transportation can bring people together and make them feel more connected to their community.[6]

ECONOMIC

Active transportation is cheaper than the total cost of owning and using a car.[1]

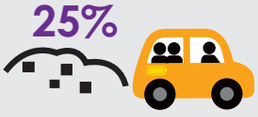




Adding bike lanes can increase store visits and potential spending.[1]

ENVIRONMENT

Almost 25% of Canada's greenhouse gas emissions came from transportation in 2020.[1,7]





Walking, cycling, and riding public transit increases the capacity to move more people to and from destinations.[1]

BUREAU DE SANTÉ DE MIDDLESEX-LONDON HEALTH UNIT
www.healthunit.com

MIDDLESEX-LONDON HEALTH UNIT'S POLICY POSITION ON ACTIVE TRANSPORTATION:

To protect and promote the health of Middlesex-London residents, municipalities should prioritize active transportation in the development and implementation of transportation networks.

Municipalities can implement the following policy recommendations and actions to prioritize active transportation:

1. Walking, cycling, and public transit should be prioritized in the design of communities and transportation networks over single-occupancy vehicles.

- Provide a complete and well-maintained cycling network to encourage active daily travel.
- Provide well-maintained sidewalks on both sides of the street to promote accessibility and safety.
- Provide adequate, convenient, and secure bike parking and shelters to encourage and support cycling as a viable transportation option.
- Encourage convenient and reliable access to affordable public transit, through implementation of dedicated transit lanes, and accessible, proximal transit stops.
- Enhance public transit use through the integration of intercommunity transit options.
- Support multimodal travel by providing infrastructure (e.g., bike storage at transit stations, bike racks at the front of transit buses, park-and-ride lots) at transfer points to encourage the integration of travel modes and facilitate getting to a destination that is further away without the use of a personal vehicle.
- Provide easy and safe connections to accessible trails and pathways within existing and new residential areas.
- Maintain, strengthen, and promote existing trail networks to facilitate the use of active travel for both recreational and everyday needs.
- Encourage easy and safe connections between new green space and the active transportation network.

2. Prioritize accessibility and safety in the design and implementation of transportation networks.

- Promote accessibility through ongoing maintenance of AT infrastructure (e.g., sidewalks, bike lanes, and multi-use pathways).
- Implement transportation policies that protect vulnerable road users from speed such as automated speed enforcement, red light cameras, traffic calming measures, and lower neighbourhood speeds.
- Adopt and implement strategies to improve safety for all road users (e.g., Complete Streets, Vision Zero).
- Provide infrastructure that protects vulnerable road users through separation from motor vehicle traffic (e.g., protected bike lanes, safety islands, longer leading pedestrian intervals).
- Ensure that pedestrian crossings are designed, maintained, and operated in a manner that promotes safety, equity, and efficiency for all road users.
- Incorporate design elements that provide safety and comfort while using AT such as benches, trees, pleasant streetscapes, and adequate lighting.
- Develop, maintain, and improve navigation tools such as wayfinding systems and travel route mapping (e.g., bike and walking maps, trail guides).
- Promote and support safe routes to school through school-based approaches such as Active and Safe Routes to School and neighbourhood school travel plans to encourage safe and active school commutes.
- Encourage and promote workplace policies, programs, and incentives that facilitate active modes of commuting.

3. Design neighbourhoods that are complete, compact, and connected to facilitate easy and equitable access to daily needs within a short walk or ride.

- Encourage transit-oriented development to facilitate connections to a variety of places.
- Design compact neighbourhoods with higher residential densities to support the use of active modes of transportation.
- Provide a mix of land uses and diverse housing options to shorten the distance between destinations while ensuring equitable access to school, recreation, faith-based institutions, services, and employment opportunities.
- Ensure active transportation connections are integrated into new development early in the planning stages.

4. Prioritize ongoing, meaningful, and inclusive community engagement in the development and implementation of active transportation infrastructure, policies, and programs.

The Middlesex-London Health Unit can support municipalities by:

- Providing relevant health evidence/data;
- Attending public participation meetings;
- Participating on project teams for municipal plan development; and/or
- Collaborating on transportation network initiatives and strategies.

Contact us at: health@mlhu.on.ca

REFERENCES

1. Infrastructure Canada. *National active transportation strategy 2021-2026* [Internet]. 2021 [cited 2025 Apr 14]. Available from: https://housing-infrastructure.canada.ca/alt-format/pdf/nats-snta/nats-strat-snta-en.pdf
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www.healthunit.com

Middlesex County

399 Ridout Street North | London, ON | N6A 2P1

July 29, 2026

Andrew Giesen, Transportation Manager *via email*
Municipality of Middlesex Centre
10227 Ilderton Road
Ilderton, ON, N0M 2A0

RE: Middlesex Accessibility Advisory Committee Meeting – July 28, 2026

Dear Andrew,

I am writing to provide a formal follow-up to your recent consultation with the Middlesex Accessibility Advisory Committee, with respect to the Municipality of Middlesex Centre's Active Transportation Plan.

Please be advised that the Middlesex Accessibility Advisory Committee at its meeting held on Tuesday, July 28, 2026 passed the following resolution:

> **Resolution Number: MAAC-2026-010**
>
> **THAT** the Municipality of Middlesex Centre - Active Transportation Plan report be received for information;
>
> **AND THAT** the Middlesex Accessibility Advisory Committee endorse the Municipality of Middlesex Centre's Active Transportation Plan.

As the Municipality progresses with this project, please ensure the project continue to align with the requirements outlined in the Integrated Accessibility Standards Regulation 191/11 (IASR), specifically to the provisions of Part IV.1 – Design of Public Spaces.

The Middlesex Accessibility Advisory Committee appreciates your commitment to creating an environment that is welcoming and accessible for everyone.

Should you require any additional information or clarification, please do not hesitate to contact the undersigned.

Sincerely,

Rebecca Glavin

Rebecca Glavin
Deputy Clerk

Middlesex County

399 Ridout Street North | London, ON | N6A 2P1 (519) 434-7321

To: Municipality of Middlesex Centre
ATTN : Andrew Giesen,
Transportation Manager

Subject: Middlesex Centre Active Transportation Plan

Andrew,

Middlesex County is supportive of active transportation on and across our County road network. The County of Middlesex active transportation policies are supportive of Middlesex Centre's proposed Active Transportation Plan. As per those policies County staff would ask that any infrastructure proposed within or crossing County roads be submitted to this office for review and approval. Please note that any costs associated with the implementation of this infrastructure would be the responsibility of Middlesex Centre.

County staff look forward to working with your team to implement the plan and promoting active transportation in Middlesex County.

Chris Traini, P.Eng.
Deputy Chief Administrative Officer and County Engineer
Middlesex County
399 Ridout St. North | London, ON N6A 2P1
Tel. 519-434-7321 Ext. 2264 | ctraini@middlesex.ca

2026 September 02

Andrew Giesen
Transportation Manager
Municipality of Middlesex Centre
10227 Ilderton Road
Ilderton, ON N0M 2A0

RE: Middlesex Centre Active Transportation Plan

Dear Mr. Giesen,

The Thames Valley District School Board (TVDSB) is pleased to offer its support for the Middlesex Centre Active Transportation Plan as an important investment in the health, safety, and well-being of students, families, staff, and the broader community.

TVDSB recognizes the critical role that safe and accessible active transportation infrastructure plays in supporting student success and healthy communities. The Plan's vision of creating a connected network of sidewalks, multi-use trails, cycling facilities, and other active transportation routes aligns with our commitment to promoting safe, sustainable, and equitable access to schools.

We particularly support the Plan's emphasis on improving opportunities for students of all ages and abilities to walk, cycle, roll, and access schools safely. Enhanced active transportation infrastructure can encourage more students to travel actively to and from school, increase daily physical activity levels, reduce traffic congestion around school sites, and contribute to improved environmental outcomes.

TVDSB encourages Middlesex Centre to continue prioritizing:

- Safe and accessible routes to schools;
- Infrastructure improvements that serve children, youth, families, and individuals of varying abilities;
- Connections between residential growth areas and schools; and
- Community engagement and partnerships that support active school travel.

The Thames Valley District School Board looks forward to continued collaboration with the Municipality of Middlesex Centre to support implementation of the Active Transportation Plan and to advance shared goals of student safety, environmental sustainability, and connected communities.

Sincerely,

Sheila Powell
Senior Superintendent of
School Services and Operations
Thames Valley District School Board

Jeff Major
Senior Superintendent of
Business and Treasurer
Thames Valley District School Board

SISKINDS | The law firm

275 Dundas Street, Unit 1
London, ON N6B 3L1

Email: paula.lombardi@siskinds.com
Delivered: By Email

September 8, 2026

Municipality of Middlesex Centre
10227 Ilderton Road
Middlesex Centre, ON N0M 2A0

Attention: Robert Cascaden, Director of Public Works & Engineering

Re: Former Railway Corridor Trail Through Agricultural Lands – Municipal Liability Considerations

You have requested our opinion regarding the potential liability implications associated with permitting public access to a recreational trail and walkway along the former railway corridor crossing agricultural lands located within Middlesex Centre.

Based on our review, it is our opinion that the Municipality's liability exposure arising from the operation and maintenance of such a trail is generally consistent with the liability exposure currently associated with any other municipal parks, trails, pathways, open spaces, and other recreational facilities operated by the Municipality.

The Municipality owes a duty of care to persons lawfully using municipal lands. However, the standard of care applicable to recreational trail systems is not one of perfection. Rather, the Municipality is required to take reasonable steps in the circumstances to maintain the lands in a reasonably safe condition, having regard to the intended use of the property, the nature of the activity being undertaken and the foreseeable risks associated with that activity.

The fact that portions of the trail would traverse agricultural lands does not, in itself, create a materially different liability regime. Similar considerations currently apply to municipal trails, conservation areas, natural heritage lands, and other outdoor recreational facilities where users encounter uneven terrain, weather-related conditions, vegetation, wildlife, and other natural features.

As with existing park and trail infrastructure, risk management measures should include:

- regular inspections appropriate to the nature of the trail;
- maintenance of trail surfaces, structures, and crossings;
- warning signage where hazards cannot reasonably be eliminated;

- clear identification of permitted uses;
- maintenance records documenting inspection and repair activities;
- appropriate insurance coverage; and
- implementation of policies governing trail operation and maintenance.

Provided the Municipality continues to manage the corridor in a manner consistent with its existing practices for parks and recreational trails, we do not believe that the use of the former railway lands for a public walkway or trail creates a fundamentally different or heightened liability exposure.

It is also common throughout Ontario for municipalities and conservation authorities to utilize former railway corridors as public recreational trails. Such uses are well established and are routinely managed through standard inspection, maintenance, and risk-management protocols.

Accordingly, subject to appropriate design, maintenance, and risk management practices, it is our opinion that the liability considerations associated with the proposed trail corridor are substantially similar to those already assumed by the Municipality in connection with its existing network of parks, pathways, and recreational trails.

Yours very truly,

Siskinds LLP

Paula Lombardi

e-signature
Per:
Paula Lombardi
Partner

Appendix D: Ilderton Rail Trail Considerations



Appendix D: Ilderton Rail Trail Considerations

Expansion of the Ilderton Rail Trail is NOT part of the final recommended Active Transportation Plan networks.

The analysis conducted in relation to the potential Rail Trail expansion has been retained in this appendix only for completeness of the record of the work conducted in developing the Active Transportation Plan.

D.1 Ilderton Rail Trail Expansion

The current Ilderton Rail Trail is a high-quality multi-purpose active transportation and recreational trail that currently extends 3.4 kilometres through Ilderton from Twelve Mile Road north of Ilderton to Ten Mile Road south of Ilderton, connecting parks and neighbourhoods in and around Ilderton. The trail largely follows the previous London, Huron and Bruce Railway, with some segments connecting outside the historic rail corridor. The trail is well used by residents and visitors and is highly valued as a unique and important community asset.

Building on the success of the existing Ilderton Rail Trail, a potential expansion of the trail by another approximately 5 kilometres south as far as the City of London, is seen by many as a unique and important opportunity to connect the two growing municipalities and afford both residents and visitors the opportunity to explore more of the region. Ilderton's population is projected to reach 7,100 by 2046 – nearly doubling in size from 2021, and accounting for 20% of all growth in Middlesex Centre. Meanwhile, the City of London's population is also anticipated to continue to experience strong growth, increasing 37% over the same time period (from 437,200 in 2021 to 5 98,500 in

> The Rail Trail hasn't been improved or expanded in years. ... A good trail would bring visitors to the community and benefit local businesses.
> ***– Ward 1 resident***

> Work with the farmers at either end of the rail trail that runs through Ilderton and attempt to extend these paths for cyclists. We need somewhere to bike other than our roads which are filled with trucks.
> ***– Ward 1 resident***

> The Ilderton Rail Trail would be a nice trail to re-do. Keep in mind the issues from the history of the trail. Will homeowners be on board. Start small.
> ***– Ward 1 resident***

2046)[3F15]. This population growth will further increase the demand for additional and better-connected recreational opportunities.

The rail trail expansion would involve a multi-use path anticipated to be 3.0 m wide, within a corridor 10 m wide to be owned and maintained by the Municipality of Middlesex Centre. The rail trail design would follow the design guidance in Section 6.1, with sample cross sections as shown in "Conceptual Trail Cross-Sections" on page 84. (The travelled paths of rail trails are often slightly elevated relative to the surrounding corridor, with gentle downward slopes toward the adjacent corridor.)

Note that while expansion of the rail trail to the north has also been considered – and is identified in the Municipality's Official Plan as a proposed trail north to Denfield – there are additional implementation challenges, namely the fact that the former rail bed between Denfield and Twelve Mile Road traverses contiguous actively farmed land. It is also expected that a northerly expansion would not see as much use as the southerly London to Ilderton portion, and so northerly expansion of the Ilderton Rail Trail is not considered as part of the current ATP.

Expansion of the Ilderton Rail Trail involves both benefits and challenges, and various alignment options can be considered. This section outlines the following with respect to exploring and evaluating a potential Ilderton Rail Trail expansion:

- Examples of rail trail precedents
- Overview of anticipated trail expansion benefits and challenges
- Planning context for the expansion
- Natural heritage context
- Implementation options and alignments considered
- Impacts of Implementation options
- Assessment of the alignment options toward recommending a preferred option or alignment
- Measures to mitigate potential negative impacts of the rail trail expansion

Examples of Existing Recreational Rail Trails

Several precedents exist for recreational rail trails along previous railway corridors, with additional rail trails underway. Within southwestern/central

[15] Watson and Associates Economists Ltd. (2022) . "Population, Housing and Employment Growth Projection Study, 2021-2051". Prepared for the City of London. Figure D-2.

Ontario, examples of existing recreational rail trails situated alongside agricultural lands include the following:

- Goderich to Guelph (G2G) Rail Trail: 132 km
- Bruce County Rail Trail: 80 km
- Chrysler Canada Greenway Trail – Essex County: 50 km
- Cypher Systems Group Greenway – Essex County: 26 km
- CASO Trail – St. Thomas: 4 km
- CASO Trail – Chatham-Kent: 11 km
- Oxford County Trans Canada Trail: 17 km (primarily rail trail with a few roadway sections)
- Oro-Medonte Rail Trail (Barrie to Orillia): 28 km

Typically rail trails have gravel/crushed stone surfaces, though busier sections may be paved. In some cases sections of the trails divert to roadways.

Overview of Anticipated Rail Trail Expansion Benefits

The rail trail expansion would continue to generally follow the former railway alignment to provide a direct, comfortable and enjoyable multi-modal travel connection with many benefits.

The proposed rail trail would serve as a valuable long-term community asset serving both present and future recreational needs. Overall feedback received from the community demonstrates an existing demand for expanded recreational connections, particularly those that provide safe and accessible opportunities for walking, rolling and cycling.

As a high-quality active transportation connection, the expansion would further support the benefits of active transportation outlined in Section 1.2 with regard to increased access, enhanced community connectivity, improved health, reduced road congestion, strengthened economy and reduced environment impacts at a significant scale.

The rail trail expansion also carries the following particular benefits:

- **Economy:** Supports tourism and local spending and encourages visitors to come to Middlesex Centre, as well as provides jobs during construction and ongoing maintenance.
- **Historic Celebration:** Preserves and repurposes the unique opportunity provided by the historic rail alignment – even offering opportunities for interpretive signage, plaques, and local heritage education.

Partnership opportunities with groups such as Middlesex Centre Archives and Middlesex Heritage Trail could be leveraged to help acknowledge and celebrate Middlesex Centre's agricultural past and historic railway, as well as help to strengthen the relationship between the Municipality's urban and rural contexts.

- **Environment:** Celebrates and provides access to the natural heritage of Middlesex Centre; promotes non-motorized travel; and offers potential opportunities for additional greening efforts through enhanced natural landscaping.
- **Intermunicipal Connectivity and Cooperation:** The City of London has confirmed its plans to develop its portion of the former railway alignment to as far north as Sunningdale Road West, less than a kilometre from the northern City boundary with Middlesex Centre; the remaining portion of the City's former railway alignment remains undeveloped, providing the opportunity to ultimately connect the two municipal rail trails into a single connected multi-municipal corridor.

Overview of Rail Trail Expansion Challenges

Expansion of the rail trail also involves challenges. The primary impacts include the considerable costs, which include:

- purchasing land from current landowners along the expanded trail; and
- building the multi-use trail – either along the former railway alignment or alongside roadways for portions of the trail expansion

Other challenges include potential impacts on adjacent landowners, which can be mitigated to a degree, as outlined at the end of this section.

Planning and Policy Support

Section 2.3 outlines the policy and planning context of the Provincial, County and Local Municipal governments supporting the expansion of active transportation networks in general in Middlesex Centre, with some specifically identifying the Ilderton Rail Trail expansion specifically as an important opportunity.

CITY OF LONDON PLANS AND SUPPORT

Advancing segments of the trail connection along the former rail corridor is a short-term priority for the City of London. The former rail bed between Fanshawe Park Road and Sunningdale Dale Road is identified as a near-term cycling and pathway project in the 2025 *Mobility Master Plan* (shown in

Exhibit 2.14). Preceding this plan, the City's *Cycling Master Plan Update* (2016) identifies a proposed multi-use pathway along the former rail corridor between the City of London boundary to the north and meeting the existing multi-use pathway at Fanshawe Park Road.

As part of the 2024 Transportation Master Plan study for Middlesex Centre, City of London staff noted that the City would be open to extending trail improvements north of Sunningdale Road to connect with trail improvements in Middlesex Centre.

The City of London was provided the opportunity to comment on the draft recommended active transportation networks. Input from the City is provided in Appendix C.4. Comments related to the Ilderton Rail Trail expansion included the following:

- The City noted strong support for the rail trail expansion, noting recreational opportunities for both Middlesex Centre and London residents.
- The City of London continues to implement improvements and connectivity to its portion of the rail trail, including a planned crossing at Fanshawe Park Road.
- Planned pedestrian and cycling facilities along Sunningdale Road between Hyde Park Avenue to Adelaide Street are expected within 3 to 5 years, and extending this connection west to the rail trail would further support rail trail improvements.

Land Uses

Designated land uses in the rail trail expansion area are shown in Exhibit D.1. The majority of land is designated for agricultural uses, with parcels designated for planned industrial/manufacturing uses at the north of the rail expansion area/south end of Ilderton (northwest of Ten Mile Road and Hyde Park Road/ CR 20), and smaller parcels of existing industrial/manufacturing uses to the south at Medway Road and Hyde Park Road (CR 20).

Natural Heritage Context

Impacts of a rail trail expansion on Middlesex Centre's natural heritage are double-edged. While a trail can have a negative impact on natural heritage elements during construction such as through the need to adjust slopes and grading and in providing a paved trail, this is expected in the short-term. The resulting trail is largely compatible with adjacent natural elements and provides users of the trail an opportunity to experience, enjoy, and seek to further protect the surrounding natural environment. Additionally, ownership of the rail trail by the Municipality would ensure the long-term preservation of its natural heritage.

MIDDLESEX COUNTY NATURAL HERITAGE SYSTEM (OFFICIAL PLAN)

Schedule C of the *County of Middlesex Official Plan* (2023) identifies the County's robust Natural Heritage System, comprising woodlands and wetlands, as well as other important environmental components. The Natural Heritage System is not a land use designation policy, but a means of identifying important natural environment features and supporting their protection. Schedule C includes the following description:

> Schedule C features do not preclude development; however, there is an interest in protecting them from incompatible development. These features have been shown on Schedule C as a means of reinforcing the policies outlined in the text which encourage their protection. The importance of these features shall be considered when land use changes and development decisions are proposed in, or adjacent to, these features.

As shown in Exhibit D.2, parts of the Ilderton Rail Trail expansion area are identified as part of Middlesex County's Natural Heritage System.

Exhibit D.1: Designated Land Uses in the Vicinity of Proposed Ilderton Rail Trail Expansion

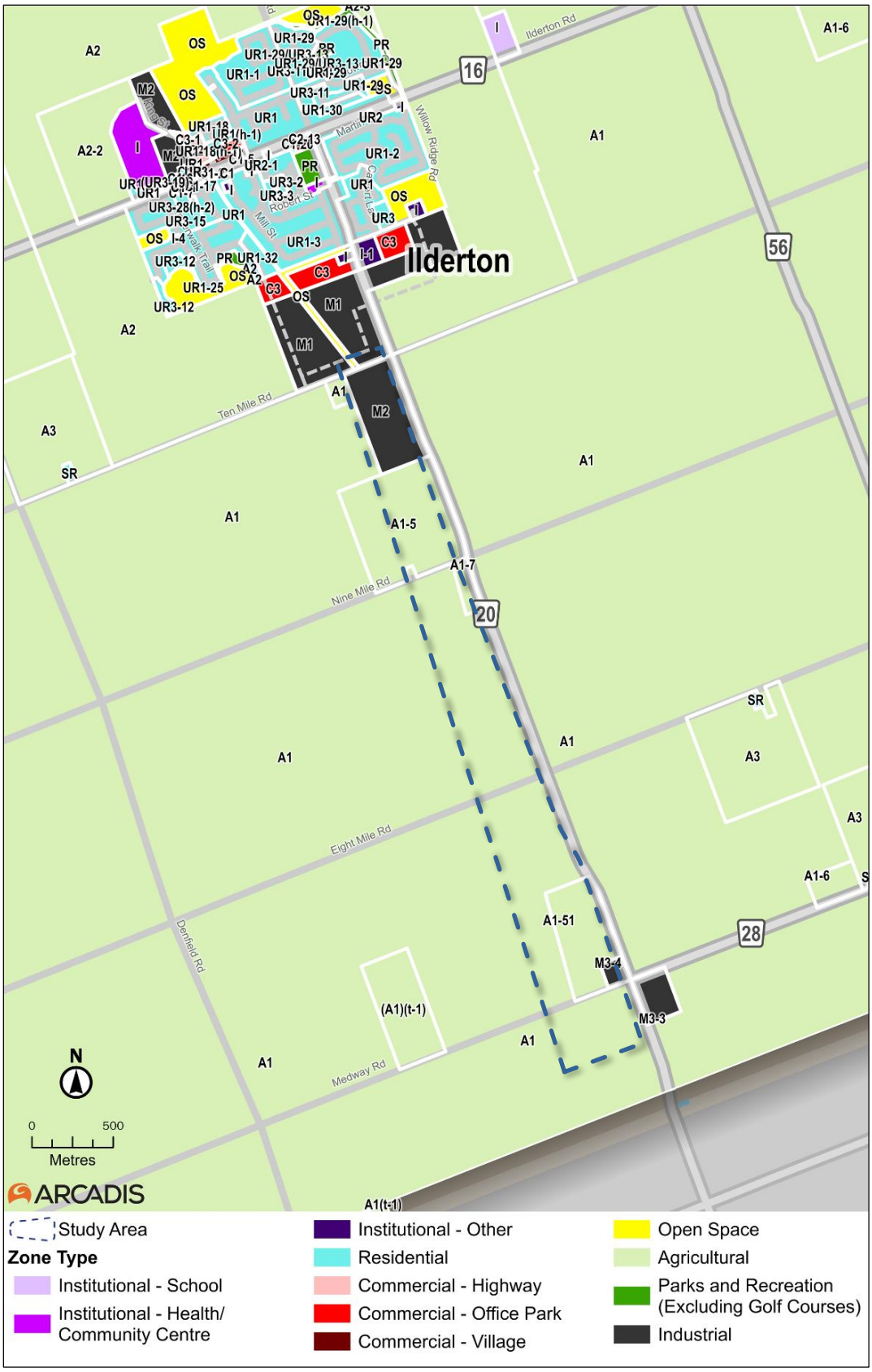


Exhibit D.2: Proposed Ilderton Rail Trail Expansion through Middlesex County Official Plan-Identified Natural Heritage System



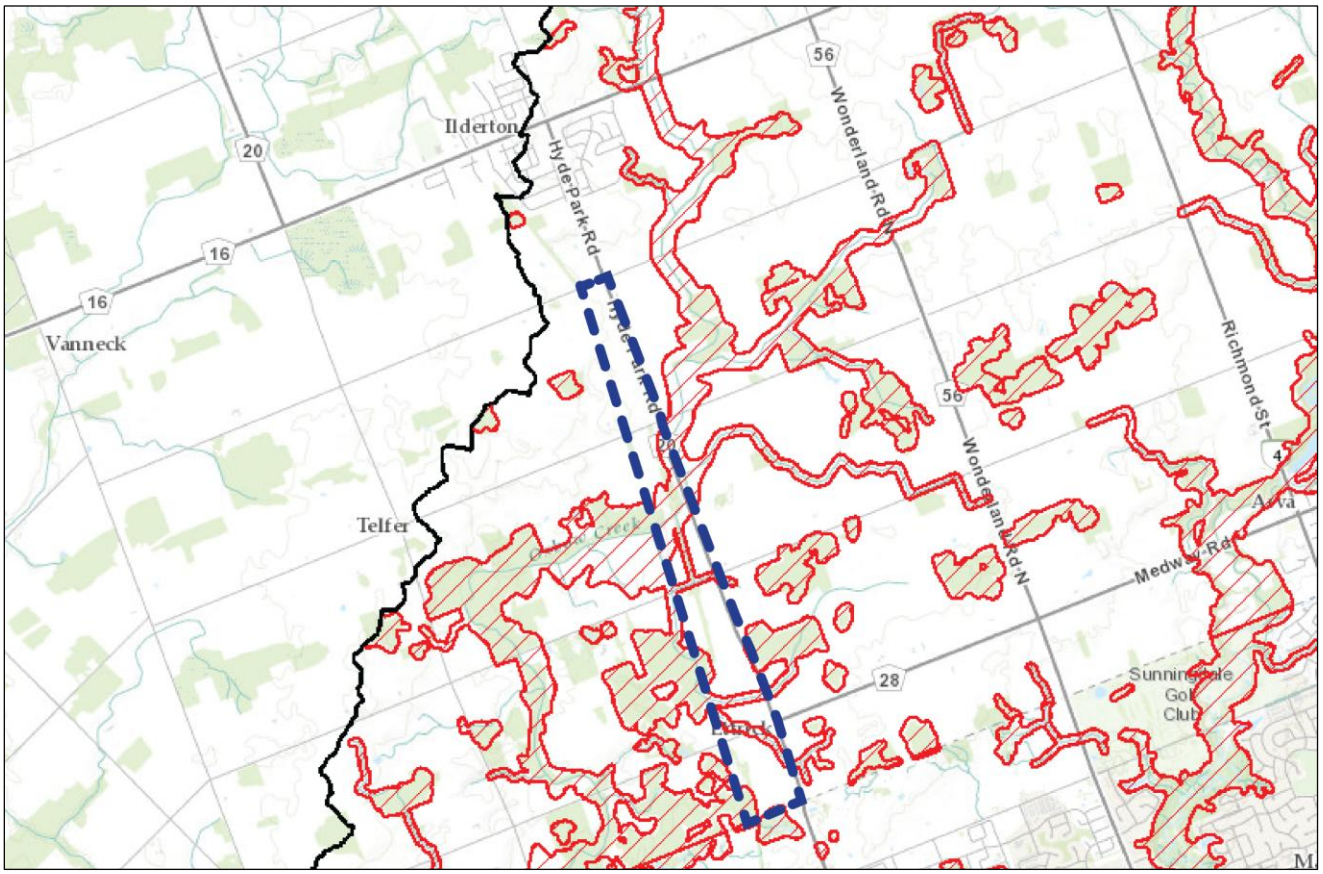
Source: Middlesex County, Esri Canada (2026); Rail Trail expansion area overlaid.

UPPER THAMES RIVER CONSERVATION AUTHORITY

Conservation areas and other environmentally significant areas in Middlesex Centre help provide clean air and water, maintain the regulation of water levels, and contribute to a healthy agricultural system—all supporting the natural environment – with impacts on human health, high quality of life, and the economy.

Exhibit D.3 shows designated Upper Thames River Conservation Authority (UTRCA) regulated lands; these are in the vicinity of rivers, creeks and wetlands. The exhibit also overlays the area relative to the trail extension options. All implementation alignment options outlined below will traverse the UTRCA lands related to Oxbow Creek (between Eight and Nine Mile Roads) as well as lands related to smaller creeks in the vicinity of Medway Road.

Exhibit D.3: Proposed Ilderton Rail Trail Expansion through Upper Thames River Conservation Authority (UTRCA) Regulated Lands



Source: Upper Thames River Conservation Authority (2026); Rail Trail expansion area overlaid.

Implementation Options Considered and Assessed

Five implementation options were identified with respect to the southerly Ilderton Rail Trail expansion, one of these being a “do nothing” option:

These implementation options, as well as a broad assessment of the impacts of each options are described in **Appendix D.2.**

Preferred Implementation Option

Following the assessment outlined in Appendix D.2, **Option B - Utilize Existing Rail Corridor, where feasible (Exhibit D.4)** – is carried forward as the preferred option. This option maintains the most continuity and character of the existing trail by utilizing the former rail corridor the entire distance from Nine Mile Road southerly. This option has the highest benefit to encouraging active transportation and tourism, and to contributing to the celebration of local history and natural heritage. While construction cost estimates are very preliminary, implementing the rail trail expansion along the existing rail corridor takes advantage of the existing level corridor and can avoid the space constraints and other challenges of roadside construction south of Nine Mile Road.

An initial preliminary estimate of the cost of this option is **$3.23 M**; cost assumptions are outlined in Appendix D.2.

It is important to note that in implementing the rail trail expansion, any land required would be acquired through either amicable purchase, statutory land-use approvals via Ontario’s Planning Act, or permanent easements, subject to direction from Municipal Council[16]. Expropriation would be pursued only as a measure of last resort.

[16] The parcel of land west of Hyde Park Road (CR 20), north of Medway Road, south of Eight Mile Road and east of the rail corridor has an active planning application (as of June 2026) where staff have identified the requirement to dedicate the rail trail lands 10 m in width at no cost to the municipality.

Exhibit D.4: Ilderton Rail Trail Expansion Preferred Option
(Preferred Option B - Utilize Existing Rail Corridor, where feasible)



Mitigating Negative Impacts

While the Ilderton Rail Trail expansion would offer significant recreational and economic benefits, it will also have an impact on adjacent landowners. These include the potential for trespassing, littering and off-road vehicle misuse.

It is important to proactively identify the potential issues as well as related mitigating measures. Overall, concerns have been expressed by the agricultural community in Middlesex Centre related to trespassing, other unauthorized uses such as encampments, crime and theft, and litter. However, these are not known issues along the existing portions of the Ilderton Rail Trail either within Middlesex Centre or London.

Exhibit D.5 outlines some potential issues and corresponding mitigating measures to consider as part of the implementation of the preferred option for the Ilderton Rail Trail expansion. By proactively implementing these measures, the Municipality can build goodwill amongst the community, reduce negative impacts, and create a more enjoyable trail experience for residents and visitors.

Exhibit D.5: Potential Issues and Mitigating Measures for Ilderton Rail Trail Expansion

Potential Issue	Mitigating Measure
Trespassing on adjacent private property / privacy concerns	• Prominent signage along trail • Marked trail boundaries to indicate property lines • Trees/vegetation for privacy and to discourage unauthorized access • Fencing alongside selected property boundaries to protect privacy and reduce noise impacts *Trespassing not a known issue along existing rail trail in Ilderton.*
Personal safety and security	• Consider emergency access points • Post emergency contact information
Litter and debris	• Waste and recycling bins at trailheads, coupled with signage/public messaging • Routine maintenance for litter and surface debris *Litter and debris are not currently a known issue along the existing rail trail in Ilderton.*
Off-road vehicle misuse	• Access controls (gates, bollards) installed at trailheads to prevent access of restricted vehicles • Signage at trailheads and public education about permitted trail uses (e.g. Municipality, County and City of London mapping, webpages) • Community reporting methods allow residents and trail users to report unauthorized use
Trail infrastructure vandalism	• Use of durable, vandal-resistant materials • Encourage community stewardship
Encampments	• Post periodic signage noting that camping is prohibited • Work with Ontario Provincial Police to warn and remove encampments. *Encampments are more often located in urban areas near services and supports such as temporary housing, addiction services, overnight shelters, safe supply clinics, etc. rather than in rural areas.*

D.2 Assessment of Ilderton Rail Trail Expansion Alignment Options

Implementation Options Considered

Five implementation options are considered with respect to the southerly Ilderton Rail Trail expansion; the first of these is a “do nothing” option:

- **Option A - Do Nothing (Exhibit D.6)** This represents the baseline scenario where no extension of the existing rail trail is pursued. The current trail terminus remains unchanged. This option avoids the costs and challenges of expanding the rail trail, but does not improve connectivity nor address potential user demand for an extended trail.

The remaining four options reflect different alignments from Ilderton to London involving different combinations of following the railway corridor vs. a roadside multi-use trail. Roadside options stay on the west side of Hyde Park Road to avoid multiple crossings of the busy roadway. All four alignment options share common alignments at the north and south ends:

- Actively farmed land along the former rail corridor between Ten Mile Road – the current southern terminus of the Ilderton Rail Trail – and Nine Mile Road largely preclude the use of the former rail alignment in this segment, and instead have the trail alongside roadways at least as far as Nine Mile Road.
- At the south end, all four alignment options follow the former railway corridor from Medway Road south to the London-Middlesex Centre boundary as the most feasible alignment to connect with the City’s potential future rail trail expansion.

The four alignment options are as follows:

- **Option B - Utilize Existing Rail Corridor, where feasible (Exhibit D.7):** This option maintains the most continuity and character of the existing trail by utilizing the former rail corridor the entire distance from Nine Mile Road southerly.
- **Option C - Roadside Multi-Use Path (Exhibit D.8):** This option continues with a multi-use path alongside Hyde Park Road (CR 20) all the way south from Ten Mile Road at the north before returning to the former rail corridor only south of Medway Road.
- **Option D - Hybrid 1 (Exhibit D.9):** This option has a roadside multi-use path continuing alongside Hyde Park Road (CR 20) as far south as Eight Mile Road, and then uses the former rail corridor alignment for the remaining distance to the south.

- **Option E - Hybrid 2 (Exhibit D.10):** This option has a roadside multi-use path continuing alongside Hyde Park Road (CR 20) to south of Nine Mile Road at Oxbow Creek, then would follow alongside the north side of Oxbow Creek before connecting to the former railway corridor. This option provides the closest balance between roadside and railway corridor alignments.

Exhibit D.6: Ilderton Rail Trail Expansion, Option A - Do Nothing



Exhibit D.7: Ilderton Rail Trail Expansion, Option B - Utilize Existing Rail Corridor



Exhibit D.8: Ilderton Rail Trail Expansion, Option C - Roadside Multi-Use Path



Exhibit D.9: Ilderton Rail Trail Expansion, Option D - Hybrid 1

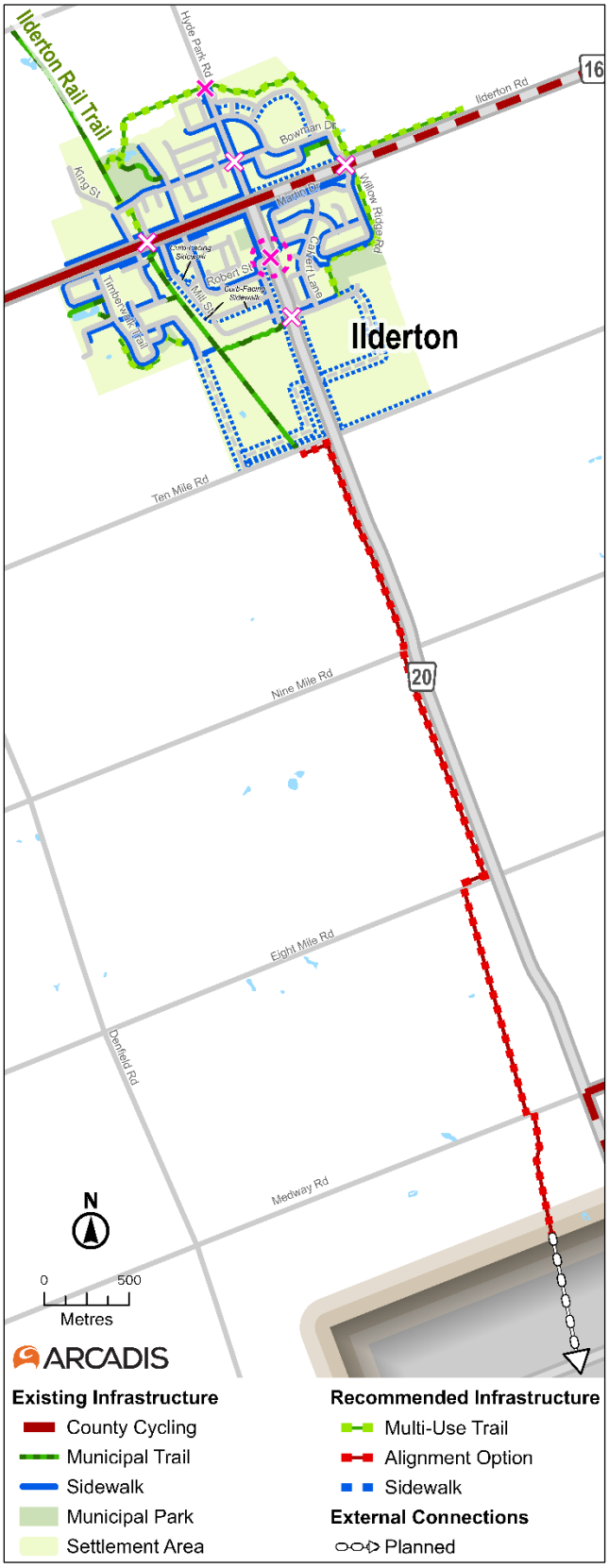


Exhibit D.10: Ilderton Rail Trail Expansion Option E - Hybrid 2



Impacts of Implementation Options

The assessment of the implementation options as outlined below is conducted at a relatively high level to provide a general understanding of trade-offs and indicate a preliminary preferred alignment. This should be followed by a more detailed study to more accurately confirm costing and other impacts.

IMPLEMENTATION CONSIDERATIONS AND PRELIMINARY COSTS

Railway Corridor Land Purchase

For all portions following the railway corridor, building the trail will involve purchasing of corridor lands from current landowners. The original corridor right-of-way spanned upwards of 40 m, it is assumed that an average width of 10 m of the corridor will need to be purchased from landowners along the railway corridor portions used.

As an initial estimate, land costs for trail acquisition of $34,375 per acre are assumed[17]. This is based on recent costs for purchase of farmland in the area. Assuming an average corridor width of 10 m is purchased, this equates to approximately $85 per linear metre (rounded to $100 for cost estimates).

Common Alignments

The four alignment options have the alignment at the north and south ends in common. Implementation considerations for these two sections are as follows:

- **Existing Rail Trail terminus at Ten Mile Rd to Nine Mile Rd:**
  - **Ten Mile Road** is currently a relatively low-volume (less than 250 daily vehicles), soft-surface roadway with narrow right-of-way and utilities on the south side. Temporarily implementing the trail as a shared route along Ten Mile Road is possible though not sufficiently comfortable for all ages and abilities. It is recommended that a multi-use path be implemented on the south side of the roadway (where utilities are located) in conjunction with other roadway improvements on Ten Mile Road in preparation for future planned development south of Ilderton. Alternatively, the multi-use trail could be implemented on the north side (instead of the indicated sidewalk). In either case, it is not assumed that

[17] This estimate is based on land cost figures in the following article, plus 2% for inflation: Lupton, Andrew (2025). *CBC News*. “Ontario farmland prices cool down after years of double-digit jumps”. March 19. <https://www.cbc.ca/news/canada/london/ontario-farmland-prices-cool-down-after-years-of-double-digit-jumps-1.7486833> Accessed February 2026.

utilities would not need to be moved specifically for trail infrastructure; if moved they would be part of general roadway improvements.

- **Hyde Park Road (CR 20)** serves several thousand vehicles daily traveling at relatively high speeds. As a Middlesex Centre-led facility, this portion would be constructed as a multi-use path on the west side of the road separate from the travelled right of way, avoiding the utilities on the east side of Hyde Park Road between Nine and Ten Mile Roads. However, achieving the desired separation from the roadway will be challenged by the need to fill/adjust roadside ditch drainage. Fortunately, roadside trees/ vegetation are limited in this section.
- **Nine-Mile Road:** For options that connect back to the rail trail at Nine-Mile Road, a multi-use path would be implemented on the north side of the road, avoiding trees and utilities along the south side for this approximately 80 m section.

» **Former railway alignment south of Medway Road:** All four alignment options also follow the former railway alignment south of Medway Road. Here, the railway alignment is along the edge and part of an actively farmed property. The railway alignment borders a residential lot on the west side before continuing in the middle of a woodlot for the remaining distance to the south. Fencing alongside the residential lot would most likely need to be installed to provide privacy and separation from trail users in this section.

Alignment Option-Specific Considerations

Exhibit D.11 outlines implementation considerations specific to each of the four alignment options for the middle segments of the alignment.

It is important to note that for implementing any rail trail expansion option, any land required would be acquired through either amicable purchase, statutory land-use approvals via Ontario's Planning Act, or permanent easements, subject to direction from Municipal Council. Expropriation would be pursued only as a measure of last resort.

Exhibit D.11: Implementation Considerations by Section for Alignment Options B to E, with Very Preliminary Costing

Segment (North to South)	**Option B:** Utilize Existing Rail Corridor	**Option C:** Roadside Multi-Use Path	**Option D:** Hybrid 1	**Option E:** Hybrid 2
Nine Mile Rd to Oxbow Creek	**Railway corridor:** The corridor is situated immediately behind two commercial properties and a residential property; while the corridor is close to buildings, the corridor is lined by a stand of trees that will help to a degree with separation; fencing should also be added.	**Roadside:** Adding a roadside trail is challenged by limited space, the presence of roadside utilities, the need for significant drainage/grading adjustments and the need to remove a considerable number of trees/vegetation. Three driveways and mail-boxes will also be affected.	**Roadside:** As for Option C	**Roadside:** As for Option C.
Oxbow Creek to Eight Mile Rd	**Railway corridor:** Actively farmed land on either side of the corridor is not contiguous.	**Roadside:** Utilities are located on the west side. The roadside is free of driveways, is rela-tively flat and is clear of trees.	**Railway corridor:** As for Option B	**Roadside:** As for Option C
Eight Mile Rd to Medway Rd	**Railway corridor:** The north half of the corridor is a contiguous nature area with trees. The south half has separate, actively farmed land on either side except for portions within UTRCA lands.	**Roadside:** South of Eight Mile Road, utilities are avoided, being on the east side of the roadway. A treeline approximately 175 m long in front of a property will need trimming to provide space and clearance for path.	**Railway corridor**: As for Option B	**Railway corridor:** As for Option B, though a trail will also be built along the north side of Oxbow Creek to connect with the above segment
Total Off-Road Trail Length	3,541 m	739 m	2,117 m	2,929 m
Total land to purchase (cost)	3.54 ha ($0.35M)	0.74 ha ($0.07M)	2.12 ha ($0.21M)	2.93 ha ($0.29M)
Total Roadside Trail Length	1,656 m	4,717 m	3,180 m	2,294 m
Implementation Costs (very preliminary)	**$3.23 M**	**$3.78 M**	**$3.49 M**	**$3.33 M**

Note: Option E: Hybrid 2 provides the closest balance between roadside and railway corridor alignment

Costing

Given cost considerations, the extended rail trail could be delivered initially with a granular surface, allowing for future conversion to asphalt as usage increases.

Very preliminary cost estimates are also provided above in Exhibit D.6. These include the following cost components:

- Additional study/design/planning: $300,000
- Land acquisition for rail corridor segments: $100/linear metre (at 10 m corridor width)
- Linear infrastructure for roadside (off-road) trails: $59,400 per 100 m

  This is based on the unit cost of $59,400 per 100 m used for construction of off-road trails, as in Section 7.1 in developing preliminary cost estimates for the remainder of the recommended ATP network. While a rural roadside multi-use trail will not need to be paved, additional challenges of slope and drainage corrections, vegetation removal, and working at a distance from urban centres are anticipated. Existing utilities may also be affected.
- Linear infrastructure for rail corridor: $35,000 per 100 m

  This is less than the unit cost of other off-road trails in ATP. As noted above, the surface is assumed to be topped with gravel and not paved; in addition, the existing rail corridor itself is largely level and would not require major slope corrections. The cost reflects minor slope corrections, vegetation removal, crushed stone surfacing and minor landscaping. Working at a distance from urban centres can create some challenges.
- Active transportation bridge over Oxbow Creek: $300,000
- Culvert spanning creek in the vicinity of Medway Road: $50,000.

Assessment of Implementation Options

The five implementation options for extending the Ilderton Rail Trail south to the City of London were assessed against four broad criteria reflecting three overarching goals as developed for the Transportation Master Plan and the ATP mobility goals.

Exhibit D.12 outlines the assessment framework and results for each of the five implementation options. For each goal/criteria, options are assessed broadly on a scale with seven options: very low, low, medium-low, medium, medium-high, high and very high. The overall assessment is based on a direct average of the scoring for the above four criteria.

Exhibit D.12: Assessment of Ilderton Rail Trail Expansion Options via TMP Goals and ATP Objectives

Goal	**Option A:** Do Nothing	**Option B:** Utilize Existing Rail Corridor	**Option C:** Roadside Multi-Use Path	**Option D:** Hybrid 1	**Option E:** Hybrid 2
Overarching Goals					
Goal 1: Sensitive to Local Character and Quality of Life	**Medium-low:** avoids potential negative impacts, but also does not add to local character	**High:** Provides a unique and enjoy-able celebration of local history and natural heritage; some impacts on local landowners	**Medium:** Roadside trail provides a lesser opportunity than rail corridor; reduced impacts on local landown-ers vs. Option B	**Medium-High:** Rates between Options B and C	**Medium-High:** Rates between Options B and C
Goal 2: Protects the Natural Environment	**Medium:** No construction impact, but also opens corridor to future development	**High:** protects nature corridor over the long term; some construction impacts	**Medium:** does not protect nature corridors, con-struction impacts on roadside environment	**Medium-High:** Rates between Options B and C	**Medium-High:** Rates between Options B and C
Goal 3: Exercises Fiscal Responsibility	**High:** No cost with no build	**Medium-High** High cost, but highest economic/ tourism benefits	**Medium:** Highest cost, but high economic/tourism value	**Medium:** High cost, but high economic/tourism value	**Medium:** High cost, but high economic/tourism value
ATP Mobility Goal					
Goal: Promotes Healthy Local Mobility	**Very Low**	**Very High**	**High**	**High**	**High**
- Make walking and cycling more attractive	Very Low	Very High	Medium-High	High	High
- Implement AAA infrastructure that reflects current best practices	Very Low	Very High	High (roadside corridor constraints may result in less than ideal design)	High (roadside corridor constraints may result in less than ideal design)	High (roadside corridor constraints may result in less than ideal design)
- Coordinate with the County and adjacent municipalities	Very Low	High	High	High	High
Overall Assessment	**Medium-Low**	**High** PREFERRED OPTION	**Medium**	**Medium-High**	**Medium-High**

The preferred option based on this broad, preliminary assessment is Option B, which follows the railway corridor to the extent feasible. This option has the highest benefit to encouraging active transportation and tourism, and to contributing to the celebration of local history and natural heritage. While construction cost estimates are very preliminary, implementing the rail trail expansion along the existing rail corridor takes advantage of the existing level corridor and can avoid the space constraints and other challenges of roadside construction south of Nine Mile Road.

Appendix E: Sidewalk Infill and Multi-Use Trail Prioritization Detail



Appendix E: Sidewalk Infill Prioritization Detail

The sidewalk infill prioritization framework was outlined in Exhibit 7.6, and includes the following criteria:

C1. Road Classification (max 20 points)
C2. School within 500 m (max 20 points)
C3. Pedestrian Activity Generators (5 points for each additional community activity within 500 m)
C4. Transit Route (near transit stop)
C5. No Sidewalks on Either Side (max 20 points)
C6. Desire Line (max 20 points)

Exhibit E.1 shows scoring detail for application of the framework to proposed sidewalk segments.

Exhibit E.1: Sidewalk Prioritization Scoring Detail

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	C6	Total
1	282.9	St Johns Dr	Richmond St	Arva St	S	5	20	15	0	20	0	**60**
2	561.9	Medway Rd	620 m West of Richmond St	Richmond St	N	20	0	15	10	0	20	**65**
3	568.5	Medway Rd	620 m West of Richmond St	Richmond St	S	20	0	15	10	20	20	**85**
4	129.0	Richmond St	St Johns Dr	Croydon Dr	W	20	0	15	10	0	0	**45**
5	419.7	Crydon Dr	Street End	Richmond St	N	5	0	15	0	20	0	**40**
6	124.1	Medway Rd	Elgin St	Arva St	N	20	20	15	0	0	20	**75**
7	657.1	NEW Street 'B'	Medway Rd	Street End	N	5	0	15	0	20	0	**40**
8	262.4	NEW Street 'C'	Medway Rd	NEW Street 'B'	W	5	0	10	0	20	0	**35**
9	336.9	NEW Street 'D'	NEW Street 'B'	NEW Street 'C'	N	5	0	10	0	20	0	**35**
10	232.7	NEW Street 'E'	NEW Street 'B'	NEW Street 'D'	E	5	0	10	0	0	0	**15**
11	657.1	NEW Street 'B'	Medway Rd	Street End	S	5	0	15	0	0	0	**20**
12	262.4	NEW Street 'C'	Medway Rd	NEW Street 'B'	E	5	0	10	0	0	0	**15**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	C6	Total
13	336.9	NEW Street 'D'	NEW Street 'B'	NEW Street 'C'	S	5	0	10	0	0	0	**15**
14	232.7	NEW Street 'E'	NEW Street 'B'	NEW Street 'D'	W	5	0	10	0	20	0	**35**
15	476.5	Richmond St	St Johns Dr	465 m S of St Johns Dr	E	20	0	15	10	20	0	**65**
16	370.4	Hyde Park Rd	Heritage Dr	Meadowcreek Dr	W	20	0	25	10	20	20	**95**
17	266.4	Thames St	Atkinson Ct	Young St	W	5	20	25	0	20	0	**70**
18	301.8	Young St	57 m E of Thames St	Victoria St	S	5	20	25	0	20	0	**70**
19	714.5	Harris Rd	Victoria St	Martin Rd	S	5	20	20	0	20	0	**65**
20	302.9	Victoria St	Wellington St	Longwoods Rd	E	10	20	5	0	0	10	**45**
21	75.6	Daventry Way	Allister Rd	75 m West of Allister Rd	N	5	0	15	0	0	0	**20**
22	326.4	Daventry Way	12 m West of Locky Ln	75 m West of Allister Rd	N	5	0	10	0	20	0	**35**
23	454.5	Westbrook Dr	Stephen Moore Dr	140 m West of Edgewater Blvd	S	10	0	15	0	20	10	**55**
24	375.0	Doan Dr	Springfield Way	Enterprise Dr	N	5	0	10	0	20	0	**35**
25	808.3	Westbrook Dr	Jefferies Rd	365 m North of Jefferies Rd	N	10	0	15	0	20	10	**55**
26	488.4	Delaware St N	Union Ave	Oxbow Dr	N	5	20	10	0	20	0	**55**
27	528.9	Parkview Dr	Delaware St N	Union Ave	S	5	20	15	0	20	0	**60**
28	489.9	Komoka Rd	Union Ave	Oxbow Dr	N	20	20	0	0	20	20	**80**
29	284.9	Elgin St	Richmond St	Medway Rd	S	5	20	15	0	20	0	**60**
30	138.0	Denfield Rd	105 m North of Station St	Denfield Park	W	20	0	5	0	20	20	**65**
31	457.3	Denfield Rd	565 m S of Brookfield St	Fifteen Mile Rd	E	20	0	0	0	20	20	**60**
32	233.9	Young St	York St	Thames St	N	5	20	25	0	0	0	**50**
33	483.3	Victoria St	Harris Rd	Wellington St	E	5	20	15	0	20	0	**60**
34	113.4	Enterprise Dr	Doan Dr	Jefferies Rd	N	5	0	10	0	20	0	**35**
35	75.9	New street	New street	New street	N	5	0	15	0	20	0	**40**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	C6	Total
36	395.7	Tunks Ln	Railway Ave	130m N of Glendon Dr	N	10	20	25	0	20	10	**85**
37	293.7	New street	New street	New street	N	10	0	0	0	20	10	**40**
38	340.8	Oxbow Dr	350m W of Komoka Rd	Komoka Rd	N	10	20	0	0	20	10	**60**
39	236.7	New street	New street	Glendon Dr	S	5	0	10	0	0	0	**15**
40	263.7	New street	New street	New street	N	5	0	25	0	0	0	**30**
41	225.1	Richmond St	Medway Rd	St Johns Dr	W	20	20	15	10	0	0	**65**
42	159.9	Richmond St	40m S of Medway Rd	St John's Dr	E	20	20	15	10	0	0	**65**
43	114.8	Richmond St	Medway Rd	Elgin St	E	5	0	15	0	0	0	**20**
44	217.3	Richmond St	Medway Rd	270m N of Medway Rd	W	20	0	15	0	0	0	**35**
45	313.0	New street	Tunks Ln	New street	N	5	20	25	0	0	0	**50**
46	649.8	New street	New street	New street	S	5	0	25	0	20	0	**50**
47	1439.0	New street	Springer Rd	Carriage Rd	N	5	0	0	0	20	0	**25**
48	1443.9	New street	Springer Rd	Carriage Rd	N	5	0	0	0	20	0	**25**
49	1141.5	New street	Longwoods Rd	New street	E	5	0	5	0	20	0	**30**
51	1141.5	New street	Longwoods Rd	New street	W	5	0	5	0	0	0	**10**
52	1443.9	New street	Springer Rd	Carriage Rd	S	5	0	0	0	0	0	**5**
53	1439.0	New street	Spring Rd	Carriage Rd	S	5	0	0	0	0	0	**5**
54	277.4	Pleasant St	Longwoods Rd	John St	N	5	20	15	0	20	0	**60**
55	165.2	Arva St	Medway Rd	St Johns Dr	W	5	20	15	0	20	0	**60**
56	709.4	Denfield Rd	Fifteen Mile Rd	700m N of Fifteen Mile Rd	W	20	0	5	0	0	20	**45**
57	730.6	New street	Ten Mile Rd	New street	E	5	0	15	0	0	0	**20**
58	730.6	New street	Ten Mile Rd	New street	W	5	0	15	0	20	0	**40**
59	1648.9	New street	Meadowcreek Dr	New street	N	5	0	10	10	20	0	**45**
60	1648.9	New street	Meadowcreek Dr	New street	S	5	0	10	10	0	0	**25**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	C6	Total
61	504.2	New street	New street	Cochrane Rd	N	5	0	10	0	0	0	**15**
62	227.7	New street	Glendon Dr	New street	S	5	0	25	0	0	0	**30**
63	227.7	New street	Glendon Dr	New street	N	5	0	25	0	20	0	**50**
64	511.4	Tunks Ln	Glendon Dr	Railway Ave	W	10	20	25	0	0	10	**65**
65	1006.0	Railway Ave	Queen St	Komoka Rd	S	5	20	30	0	20	0	**75**
66	488.1	New street	Tunks Ln	New street	S	5	20	25	0	20	0	**70**
67	236.7	New street	Glendon Dr	New street	N	5	0	10	0	20	0	**35**
68	209.4	New street	New street	New street	N	5	0	15	0	20	0	**40**
69	193.9	New street	New street	New street	N	5	0	10	0	20	0	**35**
70	514.9	Queen St	Railway Ave	Glendon Dr	N	5	20	25	0	20	0	**70**
71	169.1	Queen St	Huron Ave	Railway Ave	S	10	20	25	0	20	10	**85**
72	184.6	Queen St	Simcoe Ave	Simcoe Cres	S	10	20	25	0	20	10	**85**
73	240.4	Simcoe Cres	Queen St	Springer St	S	5	20	20	0	20	0	**65**
74	223.1	Springer St	Simcoe Cres	Huron Ave	N	5	20	15	0	20	0	**60**
75	627.4	Huron Ave	Springer St	Queen St	S	5	20	25	0	20	0	**70**
76	439.5	New street	Oxbow Dr	Oxbow Dr	S	5	20	25	0	0	0	**50**
77	309.4	New street	New street	New street	S	5	20	25	0	0	0	**50**
78	563.4	Union Ave	Komoka Rd	Parkview Dr	N	10	20	5	0	20	10	**65**
79	489.2	New street	Oxbow Dr	New street	S	5	0	0	0	20	0	**25**
80	1443.9	Ilderton Rd	Ashley	900m E of Quaker Ln	S	20	0	20	0	20	20	**80**
81	302.8	Springer Rd	William St	Miller Rd	E	10	0	0	0	0	10	**20**
82	293.7	New street	Komoka Rd	New street	S	10	0	0	0	0	10	**20**
83	489.2	New street	New street	New street	N	5	0	0	0	0	0	**5**
84	386.2	New street	New street	New street	S	5	0	0	0	20	0	**25**
85	288.3	New street	New street	New street	N	5	0	0	0	20	0	**25**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	C6	Total
86	131.0	New street	New street	New street	N	5	0	0	0	20	0	**25**
87	83.0	New street	New street	New street	N	5	0	0	0	20	0	**25**
88	294.6	New street	New street	New street	S	5	0	0	0	20	0	**25**
89	215.7	New street	New street	New street	S	5	0	0	0	20	0	**25**
90	177.6	Longwoods Rd	45m W of John St	Gideon Dr	S	20	20	15	0	20	20	**95**
91	168.5	Meadowcreek Dr	115m E of Calvert Ln	End of Road	N	5	0	10	0	20	0	**35**
92	738.8	Hyde Park Rd	Meadowcreek Dr	Ten Mile Rd	E	20	0	20	10	0	20	**70**
93	738.8	Hyde Park Rd	Meadowcreek Dr	Ten Mile Rd	W	20	0	20	10	20	20	**90**
94	602.7	Ilderton Rd	Hyde Park Rd	Willow Ridge Rd	N	20	0	25	0	0	20	**65**
95	592.8	New street	New street	Cochrane Rd	S	5	0	10	0	20	0	**35**
96	325.9	Cochrane Rd	New street	Coldstream Rd	N	5	0	5	0	0	0	**10**
97	325.9	Cochrane Rd	New street	Coldstream Rd	S	5	0	5	0	20	0	**30**
98	164.8	New street	Cochrane Rd	Glendon Dr	N	5	0	10	0	20	0	**35**
99	164.8	New street	Cochrane Rd	Glendon Dr	S	5	0	10	0	20	0	**35**
100	340.8	Oxbow Dr	350m W of Komoka Rd	Komoka Rd	S	10	20	0	0	0	10	**40**
101	516.8	Springer St	Glendon Dr	Railway Ave	N	5	20	15	0	20	0	**60**
102	407.4	Bowling Green	Ilderton Rd	Ilderton Rd	S	5	0	5	0	20	0	**30**
103	324.2	New street	Ilderton Rd	New street	N	5	20	15	0	20	0	**60**
104	649.0	New street	Ilderton Rd	New street	N	5	20	5	0	20	0	**50**
105	629.1	Woodmere Path	Bowman Dr	Bowman Dr	S	5	0	10	0	20	0	**35**
106	90.0	Emerald Gt	Holloway Tr	Bowman Dr	E	5	0	10	0	20	0	**35**
107	300.9	Holloway Tr	Woodmere Path	End of Road	S	5	0	15	0	20	0	**40**
108	232.8	Locky Ln	Benner Blvd	30m N of Locky Ln	S	5	0	10	0	20	0	**35**
109	220.8	Benner Blvd	Allister Dr	60m S of Locky Ln	S	5	0	10	0	20	0	**35**
110	354.5	Allister Dr	Daventry Way	Daventry Way	S	5	0	10	0	20	0	**35**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	C6	Total
111	344.1	Daventry Way	70m S of Allister Dr	80m S of Allister Dr	S	5	0	15	0	20	0	**40**
112	295.7	Everson Dr	Eaventry Way	Westbrook Dr	N	5	0	15	0	20	0	**40**
113	377.5	High Point Rd	Everson Dr	Everson Dr	N	5	0	15	0	20	0	**40**
114	277.7	Bayshore Dr	Westbrook Dr	Edgewater Blvd	S	5	0	15	0	20	0	**40**
116	371.7	Railway Ave	Tunks Ln	Queen St	S	10	20	25	0	20	10	**85**
118	304.1	New street	Westbrook Dr	New street	S	5	0	15	0	20	10	**50**
119	184.6	St Lawrence Ave	Delaware St N	Springer St	S	5	0	20	0	20	0	**45**
220	262.5	New street	New street	New street	S	5	0	25	0	20	0	**50**
221	155.5	Gideon Dr	Longwoods Rd	Wellington St	N	20	20	20	0	20	20	**100**
222	562.0	Ten Mile Rd	Hyde Park Rd	650 m W of Hyde Park Rd	S	0	0	5	0	20	0	**25**
223	621.4	Ten Mile Rd	Hyde Park Rd	620 m E of Hyde Park Rd	W	0	0	5	0	20	0	**25**
224	88.6	Duke St	Caverhill Cres	Prince St	N	10	0	15	0	0	10	**35**
225	215.1	Simcoe Cres	Simcoe Ave	Springer St	N	5	20	15	0	20	0	**60**
226	297.0	New street	Everson Dr	New street	N	5	0	15	0	20	0	**40**
227	297.8	New street	Everson Dr	New street	W	5	0	15	0	20	0	**40**
228	610.5	New street	New street	New street	N	5	0	20	0	20	0	**45**
229	1184.7	Ilderton Rd	Egremont Dr	Ashley Ln	E	20	20	15	0	20	20	**95**

Sidewalk Infill Prioritization applied to Multi-Use Trails

While the sidewalk infill prioritization framework was designed with sidewalks in mind, framework was also applied to multi-use trails. In the proposed ATP network, multi-use trails can play an important connectivity role for utilitarian active transportation trips, multi-use trails are also included in the network to provide increased opportunities for recreational travel, a role that isn't in the framework. However, applying the sidewalk prioritization framework to the multi-use trail network indicate which multi-use trail segments could be prioritized due to their role in community connectivity.

Scoring results are plotted in Exhibit E.2, and scoring detail is included as Exhibit E.3.

Exhibit E.2: Multi-Use Trail Prioritization Scoring Results

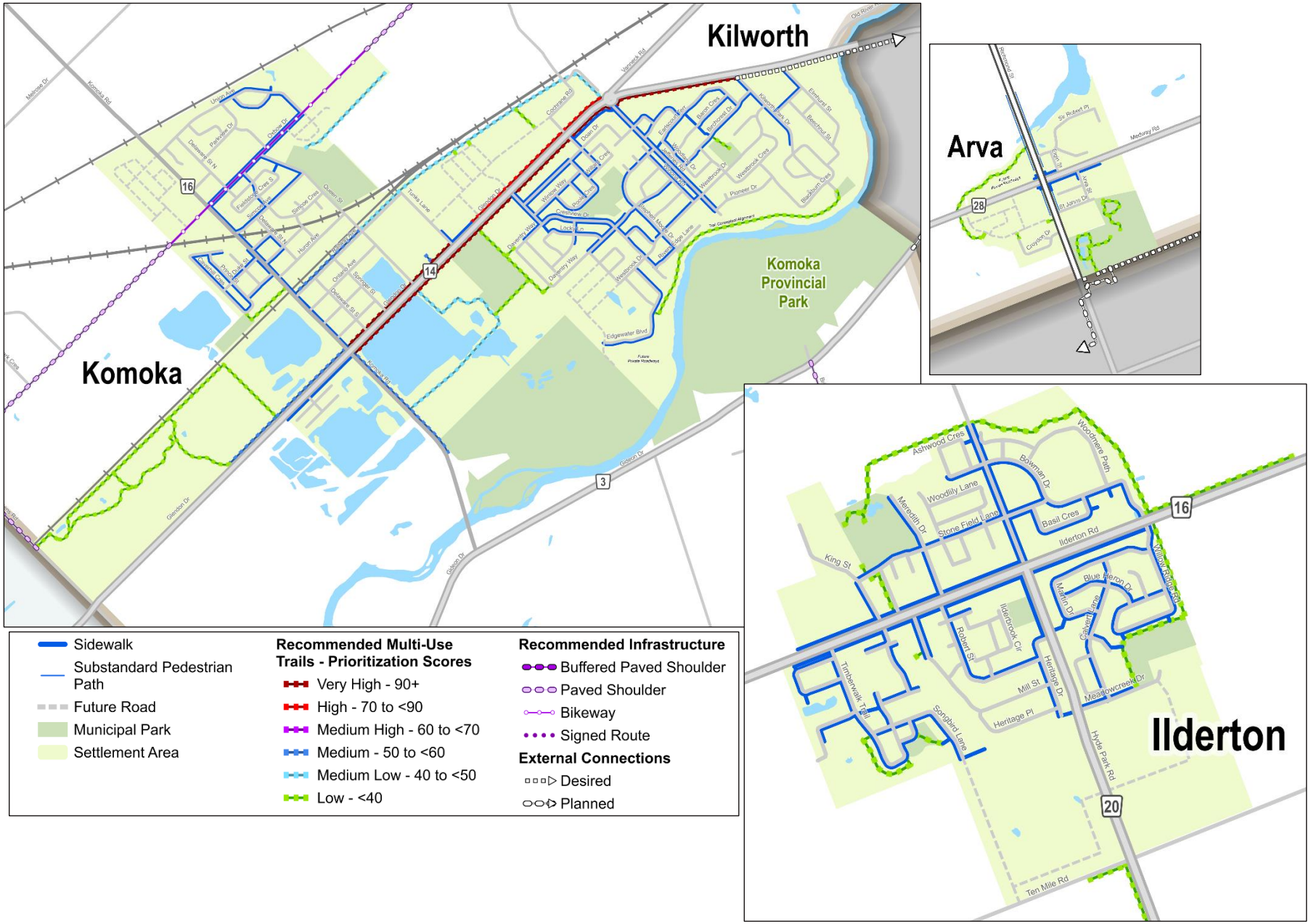


Exhibit E.3: Sidewalk Infill Prioritization Scoring Detail as applied to Proposed Multi-Use Trails

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	Total
1	2048.5	Ilderton Rd	Egremont Dr	Amiens Rd		0	0	10	0	0	**10**
2	962.0	Amiens Rd	Ilderton Rd	50m N of Glengyle Dr		0	0	0	0	0	**0**
3	142.4	King St	140 M S of Stone Field Gate	Stone Field Gate	E	0	0	15	0	0	**15**
4	47.0	Stone Field Gate	50 M E of King St	Ilderton St	S	0	0	15	0	0	**15**
5	146.4		Timberwalk Cl	Songbird Ln		0	0	15	0	0	**15**
6	217.1					0	0	20	0	0	**20**
7	4368.3		Denfield Rd	Twelve Mile Rd		0	0	5	0	0	**5**
8	1119.1		Denfield Rd			0	0	5	0	0	**5**
9	260.4					0	0	5	0	0	**5**
10	2608.3	Wonderland Rd N	Elginfield Rd	Fifteen Mile Rd		0	0	0	0	0	**0**
11	5674.1	Wonderland Rd N	Fifteen Mile Rd	Ilderton Rd		0	0	0	0	0	**0**
12	4881.6	Fifteen Mile Rd	Wonderland Rd N	Adelaide St N		0	0	0	0	0	**0**
13	8218.1	Adelaide St N	Elginfield Rd	Ilderton Rd		0	0	0	0	0	**0**
14	101.5	Nine Mile Rd	Hyde Park Rd	100m W of Hyde Park Rd	N	0	0	0	0	0	**0**
15	2884.9	Sunningdale Rd W	612m E of Denfield Rd	Vanneck Rd		0	0	0	0	0	**0**
16	4432.5	Oxbow Dr	Vanneck Rd	615m E of Union Ave		0	0	5	0	0	**5**
17	1182.6		Hyde Park Rd	Ilderton Rd		0	0	15	0	0	**15**
18	748.3		Hyde Park Rd			0	0	15	0	0	**15**
19	180.2					0	0	10	0	0	**10**
20	555.3			MEADOWCREEK DR		0	0	20	0	0	**20**
21	649.4					0	20	15	0	0	**35**
22	120.1					0	0	15	0	0	**15**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	Total
23	376.2		St John's Dr			0	20	15	0	0	**35**
24	164.6					0	20	15	0	0	**35**
25	2795.4					0	0	5	0	0	**5**
26	403.3					0	0	15	0	0	**15**
27	737.8		Medway Rd	Richmond St		0	0	0	0	0	**0**
28	47.8					0	0	5	0	0	**5**
29	887.0			VILLAGEWALK BLVD		0	0	15	0	0	**15**
30	226.2	Ten Mile Rd	Hyde Park Rd	226m W of Hyde Park Rd	S	0	0	5	0	0	**5**
31	1328.2	Hyde Park Rd	Ten Mile Rd	Nine Mile Rd	W	0	0	5	0	0	**5**
32	1424.1		Nine Mile Rd	Eight Mile Rd		0	0	0	0	0	**0**
33	764.8	Ilderton Rd	Bowman Dr	765m E of Bowman Dr	N	0	20	15	0	0	**35**
34	55.4	Richmond St			E	0	0	15	0	0	**15**
35	265.4		Medway Rd			0	0	5	0	0	**5**
36	651.8		Glendon Dr	800 M S of Glendon Dr		0	0	25	0	0	**25**
37	94.5		Daventry Way			0	0	15	0	0	**15**
38	91.6		Daventry Way			0	0	10	0	0	**10**
39	42.0					0	0	10	0	0	**10**
40	165.4		Birchcrest Dr			0	0	10	0	0	**10**
41	1655.5		Glendon Dr	Komoka Rd		0	20	25	0	0	**45**
42	331.1					0	0	10	0	0	**10**
43	1892.8	Oxbow Dr	370m S of Komoka Rd	615m N of Union Ave		0	20	25	0	0	**45**
44	2070.1	Oxbow Dr	Amiens Rd	370m S of Komoka Rd		0	0	10	0	0	**10**
45	763.2					0	20	25	0	0	**45**
46	1460.8	Vanneck Rd	Sunningdale Rd W	Medway Rd		0	0	0	0	0	**0**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	Total
47	1408.7		Harris Rd	Harris Rd		0	20	10	0	0	**30**
48	4833.4	Sharon Dr	Springer Rd	730m E of Woodhull Rd		0	0	0	0	0	**0**
49	593.2	Young St	York St	Victoria St		0	20	25	0	0	**45**
50	913.0	Elviage Dr	Brigham Rd	915m E of Brigham Rd		0	0	15	0	0	**15**
51	384.3		Caverhill Cres	Komoka Rd		0	0	15	0	0	**15**
52	1726.7		Tunks Lane	Glendon Dr		0	20	25	0	0	**45**
53	192.7					0	0	5	0	0	**5**
54	195.7		Amiens Rd			0	0	5	0	0	**5**
55	1178.5					0	0	0	0	0	**0**
56	459.0	Glendon Dr			N	20	0	0	10	20	**50**
57	1116.3					0	0	10	0	0	**10**
58	587.8					0	0	0	0	0	**0**
59	1054.9					0	0	5	0	0	**5**
60	172.5					0	0	0	0	0	**0**
61	685.0					0	0	15	0	0	**15**
62	121.0	Harris Rd	Martin Rd	100m E of Martin Rd	S	0	0	5	0	0	**5**
63	76.0		Richmond St			0	0	15	0	0	**15**
64	1128.3	Oxford St W	Kilworth Park Dr	470m E of Old River Rd		20	0	5	10	20	**55**
65	53.3		New Street 'B'	Croydon Dr		0	0	10	0	0	**10**
66	262.5					0	0	25	0	0	**25**
67	37.3					0	0	10	0	0	**10**
68	40.4					0	0	5	0	0	**5**
69	634.3	Railway Ave	Queen St	Komoka Rd	N	0	20	30	0	0	**50**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	Total
70	104.0					0	20	25	10	0	**55**
71	64.2		Stone Field Gate			0	0	15	0	0	**15**
72	164.1	Denfield Rd	Fifteen Mile Rd	165m S of Fifteen Mile Rd	E	0	0	0	0	0	**0**
73	1258.3	Glendon Dr	200m N Or Tunks Ln	Jefferies Rd	N	20	0	25	10	20	**75**
74	1005.7	Glendon Dr	Komoka Rd	Tunks Ln	N	20	20	25	10	20	**95**
75	3370.9	Glendon Dr	Komoka Rd	Kilworth Park Dr	S	20	20	25	10	20	**95**
76	701.6	Sunningdale Rd W				0	0	0	0	0	**0**
77	1054.3	Gainsborough Rd				0	0	0	0	0	**0**
78	435.6	Gideon Dr				20	0	15	0	20	**55**
79	475.8	Elviage Dr				0	0	5	0	0	**5**
80	474.4	Sharon Rd				0	0	0	0	0	**0**
81	587.5	Littlewood Dr				20	0	0	0	20	**40**
82	718.8	Wonderland Rd N				20	0	0	0	20	**40**
83	490.5	Wonderland Rd N				20	0	0	0	20	**40**
84	739.5		Sunningdale Rd W			0	0	0	0	0	**0**
85	709.6	Adelaide St N	Medway Rd			0	20	0	0	0	**20**
86	574.6	Adelaide St N				0	0	0	0	0	**0**
87	698.1	Clarke Rd	Medway Rd			0	0	0	0	0	**0**
88	573.2	Clarke Rd				0	0	0	0	0	**0**
89	578.5	Springer Rd	Longwoods Rd	Miller Rd		0	20	0	0	0	**20**
90	961.6	Komoka Rd	Glendon Dr	960m S of Glendon Dr	E	20	0	10	0	20	**50**
91	667.7		Komoka Rd			0	0	15	0	0	**15**
92	660.0	Glendon Dr	Komoka Rd	660m S of Komoka Rd	N	20	0	0	10	20	**50**
93	785.8	Vanneck Rd	Egremond Dr	Sunningdale Rd W		0	0	0	0	0	**0**

ID	Length (m)	Street	Street to	Street from	Road Side	C1	C2	C3	C4	C5	Total
94	808.6	Amiens Rd				0	0	10	0	0	**10**
95	1850.5	Springer Rd	Sharon Dr	560m S of Miller Rd		0	0	0	0	0	**0**
96	386.1	Victoria St	Wellington St	Young St		0	20	15	0	0	**35**
97	266.6	Osborne St	Gideon Dr	York St		0	20	25	0	0	**45**
98	436.0	Brigham Rd	Elviage Dr	Gideon Dr		0	0	15	0	0	**15**
99	138.2	York St	Osborne St	Young St		0	20	25	0	0	**45**
100	1742.7		Edgewater Blvd	Kilworth Park Dr		0	0	15	0	0	**15**
101	101.0		King St	Ilderton St		0	0	20	0	0	**20**
102	427.6		Timberwalk Tr			0	0	15	0	0	**15**
103	64.8					0	0	25	0	0	**25**
104	486.4		Ilderton Rd			0	0	15	0	0	**15**
105	244.3	Ilderton St	Ilderton Rd	Stone Field Gate	W	5	0	25	0	0	**30**
106	738.6		Medway Rd			0	0	0	0	0	**0**
107	1377.8		Eight Mile Rd	Medway Rd		0	0	0	0	0	**0**
108	371.7	Railway Ave	Queen St	Tunks Ln	N	0	20	25	0	0	**45**
109	355.3	Victoria St	Longwoods Rd	Wellington St		0	20	5	0	0	**25**
110	562.9	Springer Rd	Miller Rd	560m S of Miller Rd		0	0	0	0	0	**0**