

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



Public Consultation 1 - January 2023

Transportation Needs and Opportunities

 ARCADIS

IBI GROUP

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- Introduction (e.g. what is a TMP?)
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If you require this presentation in a different format, please contact the Municipality of Middlesex Centre at 519-666-0190 or customerservice@middlesexcentre.ca



Introduction



WHAT IS A TMP?

The Municipality of Middlesex Centre is developing its first standalone **Transportation Master Plan, or TMP** – a long-range strategic planning document that will guide transportation **policies, services and infrastructure** initiatives for the Municipality's transportation system.



Photo credit: Ilderton by P199 - Own work, CC BY-SA 3.0, cropped
https://commons.wikimedia.org/wiki/File:Ilderton_ON.JPG

The TMP will:

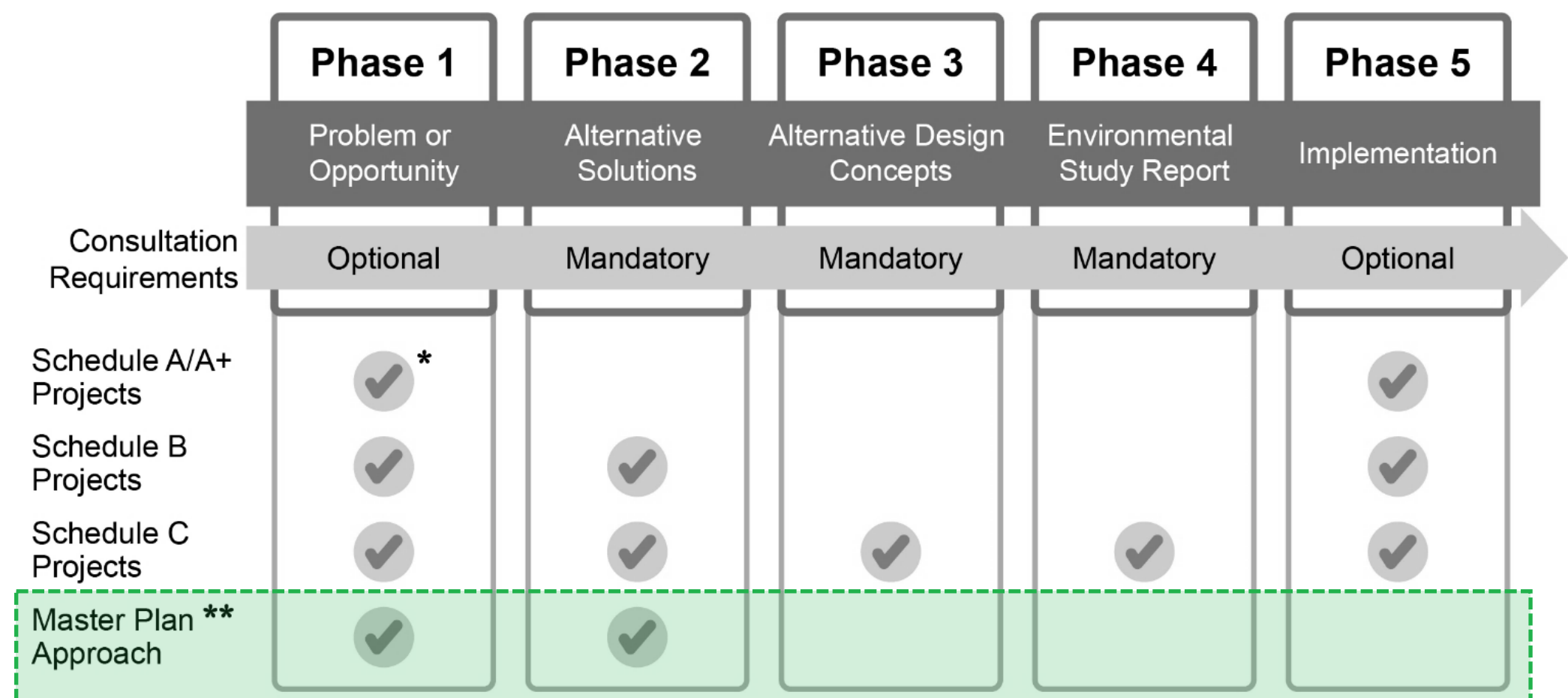
- Guide decision-making relating to Middlesex Centre's transportation system **over the next 25 years** (to 2046)
- Align and support the Municipality's Official Plan and other strategic plans and policies
- Support the Municipality's **vision** for the future transportation system, leading Middlesex Centre toward a more safe, accessible, and sustainable transportation network and services
- Support local travel and longer-distance connections for all travel modes, supporting community livability and strengthening local economic and tourism opportunities
- Inform long-range financial planning



Transportation includes the movement of people and goods by all travel modes: car and truck, rail, public transit, cycling, walking and more.

THE MUNICIPAL CLASS EA PROCESS

The TMP will adhere to the **Municipal Class Environmental Assessment (MCEA)** planning process for **Master Plans** under the Province of Ontario's *Environmental Assessment Act*.



- ✓ Actions required during relevant phase
- * For Schedule A+ projects, public to be advised.
- ** Proponents can choose to complete Phase 3 and 4 as part of a master plan for recommended Schedule C projects, or to complete these phases as part of a project specific study.

- **Master Plans** are long-range plans that recommend solutions to address existing and future needs.
- Master plans meet the documentation and consultation requirements for lower-impact projects to proceed to design and construction.
- Additional study will be required for recommended projects with higher impacts.

Source: adapted from Municipal Engineers Association (MEA) *Municipal Class Environmental Assessment* (MCEA 2000, as amended to 2015)

Note: Projects and activities are categorized into Schedules A, A+, B and C based on the magnitude of their anticipated environmental impact, with A/A+ having the lowest anticipated impact and C having the highest anticipated impact.

TMP STUDY PROCESS

The TMP study commenced in August 2022 and will be completed in 2023.

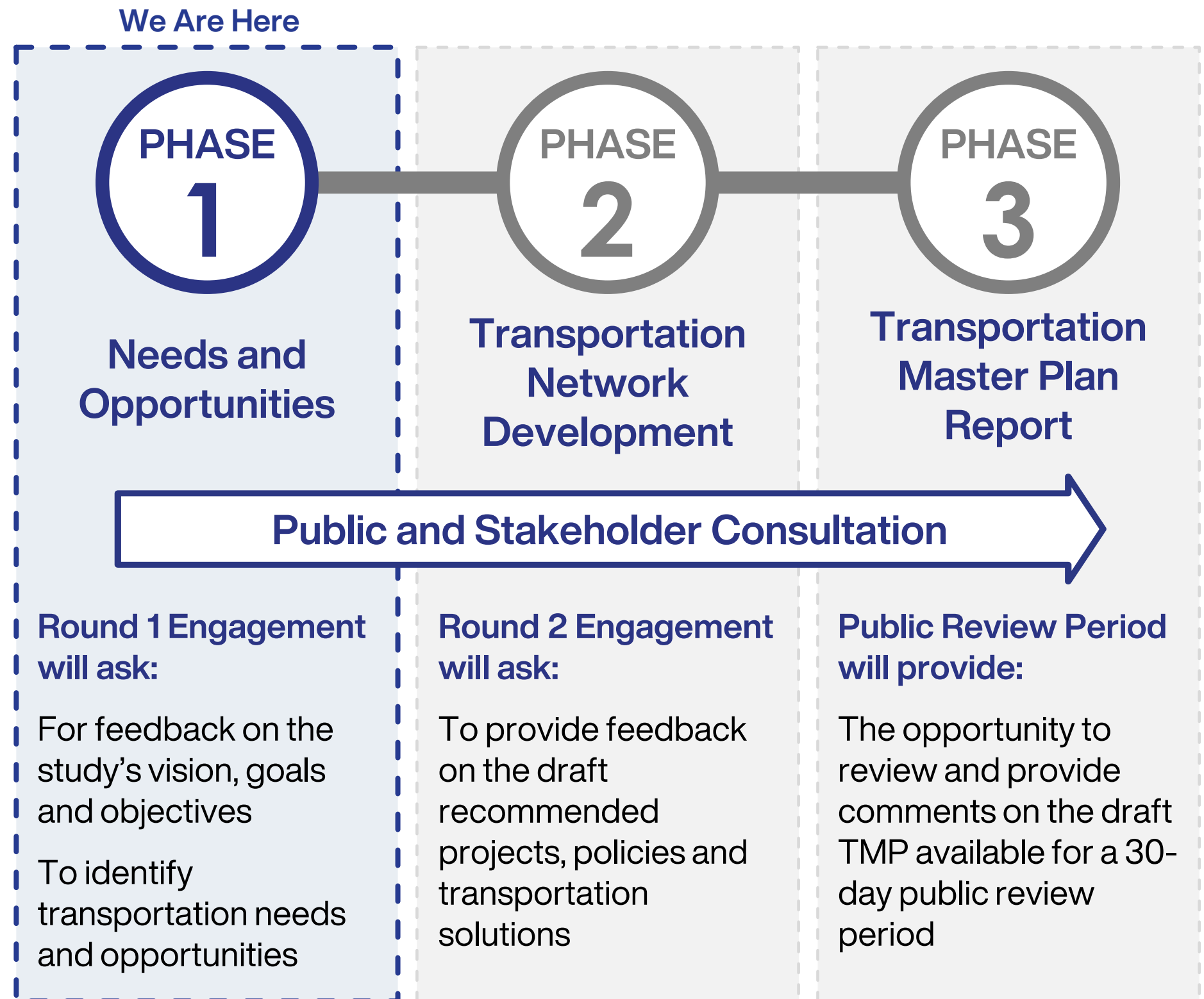
We are currently in Phase 1 of the study, which includes:

- Reviewing the existing transportation network as well as future plans
- Developing the study Vision and Goals
- Identifying transportation needs and opportunities through technical analysis and public and stakeholder inputs

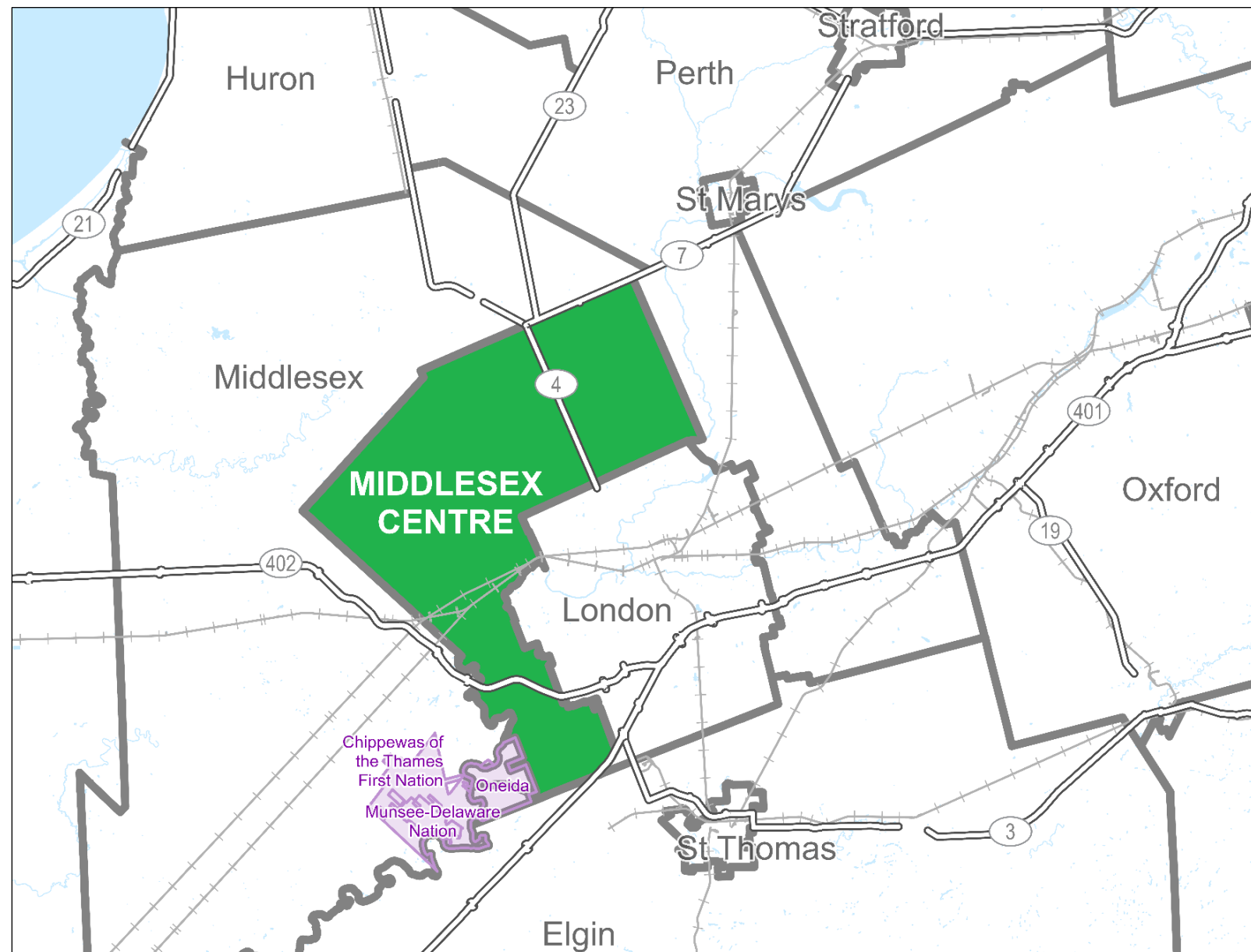
Help Shape the TMP



Each phase provides opportunities to share your input and help the TMP best reflect the values and priorities of Middlesex Centre residents.



Middlesex Centre is a rapidly growing municipality, having grown from 17,262 residents in 2016 to **18,928 residents** in 2021. That's 9.7% growth in just 5 years!



Middlesex Centre is Growing

In line with the County and the Municipality's Official Plans, it is anticipated that in Middlesex Centre by 2046:

- Population will grow to 35,500 residents
- Employment will grow to 11,700 jobs

Most of this growth will take place in settlement areas. The TMP will need to account for the changing transportation needs of the Municipality's growing communities.

Transportation Connectivity is Vital

Transportation connects the Municipality's 11 urban settlements, community settlements and hamlets spread over 588 square kilometres across a largely rural landscape.

Transportation connectivity is vital to making Middlesex Centre an accessible and vibrant place to live, work and visit, to enjoy its rural charm and access its urban amenities.

Planning and Policy Alignment

The TMP study is informed by local, regional and provincial plans and policies, and requires a coordinated approach between land use planning and transportation planning. This will ensure the TMP meaningfully reflects the priorities of the Municipality, conforms to the Province's direction, and considers the plans of the County and adjacent areas.

The TMP will support the **Strategic Plan's** vision to make Middlesex Centre a *thriving, progressive and welcoming community that honours our rural roots and embraces our natural spaces*.

The TMP will progress toward the Strategic Priority of providing **Sustainable Infrastructure and Services**.



Middlesex Centre Plans and Policies

- The Middlesex Centre Strategic Plan 2021-2026
- Middlesex Centre Official Plan (approval pending)
- Middlesex Centre Trails Master Plan (2014)
- Community Services Master Plan (2022)
- Vision Zero
- Age-Friendly Community Action Plan (2022)
- Servicing Master Plan (underway)



Middlesex County Plans and Policies

- Middlesex County Official Plan (approval pending)
- Middlesex County Cycling Strategy (2018)
- Middlesex Community Safety and Well-Being Plan 2021-2026 (2021)



Plans and Policies of Other Governments

- Provincial Policy Statement (2020)
- Connecting the Southwest (MTO, 2021)
- Other Transportation Plans and Initiatives of Adjacent Municipalities and Indigenous Nations

Transportation Vision and Goals



The draft **Transportation Vision** states the desired future state of Middlesex Centre as it relates to its transportation system. The Vision will shape decision-making to help lead the Municipality to where it wants to be at the end of the TMP horizon.

Recommendations within the TMP will be developed to help progress toward achieving the Vision.



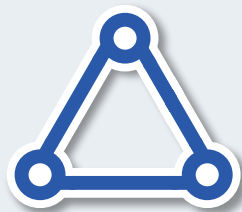
Transportation networks and services will support a strong quality of life and prosperity in Middlesex Centre, providing the connectivity needed for all residents, businesses and visitors to access our rural landscape and urban amenities safely, efficiently, and in an environmentally and financially sustainable manner.

Six draft **Goals** break down the Vision into a set of desired outcomes. These goals will form the basis for evaluating potential recommendations later in the study.

It is important that the Goals align with what the residents and stakeholders in Middlesex Centre want the transportation system to be.

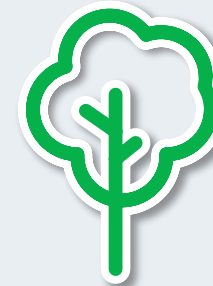
Please tell us what you think!

Do you agree with the draft Vision and Goals for transportation in Middlesex Centre?
What changes, if any, would you like to see to the Vision or Goals?



Provides Safe and Efficient Connectivity

Provides safe, efficient and dependable multi-modal connections within and between communities in Middlesex Centre.



Protects the Natural Environment

Minimizes disruption of local natural habitats, waterways, agricultural land and natural heritage features, and reduces greenhouse gas emissions that can cause climate change.



Promotes Healthy Mobility

Improves local mobility options for daily living and supports the development of complete communities.



Supports Local Industry

Supports prosperity in Middlesex Centre by meeting the transportation needs of agriculture and other local industries, such as moving goods to and from markets.



Preserves Local Character

Provides transportation solutions that are sensitive to Middlesex Centre's rural charm and supports its thriving agricultural economy, urban centres, settlements and hamlets.



Exercises Fiscal Responsibility

Represents cost-effective Municipal spending on infrastructure and operations and takes advantage of partnership opportunities.

Travel and Trends in Middlesex Centre



WHERE AND WHEN WE TRAVEL

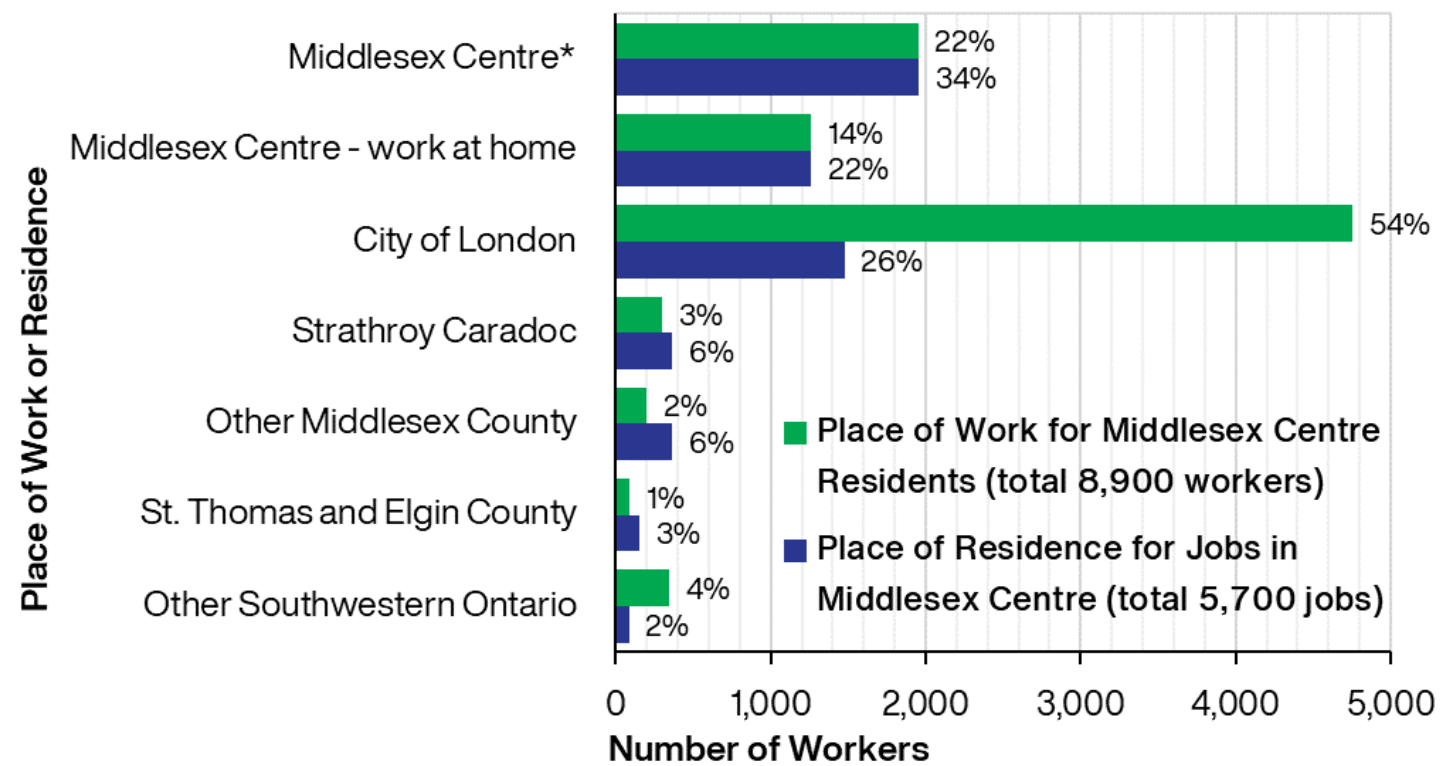
In Middlesex Centre, trips for daily needs often involve travel outside of the Municipality. For example, among workers who live in Middlesex Centre in 2016, 36% work within the Municipality, while 54% commute to London and 10% commute elsewhere.

The TMP will work to build networks and services that support local travel as well as travel between municipalities.

Travel characteristics in Middlesex Centre vary by time of day. In the morning peak period, the focus is on commuting trips, often to workplaces outside of Middlesex Centre, while the afternoon sees more of a focus on returning to Middlesex Centre, together with travel for other purposes.

The Municipality also sees high levels of travel through traffic, neither starting nor ending in Middlesex Centre.

Commuting Connections (2016)

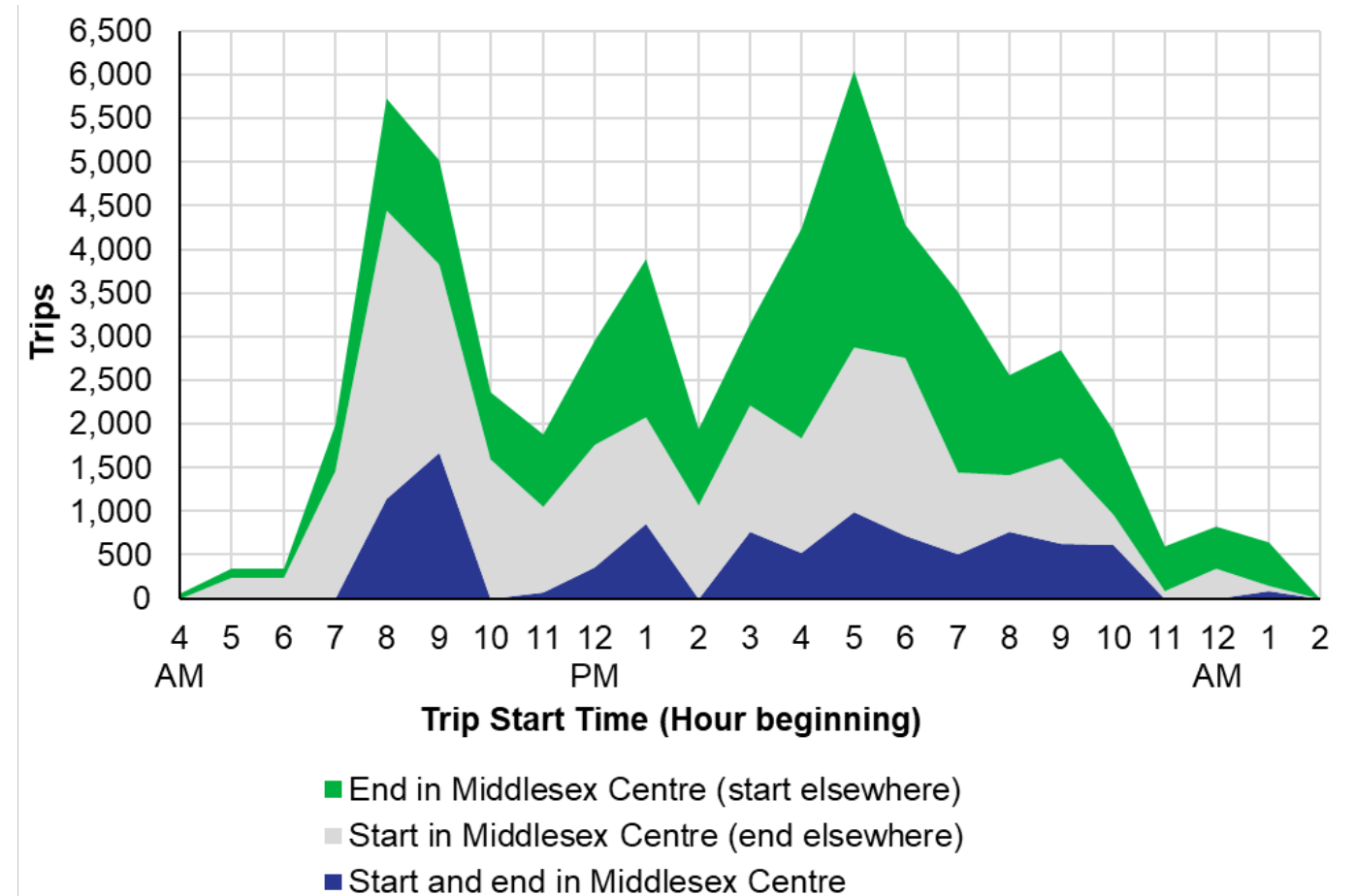


(percentages are of total workers or residents in Middlesex Centre)

* Includes both fixed place of work and no fixed place of work

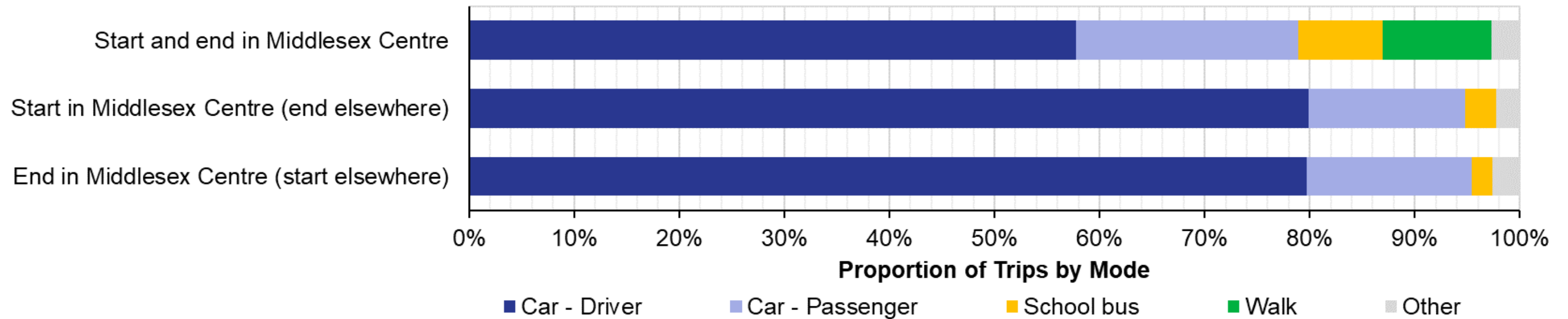
Data Source: 2016 Census Journey-to-Work and Place-of-Work Status data

Weekday Trip Start Times (2016)



Data Source: 2016 City of London Household Travel Survey. Off-peak trips may be under-represented.

Travel Mode Shares for Weekday Person-Trips



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.

The way we travel in Middlesex Centre is limited to available options, so travel by car continues to be the main way to get around. Meanwhile, our 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 is also easier to catch a 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.

The TMP will strive to make it easier to travel by non-auto modes as appropriate, e.g. walking, cycling, public transit, carpooling and ridesharing.

Please tell us what you think!

Are you seeing that the way people travel in Middlesex Centre is changing? If so, how?



Issues, Needs and Opportunities



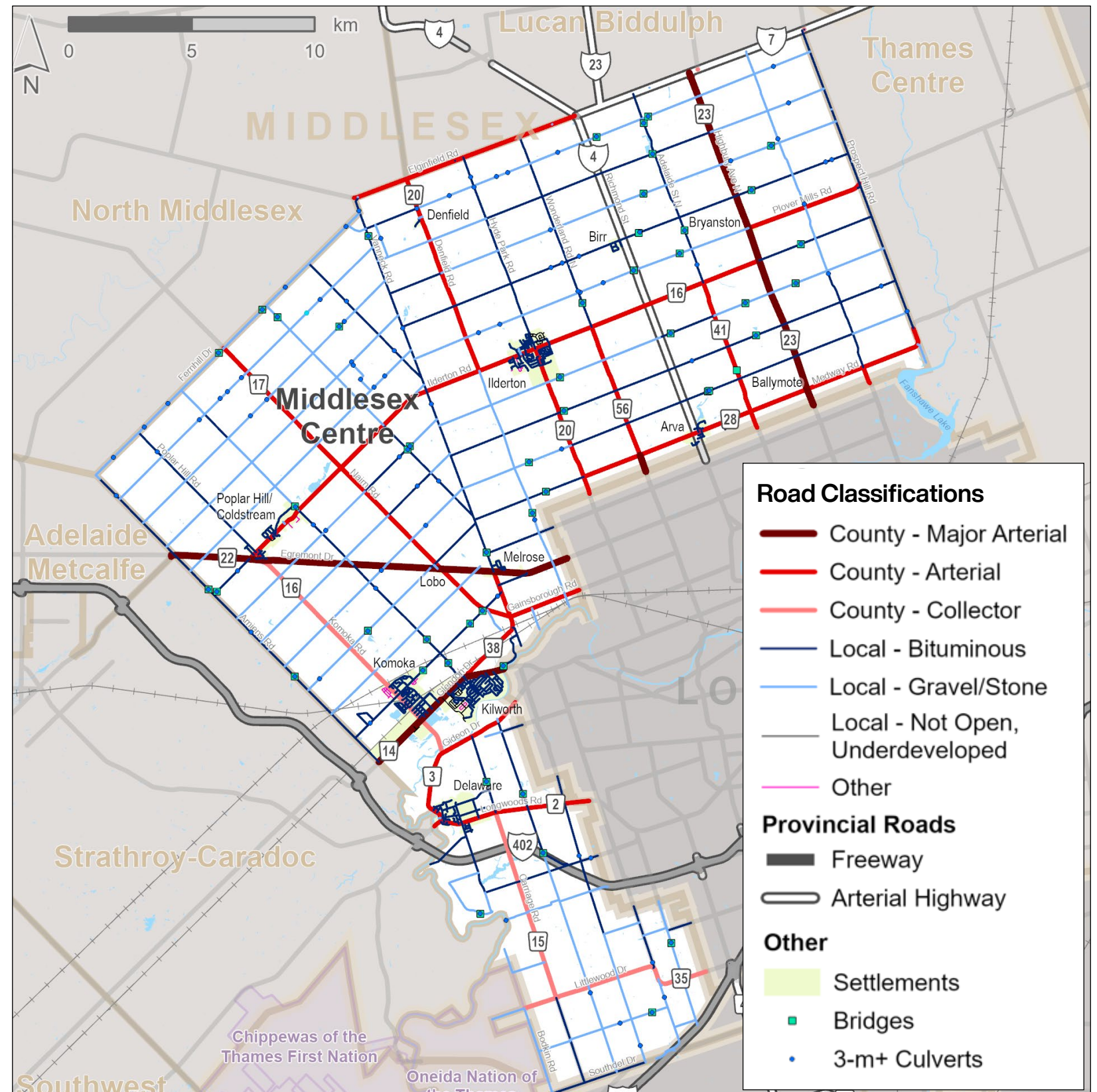
Middlesex Centre maintains more than **567 km of roads**, which include **51 bridges** and **75 culverts**.

Together with the Province’s highway network and County roads, the Municipality’s local road network provides the necessary infrastructure to move cars, trucks, buses, agricultural equipment and bicycles.

The TMP will identify solutions to address issues and challenges identified with the road network, and to act on related opportunities. For example:

- **Safety** has been a key focus for the Municipality, e.g. through its Vision Zero safety campaign.
- The Municipality has a **gravel-to-hard surface conversion** policy to upgrade local roads when warranted.
- A more detailed **road classification** scheme that better clarifies the travel vs. local access function for Municipal roads could provide direction for the Municipality in a range of decision-making.

Middlesex Centre Road Classification and Infrastructure



Please tell us what you think!

Please share any comments about potential issues or suggestions you may have about the Middlesex Centre road network.



Trails

An interconnected trails system in Middlesex Centre can provide opportunities for active transportation for both recreational and utilitarian purposes.

The **Middlesex Centre Trails Master Plan** (2014) guides the development of future trails and supporting amenities, focusing on pedestrian pathways, sidewalks and trail connections. With input from the community and key informants, a recommended conceptual trail network was developed that would yield a Municipality-wide total of **over 101 km of trails**, as follows:

- **Primary:** support the widest range of uses and connect between settlement areas
- **Secondary:** connect between primary and tertiary trails
- **Tertiary:** short loops and pathways within parks

The strategy also includes implementation phasing, design guidelines and policy considerations.



Please tell us what you think!

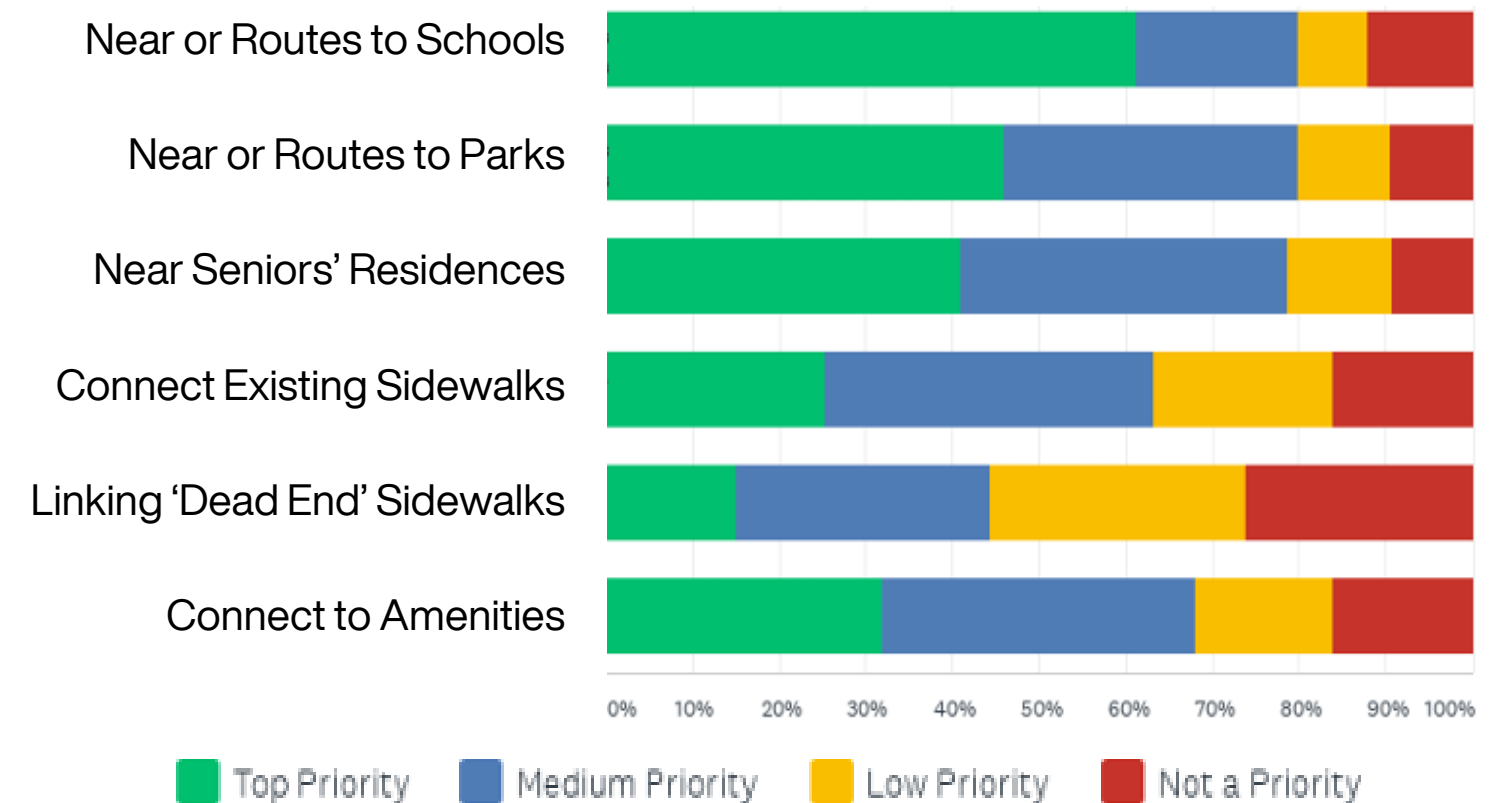
What factors would encourage you to walk to local destinations more often?

Sidewalks

The Municipality of Middlesex Centre currently maintains **35 km of sidewalks**.

Through the Municipality's **Sidewalks and Streetlights Survey** (2022), over 500 Middlesex Centre residents shared their preferences and priorities for pedestrian infrastructure. School routes, parks, near seniors' residences and near amenities are highest priorities for improvements.

Where would Middlesex Centre residents prioritize sidewalk improvements?



Source: Middlesex Centre Sidewalks and Streetlights Survey (2022)

The Middlesex Centre *Official Plan* includes actions to consider cycling and pedestrian transportation options within and between its neighbourhoods.

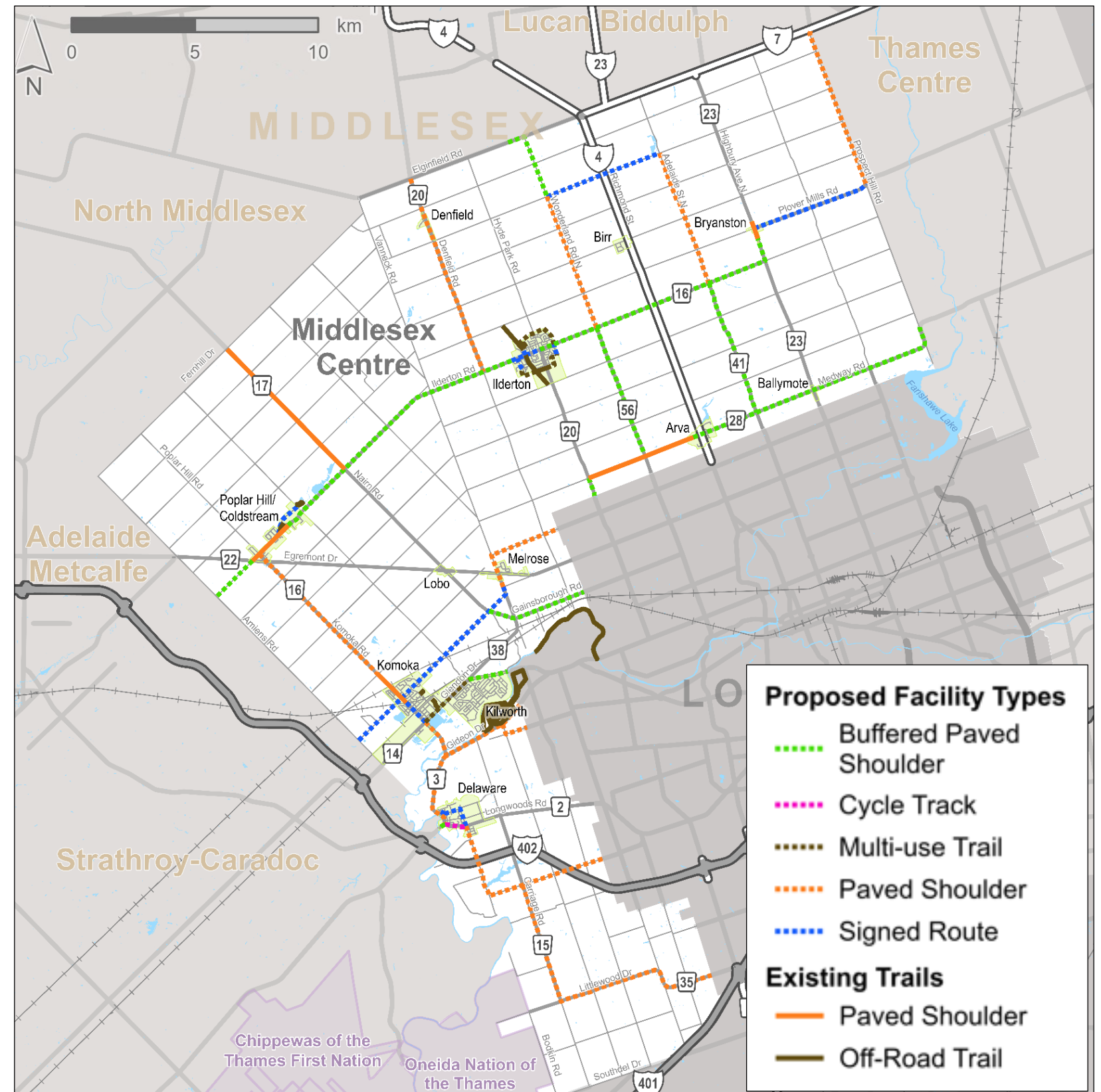
Middlesex County's first comprehensive Cycling Strategy was developed in 2018. Within Middlesex Centre, the network of cycling facilities includes:

- **8 km** of existing off-road trails
- **16 km** of existing and **122 km** of proposed paved shoulder routes
- **6 km** of proposed multi-use trails
- **25 km** of proposed signed routes



The TMP will identify ways to help Middlesex Centre become a more vibrant cycling destination for riders of all ages and abilities. This will include supporting the County in the implementation of its planned network, as appropriate, and building on the County's network to connect local destinations, points of interest and natural areas.

Middlesex County Cycling Network Plan (2018)



Please tell us what you think!
What would encourage you to cycle more often in Middlesex Centre?

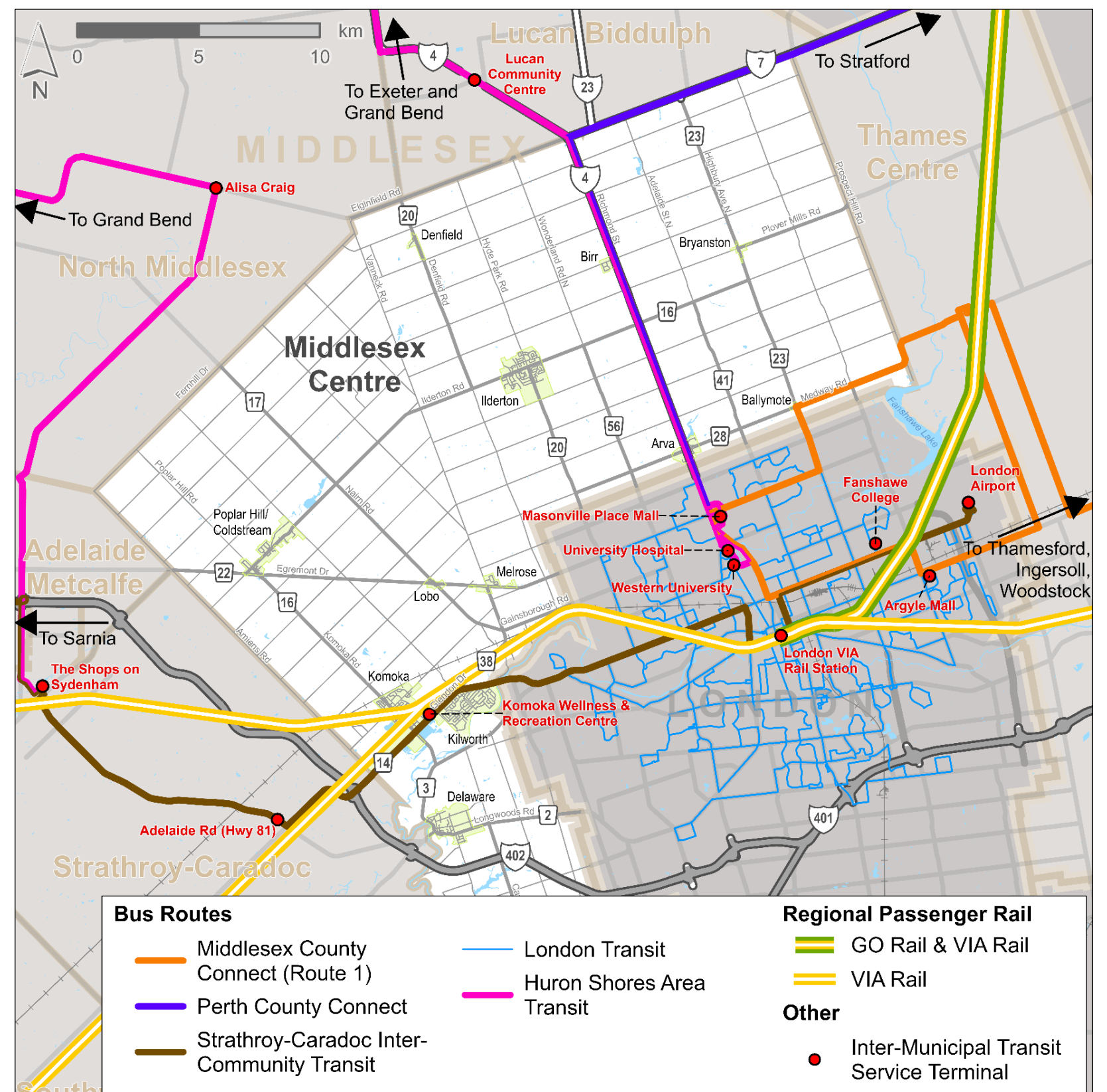
Public transportation services can provide an alternative means of travel to meet daily needs, for those who cannot or would prefer not to drive.

The Municipality of Middlesex Centre does not currently provide public transit services. A number of municipalities provide services near or through Middlesex Centre – these represent potential partnership opportunities to extend services or add stops to better serve Middlesex Centre locations.

Middlesex County is currently conducting a **Public Transportation Needs Assessment Study**, to be completed in early 2023. The study is exploring London-centric and rural-distributed (on-demand) service delivery models.

The Middlesex Centre TMP will explore opportunities to improve public transit services for residents and visitors, such as identifying potential partnerships with the London Transit Commission or others.

Current Transit Services in and Near Middlesex Centre



Please tell us what you think!

List any factors that would encourage you to use transit should it be provided in Middlesex Centre to your destination?

Middlesex Centre's labour force represents a wide range of occupations. As the municipality is predominantly rural, agriculture and related industries are a key focus. Tourism, manufacturing and small businesses are also important sectors in Middlesex Centre. The municipality's labour force is also involved in construction, health care and educational services. The TMP will work toward a transportation network that supports the municipality's local businesses while managing the negative impacts of goods movement.

Heavy Trucks

Heavy trucks are the primary means of moving goods between businesses and markets. Direct connectivity between Middlesex Centre's growing industries and Ontario's highway network improves travel efficiencies. Currently, interchanges with Highways 401 and 402 lie just outside of Middlesex Centre.

Please tell us what you think!

What do you think are the most important ways Middlesex Centre can support local businesses and manage goods movement?

Agriculture

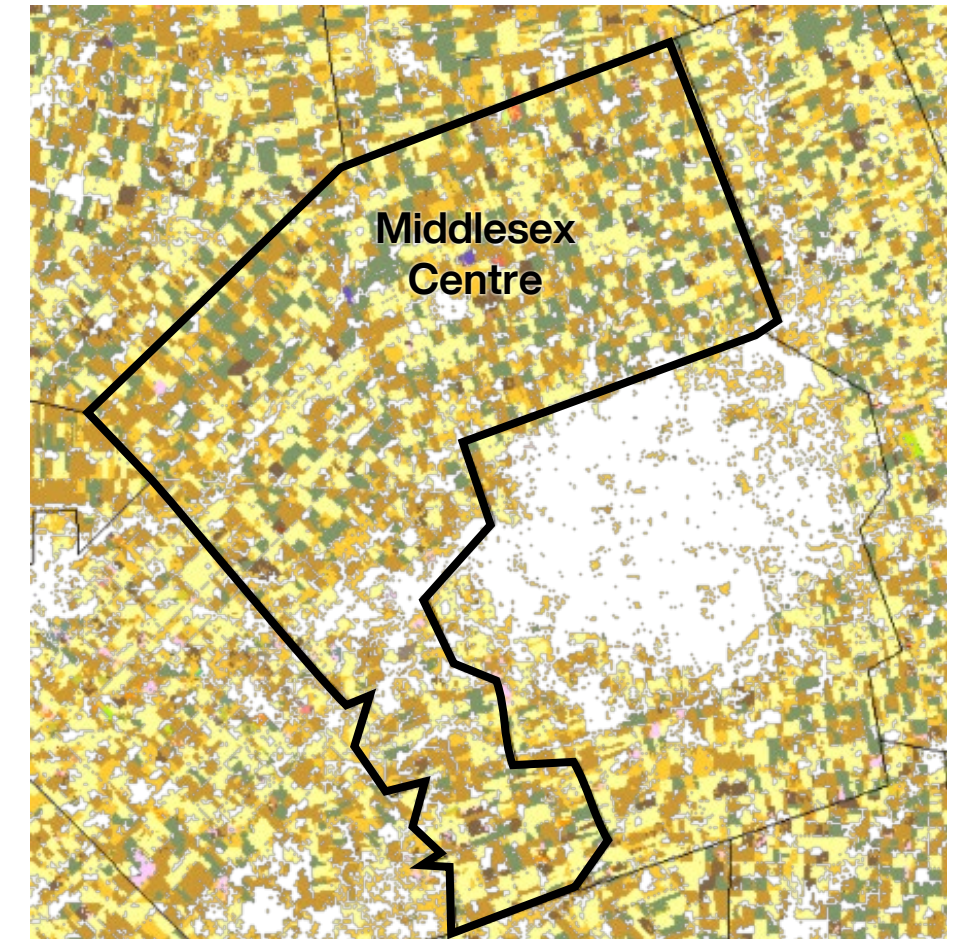
The vast majority of land in Middlesex Centre is actively farmed – primarily for corn, soybeans, wheat and pasture – by local and also temporary foreign workers.

The agriculture industry has specific needs, e.g. large machinery often has difficulty when using local roadways.

Rail Freight

Both Canadian National (CN) and Canadian Pacific (CPR) rail mainlines pass through Middlesex Centre in the Komoka-Kilworth area in the west, and include freight rail stations at Komoka and Melrose. These and other nearby freight serve as an additional opportunity for local industries to move goods to markets farther afield.

2021 Canadian Crop Inventory



Source: Agriculture and Agri-Food Canada. <<https://www.agr.gc.ca/atlas/apps/metrics/index-en.html?appid=aci-iac>>. Municipality boundary emphasized.

Help Shape the TMP



Help Shape the TMP



The TMP study provides opportunities to share your input and help the TMP best reflect the values of Middlesex Centre residents.

We want to hear your thoughts, priorities and concerns about the transportation system to develop appropriate mobility solutions and help identify what the TMP should address.

Help shape the TMP study by visiting middlesexcentre.ca/tmp where you can:

- Learn more about the TMP study, including project updates and future public consultation opportunities
- Complete the online survey at surveymonkey.com/r/MC_TMP2023
- Pinpoint your ideas or areas of concern on a map at mcentre.ibigroupsolutions.com
- Submit questions or comments to the study team

Following Public Consultation 1, we will:

- Review public feedback to better understand the priorities of Middlesex Centre residents and businesses
- Finalize the Vision and Goals based on your input
- Outline transportation needs, issues and opportunities for Middlesex Centre building on your input
- Commence Phase 2 of the TMP study: developing and assessing transportation network solutions
- Work toward presenting draft recommendations at the next round of public consultation (spring 2023)

Who's Listening

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Thank You



Participate online at middlesexcentre.ca/tmp



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Transportation Needs and Opportunities

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