

Interim Report

Public Opinion Survey Summary

Middlesex Centre
Transportation Master Plan

Date

May 02, 2023

Prepared by

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Prepared for

Municipality of Middlesex Centre

 **ARCADIS** | IBI GROUP



middlesex
centre

in the centre of it all



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Table of Contents

1.	Introduction	1
2.	Survey Design and Conduct	2
2.1	Survey Questionnaire	2
2.2	Survey Conduct	3
2.3	Survey Response Processing	4
3.	Survey Participation	4
3.1	Age Cohorts	4
3.2	Respondent Location	6
4.	Survey Findings on Draft Transportation Vision and Goals	7
4.1	Draft Vision Statement	8
4.2	Draft Goals	10
5.	Survey Finding on Transportation Needs, Issues and Opportunities	13
5.1	Changing Travel Needs	13
5.2	Road Network	14
5.3	Cycling	20
5.4	Walking	25
5.5	Public Transit Services	27
5.6	Supporting Local Business	30
5.7	Area of Focus for the Transportation Master Plan	32
6.	Mapping Tool Findings	34
7.	Summary and Next Steps	37

List of Appendices

Appendix A: Survey Questionnaire

Appendix B: Detailed Online Survey Responses

1. Introduction

The Municipality of Middlesex Centre is developing its first stand-alone Transportation Master Plan (TMP). The TMP will be a long-range planning strategy that will guide transportation policies, services and infrastructure initiatives for walking, cycling, transit and vehicular networks to meet the needs of residents, businesses and visitors through 2046.

The study is being conducted in three phases, each with customized engagement activities:

- Phase 1: Identify Needs and Opportunities;
- Phase 2: Transportation Network Development; and
- Phase 3: Transportation Master Plan Report.

The study process is summarized visually in Exhibit 1.1.

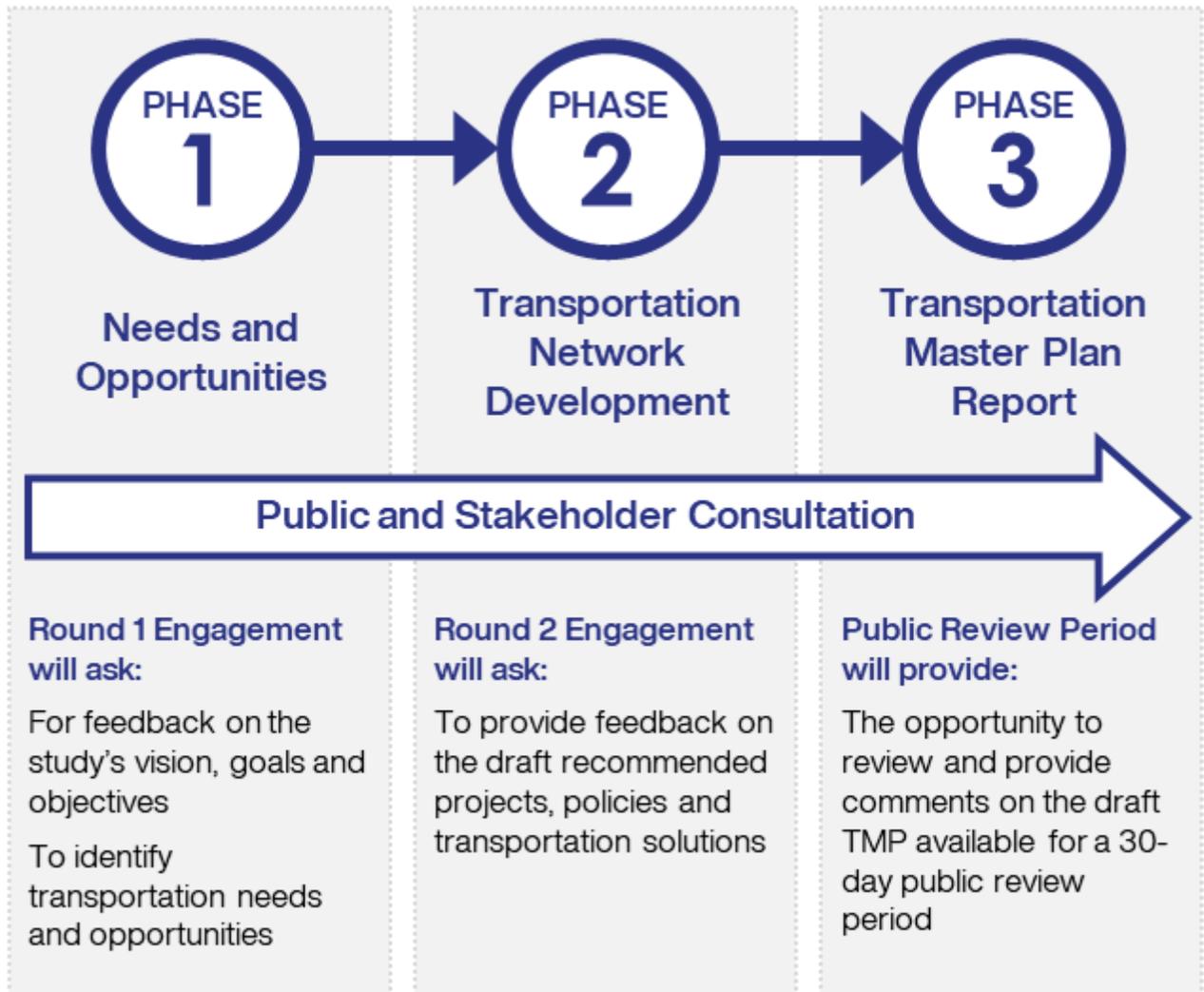
For the first round of public and stakeholder engagement, the objectives were to inform the public and stakeholders about the TMP study, to gain feedback on a draft transportation Vision and Goals for the TMP, and to gain insights into transportation needs and opportunities in Middlesex Centre.

An online public opinion survey was the primary means of collecting public input during the first round of engagement. An online mapping tool was also available to allow for location-specific inputs. This document summarizes the feedback received from these online public engagement activities and inputs, and is structured as follows:

- Section 2 describes online survey design and conduct;
- Section 3 summarizes online survey participation;
- Section 4 presents online survey results with respect to the draft study vision and goals;
- Section 6 describes mapping tool findings; and
- Section 7 summarizes Phase 1 public engagement findings.

The study's *Engagement Summary* report will summarize all engagement activities and inputs during the study, including those described in this interim report.

Exhibit 1.1: Study Process



2. Survey Design and Conduct

This section describes how the design of the online survey, how and when it was conducted, and how responses were processed.

2.1 Survey Questionnaire

The survey questionnaire included a total of 16 questions, asking participants about the following topics:

- Respondent information (age and home location);

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

- Draft transportation Vision and Goals;
- Changing travel needs in Middlesex Centre;
- Road network concerns and potential issues;
- Cycling comfort level, frequencies and trip purposes;
- Factors that encourage or discourage cycling and walking;
- Activities of interest for public transit services;
- Ways to better support local businesses and support/manage goods movement; and
- Areas of focus for the TMP.

The complete questionnaire wording is included in Appendix A.

A mapping tool was also available via a link from the webpage. The mapping tool allowed participants to “drop a pin” onto an online map, to share location-specific issues, ideas and opportunities about transportation and travel in Middlesex Centre. Participants were asked to select a topic that best matches their comment from a list of topics: Middlesex Centre road, walking, cycling, public transit and other.

2.2 Survey Conduct

The online survey was available from January 11, the day of the first Public Information Centre (PIC), through February 12, 2023.

The survey was coded by Arcadis IBI Group in the SurveyMonkey platform, and a direct link to the survey was available from the Middlesex Centre study webpage (middlesexcentre.ca/tmp). The online virtual display boards that were presented as part of PIC 1, and remained available on the study webpage, also encouraged the public to complete the survey and included direct links to the survey.

The Municipality also had paper copies of the survey available for those who required an alternative to the online version.

The online mapping tool was also launched on January 11, 2023, but an issue with the link from the study webpage was not corrected until later that month, so the map tool has remained open since that time.

2.3 Survey Response Processing

Survey responses that had at least one question answered beyond the initial questions about respondent location and age, totalling 266 responses, were carried forward for processing.

Most of the survey questions were multiple-choice questions, several of which included an “other” option to provide additional options and were often used by respondents for additional commentary. Three questions allowed only for open-ended text responses.

Survey respondents provided a total of 385 responses across all open-text response questions, in some cases with considerable detail, and spanning a wide range of insights and opinions. The open-text question responses and “other” response comments were sorted and grouped by their key message. Responses that included multiple distinct themes or messages were split into separate responses for the purpose of organizing and summarizing responses. This ensured that all key messages could be considered.

Appendix B provides a full listing of all the open-text response summaries together with the full original responses (at times with minor spelling or other revisions to improve response clarity), as well as the respondents’ location and age cohort.

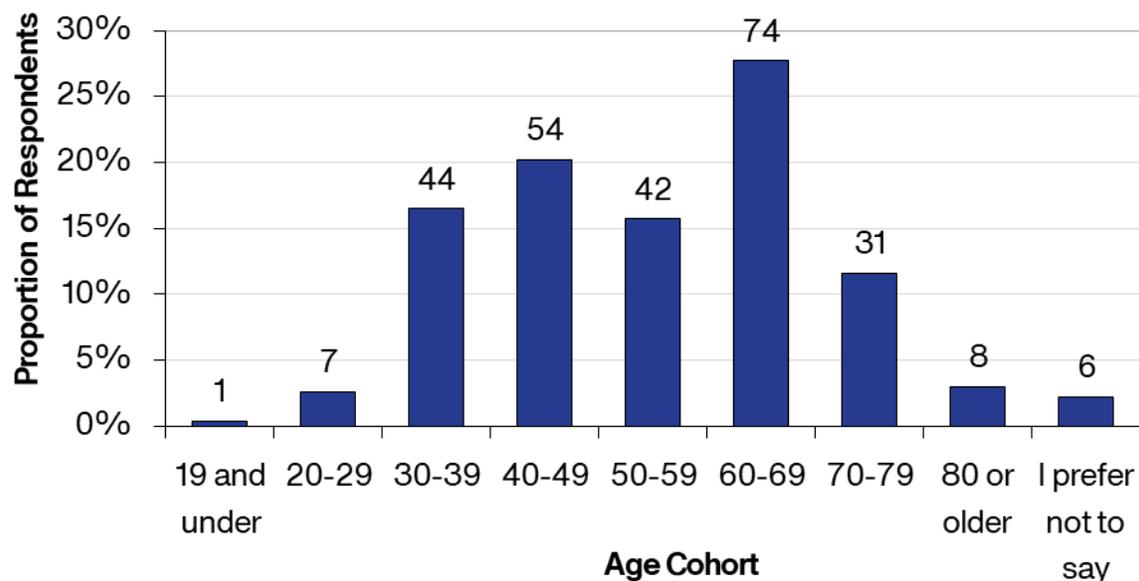
3. Survey Participation

This section describes the respondent location and age cohort information to provide insight into how representative the survey participants were of the Middlesex Centre population.

3.1 Age Cohorts

The survey respondents included representatives of all age cohorts, as shown in Exhibit 3.3. The distribution of respondents across age cohorts is also compared to the distribution of 2021 Census population for adults aged 20 or older. Those in the age 60–69 cohort were especially active in the survey, representing 28% of survey respondents, but 19% of the population age 20 or older. Meanwhile those in the age 20–29 and age 80-plus cohorts are considerably under-represented.

Exhibit 3.1: Survey Participation by Age Cohort



Note: the number of responses is shown above each bar.

Exhibit 3.2: Survey Participation and 2021 Census Populations by Age Cohort

Age Cohort	Survey Participants	%	Middlesex Centre 2021 Census Population	%	Ratio of Survey to Census Percentages
20-29	7	3%	1,665	12%	0.23
30-39	44	17%	2,025	14%	1.17
40-49	54	21%	2,600	19%	1.12
50-59	42	16%	2,750	20%	0.82
60-69	74	28%	2,605	19%	1.53
70-79	31	12%	1,670	12%	1.00
80+	8	3%	705	5%	0.61
Total Age 20+	260	100%	14,020	100%	1.00

The next two sections summarize the multiple-choice and open-text responses to questions. No attempt has been made to adjust for any biases by weighting responses differently based on the respondent location or age. Given the diversity of age groups represented among survey participants, the location of participants in the municipality’s various settlement areas, and the large rural base in

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

Middlesex Centre, the open-text responses included a wide range of opinions and concerns. The quantitative multiple-choice response summaries and the number of comments on a particular topic will be informative but will not necessarily result in a definitive study direction.

3.2 Respondent Location

Participants were asked, “**Please tell us where you live**”, with a multiple-choice listing of location responses to select from. Location information was required information for the survey.

A total of 256 participants (96%) live in Middlesex Centre, 5 (1.9%) in the City of London, 4 (1.5%) in Middlesex County and one in Munsee-Delaware First Nation (Exhibit 3.1). Exhibit 3.2 shows a finer distribution of respondent home locations for those who live in Middlesex Centre.

Exhibit 3.3: Location Distribution of Survey Participants

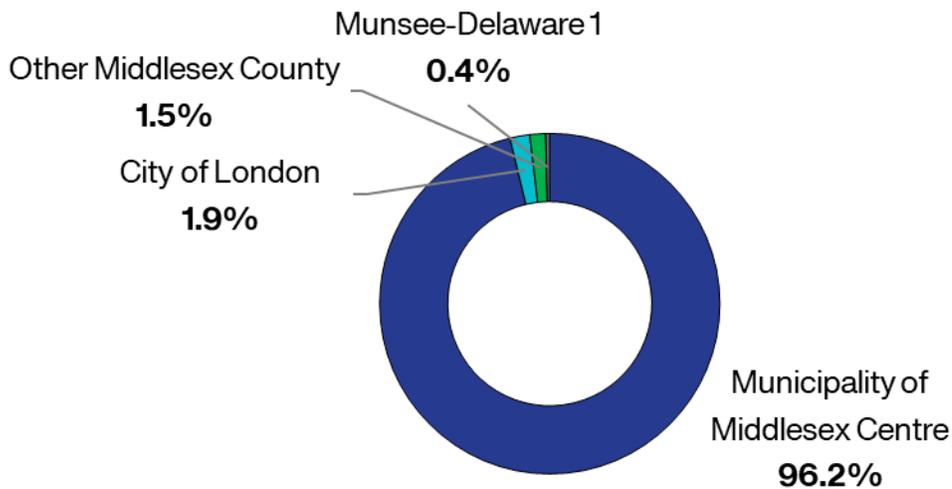
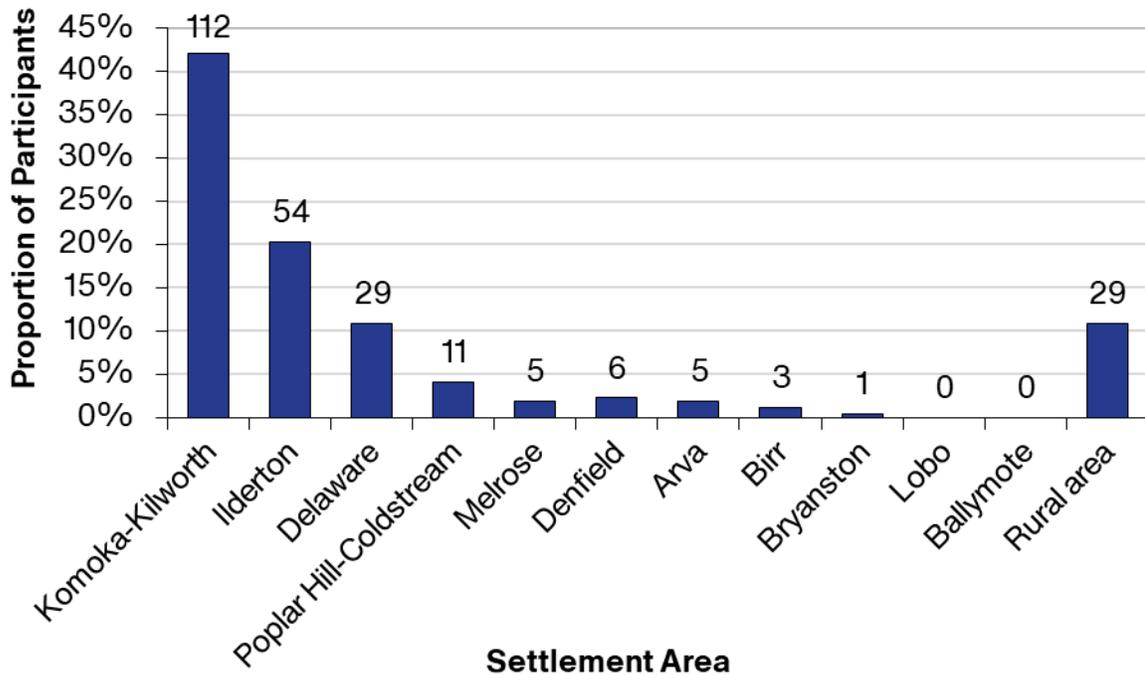


Exhibit 3.4: Middlesex Centre Participant Home Location Distribution



Note: the number of responses is shown above each bar.

The Middlesex Centre settlement areas with the largest proportion of residents participating were Komoka-Kilworth (112 participants or 42% of Middlesex Centre responses), Ilderton (54 participants or 20%) and Delaware (29 participants or 11%). In 2016, these settlement areas represented 26%, 20% and 9% of the Middlesex Centre population, respectively. This shows that Komoka-Kilworth respondents represent a much higher proportion of Middlesex Centre respondents compared to the population (42% vs. 26%) – residents may be particularly concerned about transportation issues in this rapidly growing area.

The survey also included responses from all remaining settlement areas except for Lobo and Ballymote. A total of 29 responses (9%) were from residents of the rural area within Middlesex Centre.

4. Survey Findings on Draft Transportation Vision and Goals

This section summarizes responses to questions about the draft transportation Vision and Goals prepared for this study.

Appendix B provides a full listing of the open-text survey comments, grouped and sorted by key message.

4.1 Draft Vision Statement

The draft transportation vision broadly states the TMP’s aspirations and the desired future state of the transportation system in Middlesex Centre, as follows:

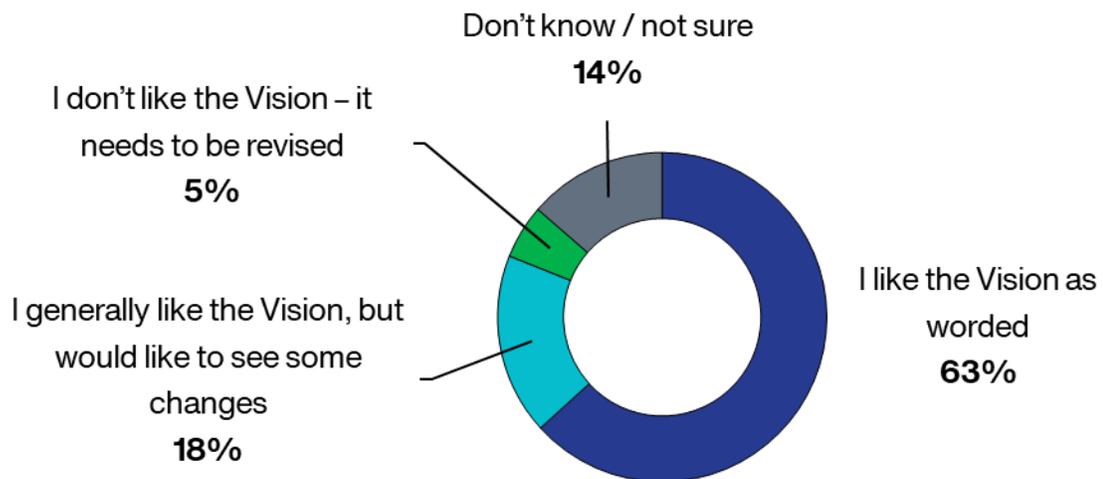
Transportation networks and services will support a strong quality of life and prosperity in Middlesex Centre, providing the connectivity needed for all residents, businesses and visitors to access our rural landscape and urban amenities safely, efficiently, and in an environmentally and financially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

Survey participants were asked, **“Do you think this is an appropriate transportation vision for the Municipality of Middlesex Centre?”**.

As shown Exhibit 4.1, 81% of respondents liked (63%) or generally liked (18%) the vision as worded, while 5% did not like the vision and 14% did not know or were not sure. A total of 23% would like to see at least some degree of change made to the vision.

Exhibit 4.1: Response to Draft Vision Statement

Do you think this is an appropriate transportation Vision for the Municipality of Middlesex Centre? (Select one)



INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

Participants were also asked, **“Please provide any comments you may have about how the transportation vision could be improved.”**

Some of the more common responses were as follows:

- Specify connectivity beyond Middlesex Centre, especially London (8 responses);
- Clarify what is meant by terms in the vision, especially “environmentally sustainable”, “financially sustainable”, “efficiently” (6 total responses);
- Growth in the municipality needs to be controlled/managed (4);
- A vision is not necessary (but action is) (4);
- More specificity is needed (3);
- Remove “visitors” – they are secondary to the needs of residents (3);
- Remove “prosperity” (2);
- Emphasize safety (2);
- Public transit is needed (2);
- Specify active transportation (2);
- Specify maintaining natural green spaces and forests (2); and
- Specify additional items (e.g. “greener” transportation”, “sustainable quality of life”, access to trails, wildlife impacts, movement of farm goods on roads) (5).

Key Take-Aways

The survey findings have the following implications for the TMP vision:

- There is general support for the vision, with 81% of respondents liking or generally liking the vision as worded.
- It would be helpful to further explain the need for a vision.
- Suggestions for revising the vision should be considered in refining and explaining the vision, especially:
 - reflecting the importance of external connections, especially to London;
 - reflecting the importance of managing growth;
 - reflecting strong interest in preserving the environment; and
 - reflecting the priority of residents over visitors.
- The vision should also use simpler and more specific wording where possible and/or ambiguous terminology should be clearly explained.

4.2 Draft Goals

The TMP goals are intended to follow from the vision and provide more specific guidance for the development of recommended infrastructure projects and supporting policies to be put forward as part of the TMP. Evaluation criteria will be developed that will correspond directly to the goals and used as part of the alternative solutions evaluation process. Therefore, it is important that the goals align with what the residents and stakeholders in Middlesex Centre envision for the transportation system.

Listed in no particular order, the draft goals are as follows:



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



Promotes Healthy Mobility: Improves local mobility options for daily living and supports the development of complete communities.



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.



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.



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.



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

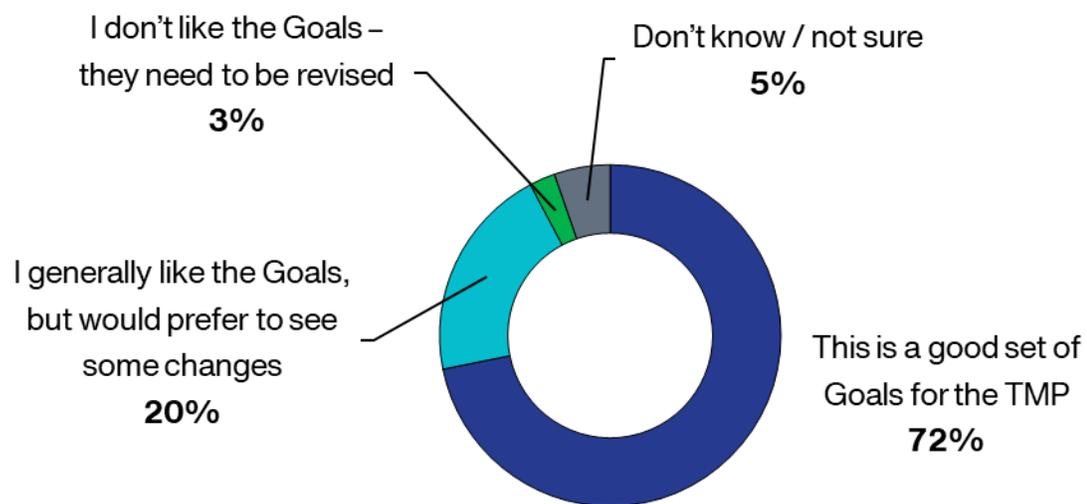
Survey participants were asked, **“Do you think this is an appropriate set of goals to guide the development of transportation recommendations for Middlesex Centre?”**. Responses to this question are summarized in Exhibit 4.2.

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

In total, 92% of survey participants showed support for the draft TMP goals, indicating that they either agreed that the listed goals were good for the TMP (72%) or that they generally liked the goals but would like to see some changes (20%). Only 3% responded that they did not like the goals and thought they need revision, and 5% did not know or were not sure.

Exhibit 4.2: Response to Draft Goals

Do you think this is an appropriate set of Goals to guide the development of transportation recommendations for Middlesex Centre? (Select one)



Survey participants were also asked, **“Please provide any comments you may have about how the transportation goals for Middlesex Centre could be improved.”** Open-text responses are summarized below, with the number of related comments indicated in parentheses.

- General comments:
 - Consider road maintenance (3 responses);
 - Consider noise impacts and other external traffic impacts (3);
 - Respect personal freedoms in travel (2); and
 - Increased clarity/specificity and less overlap are needed.
- Goal 1: Provides Safe and Efficient Connectivity:
 - Specify connectivity to London and beyond (9); and
 - Clarify what this goal means (2).

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

- Goal 2: Promotes Healthy Mobility:
 - Clarify what this means; and
 - Specify “safe and accessible walking and” mobility options.
- Goal 3: Preserves Local Character:
 - Clarify what this means and how this could be measured; and
 - The municipality’s rural setting is important.
- Goal 4: Protects the Natural Environment:
 - Strengthen the goal:
 - This needs to be the priority;
 - Stronger language is needed;
 - Remove “can” from “can reduce greenhouse gas emissions”;
 - Specify increasing use of renewable energy; and
 - Include safe wildlife crossings.
 - Moderate the goal:
 - Avoid the word “minimize” (e.g. use “reduce”);
 - Reducing greenhouse gas emissions is politically driven;
 - Consider changing language to “reduces anthropogenic pollutants”; and
 - Note that Canada’s climate change/carbon footprint is minimal.
- Goal 5: Supports Local Industry:
 - Agriculture requires adequate roads; and
 - Serving people travelling to/from London is also important to industry.
- Goal 6: Exercises Fiscal Responsibility:
 - This should be the top priority.

Key Take-Aways

The survey findings have the following implications for the TMP goals:

- There is general support for the draft goals, with 92% of respondents agreeing that this is a good set of goals or generally liking the goals.
- Clarification of the goals would be appreciated, along with increased specificity, reduction of overlap where it may exist between goals, and an indication of how these goals would be measured and prioritized.
- Goal 1 needs to reflect the importance of connectivity beyond Middlesex Centre, especially to/from London.

- Goal 4 has mixed reactions, with some respondents wanting this goal to be strengthened, while others are skeptical of potential heavy-handed actions implicated in this goal.
- Goal 5 especially needs clarity as to how it would be measured.

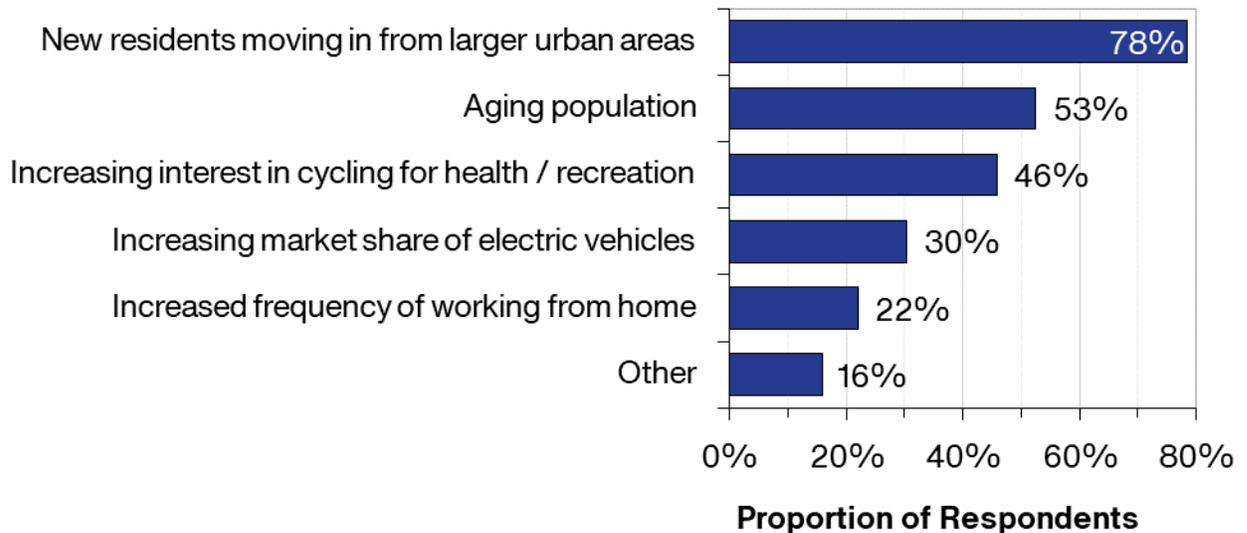
5. Survey Finding on Transportation Needs, Issues and Opportunities

5.1 Changing Travel Needs

Survey participants were asked, **“In your opinion, what are the most significant ways that you anticipate travel needs and transportation will change in Middlesex Centre in the future?”**. The response distribution is summarized in Exhibit 5.1.

Exhibit 5.1: Response to Changing Travel Needs

In your opinion, what are the most significant ways that you anticipate travel needs and transportation will change in Middlesex Centre in the future?
(Select all that apply)



The most frequently selected responses were:

- “New residents moving in from larger urban areas”, with 78% of participants choosing this response;

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

- “Aging population” was the next most common response, selected by 53% of survey participants;
- “Increasing interest in cycling for health and recreation”, selected by 46%.

Among those who provided an “other” response were the following comments:

- Increasing building/housing and urban sprawl (7 responses);
- Increasing road traffic and congestion (6);
- Aging road infrastructure not adequate to meet the growing demand (2);
- An increasing number of pedestrians (7);
- Increasing cycling and walking (2); and
- Increasing desire for transit connections to London (2).

Key Take-Aways

The survey findings indicate that the TMP must consider the following as among the top travel and transportation changes to anticipate for the future:

- Population growth is top of mind as a key driver of transportation changes, especially the increasing traffic and congestion that can result. The TMP must show that these impacts will be addressed.
- The aging population is another factor that needs to be considered. For example, aging adults may have increased difficulty in driving, or choose not to drive, and so there is an increased need to have alternative transportation options.
- With increasing population and with some of this increase coming from people who previously lived in urban areas, there will be an increasing desire to cycle and to walk. These modes can also serve to better address the transportation needs of younger age cohorts in Middlesex Centre.

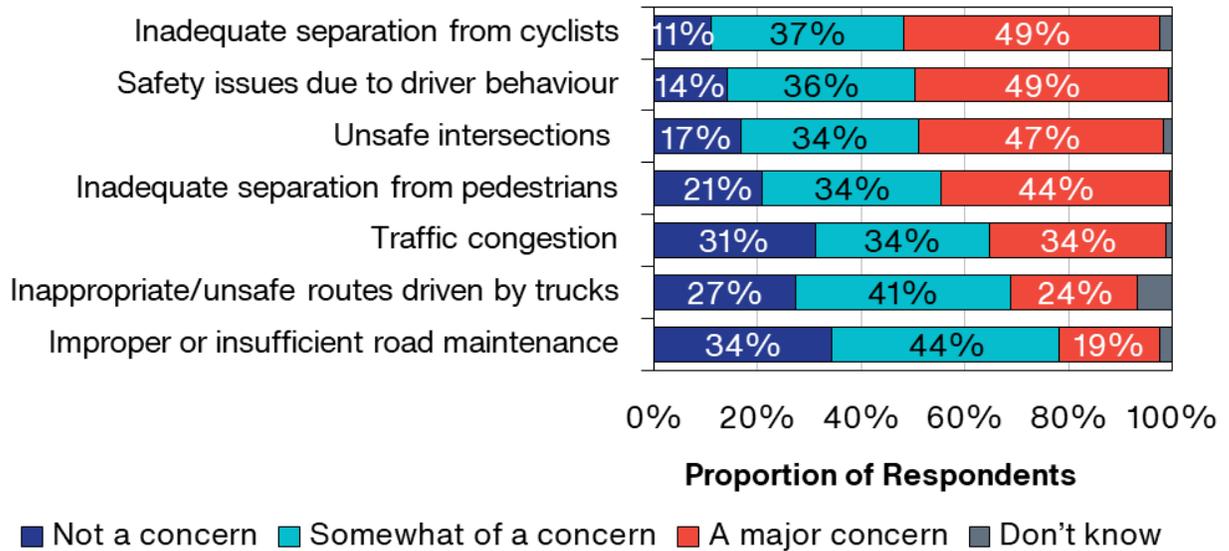
5.2 Road Network

Having a clear understanding of the concerns regarding the road network in Middlesex Centre is essential to developing a safe and efficient transportation system that responds appropriately to these issues.

Survey participants were asked about their level of concern regarding potential issues as they relate to roads under the Municipality of Middlesex Centre jurisdiction. The response distributions are shown in Exhibit 5.2.

Exhibit 5.2: Response to Road Network Concerns

As a driver or passenger, how concerned are you about the following potential issues as you travel on roads that are the responsibility of the Municipality of Middlesex Centre?



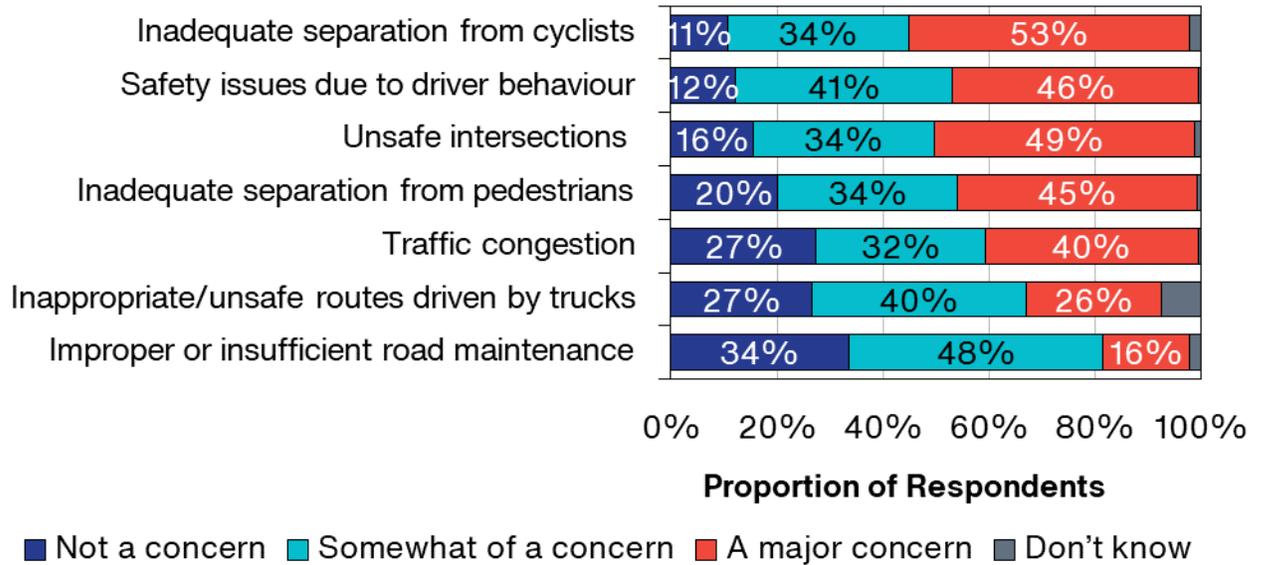
All of the listed potential issues were identified as “a major concern” or “somewhat of a concern” by a total of 63% of respondents or more. The potential issues that were most often selected as being a major concern were as follows:

- Safety issues due to driver behaviour (49%);
- Inadequate separation from cyclists (also 49%);
- Unsafe intersections (47%); and
- Inadequate separation from pedestrians (44%).

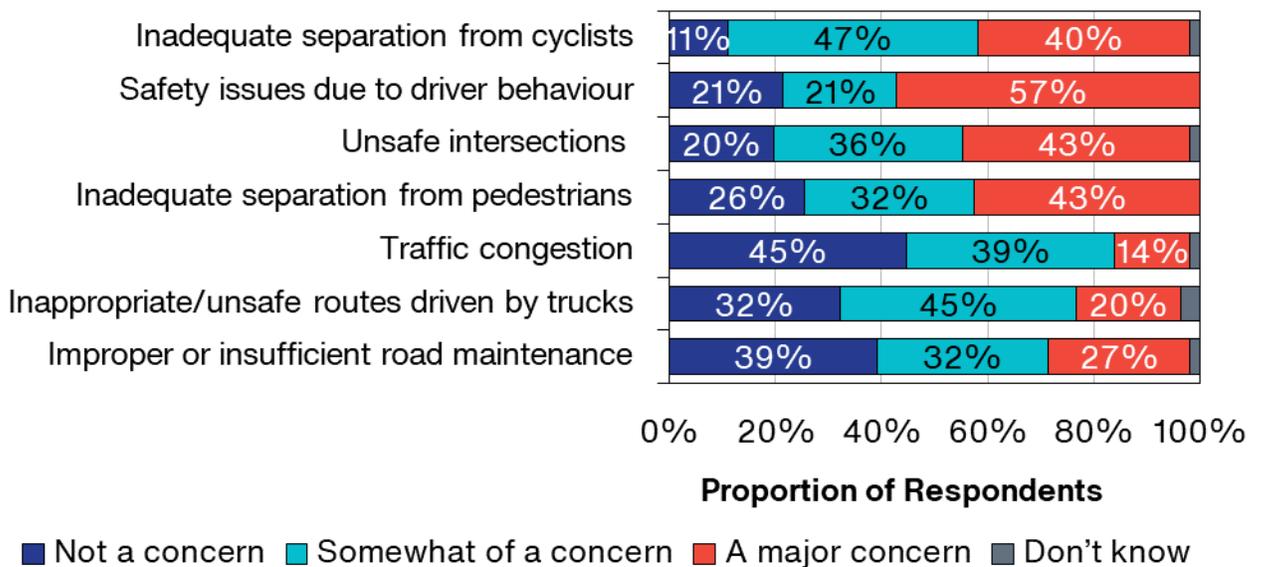
Exhibit 5.3 examines the level of concern with the road network by location type, showing the distribution of responses by those who live within Middlesex Centre’s largest three settlement areas (Komoka-Kilworth, Ilderton and Delaware), which represents 73% of respondents, separately from those of Middlesex Centre residents who live outside of these areas, representing 22% of respondents (the remaining respondents residing outside of Middlesex Centre).

Exhibit 5.3: Response to Road Network Concerns – by Middlesex Centre Location
As a driver or passenger, how concerned are you about the following potential issues as you travel on roads that are the responsibility of the Municipality of Middlesex Centre?

A. Middlesex Centre Respondents Within Largest Three Urban Settlements



B. Middlesex Centre Respondents Outside of Largest Three Urban Settlements



INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

Within both area types, the top four concerns remain the same.

Within the largest Middlesex Centre urban areas, significantly more respondents indicate a major concern with inadequate separation from cyclists – 53% vs. 40% outside of these areas. Traffic congestion is a much more significant concern within the largest urban areas as well, with 40% noting this as a major concern, compared to 14% outside of the largest urban areas.

Of least concern to participants within the largest urban areas was improper or insufficient road maintenance, with 16% noting this is a major concern; however, outside of the three largest settlements, this proportion increased to 27% of respondents.

Outside of the largest three settlements, the potential issue of greatest concern was safety issues due to driver behaviour, with 57% of respondents noting this to be a major concern, compared to 46% of respondents within the largest urban areas.

Survey participants were also asked, **“Please share any comments you may have about the above issues or other potential issues you may experience with the Middlesex Centre road network.”**

This question elicited many wide-ranging responses, providing great insight into concerns with the road network in Middlesex Centre. In addition to concerns about roads under Middlesex Centre jurisdiction, the responses included many concerns about County roads due to their high traffic levels and speeds, including County road intersections with municipal roads. While some of these reported County road concerns are outside of the control of the Municipality of Middlesex Centre, the Municipality can work with the County and advocate for addressing these concerns.

Among the concerns specified are the following:

- General concerns:
 - Transportation needs to keep up with growth (especially Komoka-Kilworth and the resulting through traffic) (6 responses);
 - Gravel roads need upgrading/paving (6) and better maintenance (2);
 - Wider roads or shoulders are needed for farm equipment, cyclists, etc. (5);
 - Maintenance concerns (winter maintenance, rail crossings, paint) (4);
 - Roundabouts should be considered (3); and
 - Increased enforcement is needed (speeding, truck routes, construction vehicles, parking) (5).

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

- Cycling:
 - Cycling infrastructure is needed (specific examples included Komoka-Kilworth to London and Ilderton to London connections) (7);
 - Cyclist safety/operations concerns (4); and
 - Cycling lanes are NOT needed (3).
- Komoka-Kilworth:
 - Glendon Drive (CR 14) – road access concerns (8), congestion issues (2) and safety concerns;
 - Safety/operations concerns at Five Corners (6);
 - Speeding concerns (including Union Ave, Westbrook Dr and Glendon Drive (5); and
 - A safe pedestrian path and crossing of Glendon Drive is needed (2).
- Ilderton:
 - Hyde Park Rd (CR 20) at Heritage Dr - pedestrian crossing concerns (4);
 - Ilderton Rd (CR 16) needs safe pedestrian crossings (2), together with other access/safety concerns; and
 - A school within a 90 km/h zone on Ilderton Rd (CR 16) is problematic.
- Delaware:
 - Speeding concerns (especially Longwood Rd/CR 2) (6);
 - Pedestrian safety concerns at Longwoods (CR 2) and Springer/Victoria (6);
 - continuous sidewalks (and road lighting) are needed (2); and
 - Longwoods (CR 2) and Gideon (CR 3) turning concerns.
- Rural intersection operations concerns:
 - Coldstream Rd and Oxbow Dr;
 - Ilderton Rd (CR 16) and Nairn Rd (CR 17);
 - Oxbow Rd and Nairn Rd (CR 17); and
 - Sunningdale Rd W and Denfield Rd.

Key Take-Aways

The survey findings have the following implications relating to concerns with the road network to work toward addressing in the TMP:

Safety issues due to driver behaviour such as speeding are a top concern in Middlesex Centre, with 49% of respondents overall noting this as “a major

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

concern". Increased enforcement or other measures are desired to mitigate these issues.

Two specific roadways of concern for speeding were County roads - Longwoods Road (CR 2) through Delaware and Glendon Drive (CR 14) through Komoka-Kilworth. Both County roads connect directly to Highway 402 interchanges, so drivers accustomed to the 110 km/h speed limit on Highway 402 may especially have difficulty slowing down to arterial road speeds.

Inadequate separation between vehicles and cyclists is also a top concern among survey participants. If cyclists are to cycle safely on roads in the municipality, appropriate cycling infrastructure is needed, and priority connections noted include Komoka-Kilworth to London and Ilderton to London. Other participants noted cyclist safety/operations concerns, especially for cyclists not on designated cycling paths, and some were of the opinion that cycling lanes are NOT needed (e.g. there is not enough cycling demand to justify the cost).

Traffic concerns reported in the rapidly growing settlement area of **Komoka-Kilworth** often centre around **Glendon Drive** (CR 14), and include difficulties in access to and from streets and businesses that connect to or face Glendon Drive, the need for safe pedestrian walkways and crossings. Middlesex County has developed a plan for widening Glendon Drive, adding active transportation facilities and other improvements along the Glendon Drive corridor that will address many of the stated concerns.

Pedestrian road crossings were cited as a concern. Two specific locations with inadequate and ambiguous pedestrian crossings were in Delaware across Longwoods Drive (CR 2) at Springer Road/Victoria Street and in Ilderton across Hyde Park Road (CR 20) at Heritage Drive. Both locations have school crossing signage only, which only gives pedestrians the right of way when a crossing guard is present. A safe pedestrian crossing between Komoka and Kilworth across Glendon Drive is also desired.

Road maintenance is more of a concern among residents outside of the largest urban centres. Specific concerns were most often expressed relating to gravel roads (better dust suppression, wider road widths or paving needed).

5.3 Cycling

Survey participants were asked, “Which of the statements below best describes your confidence level as a cyclist?”. The following options were provided:

- **Highly confident:** I am comfortable riding on most roads including roads with higher traffic volumes and speeds.
- **Somewhat confident:** I am generally comfortable cycling on roads with cars but prefer to cycle on dedicated cycling facilities.
- **Interested but concerned:** I am open to cycling, but uncomfortable sharing the road with cars without dedicated cycling facilities.
- **Non-cyclist:** I do not and likely never will cycle.

The response distribution is shown in Exhibit 5.4. Responses were also grouped by age cohort in Exhibit 5.5.

Exhibit 5.4: Response to Cycling Confidence Level

Which of the statements below best describes your confidence level as a cyclist?

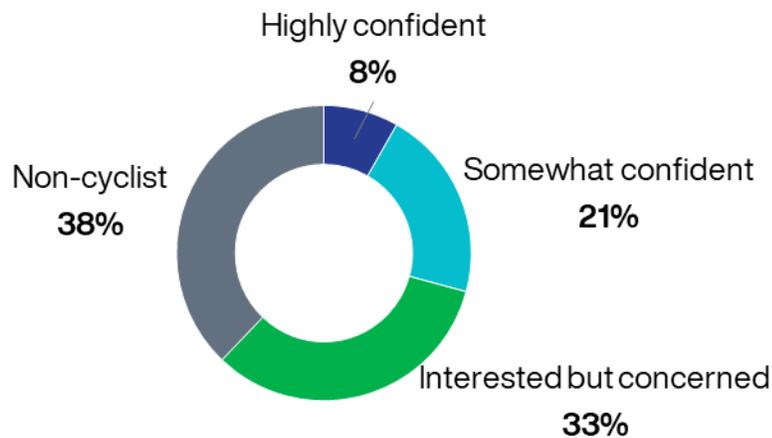
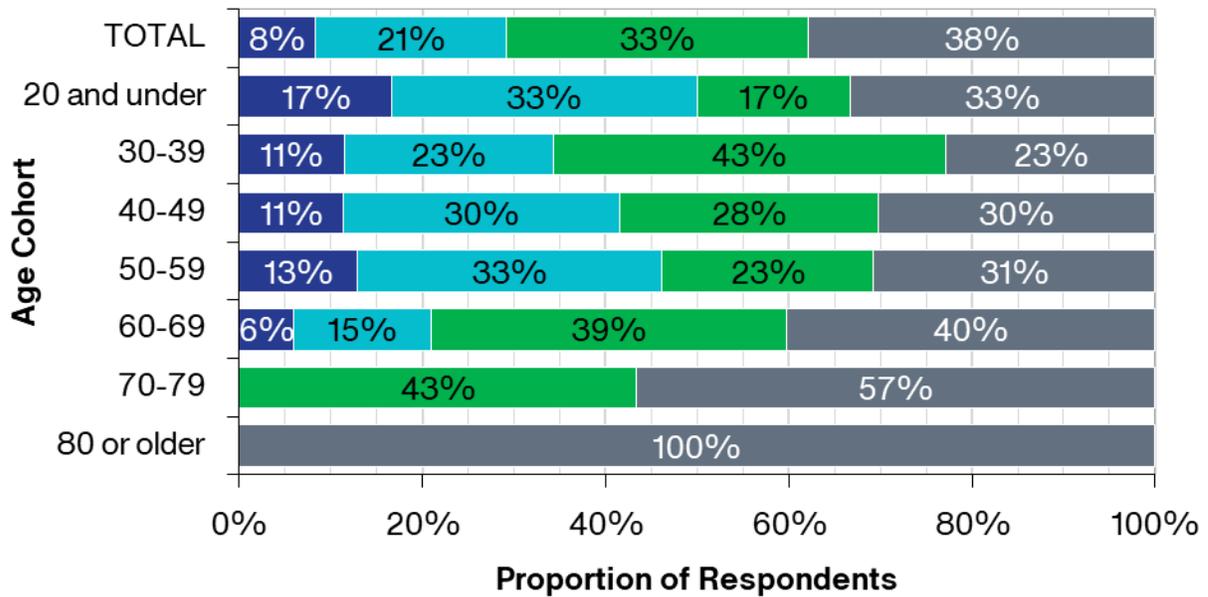


Exhibit 5.5: Response to Cycling Confidence Level by Age Cohort

Which of the statements below best describes your confidence level as a cyclist?



■ Highly Confident ■ Somewhat Confident ■ Interested But Concerned ■ Non-Cyclist

Overall, 62% of respondents indicated some degree of cycling confidence, while 38% indicated that they were non-cyclists. Among cyclists, approximately half indicated that they were “interested but concerned” (33% of total responses), one third were “somewhat confident” (21% of total responses), and 13% were highly confident (8% of total).

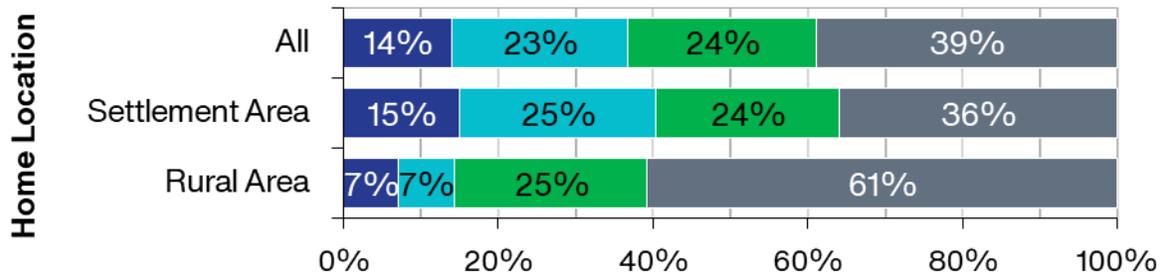
Cycling confidence levels vary with age cohort. The proportion of respondents who indicated some degree of cycling confidence was highest for those aged 30-39 (77%), decreasing with age to 0% cyclists aged 80 or older.

Respondents aged 20 or younger responded as being “highly confident” most often across age cohorts, at 17%.

Survey participants were then asked, “Which statement below best describes how often you typically cycle during Spring, Summer and Fall?” The response distribution is shown in Exhibit 5.6, indicating total responses, responses of residents in settlement areas, and of those in rural areas separately.

Exhibit 5.6: Response to Cycling Frequency

Which statement below best describes how often you typically cycle during Spring, Summer and Fall? (Select one)



Proportion of Responses by Home Location Type

- I cycle frequently (more than once per week)
- I cycle occasionally (up to once per week)
- I cycle infrequently (no more than a few times per year)
- I do not cycle

Overall, 37% of respondents cycle frequently (multiple times per week) or occasionally (up to once per week), and another 24% cycle infrequently. These proportions are much lower for those living in rural areas, where only 14% of survey respondents in rural areas indicated that they cycle frequently or occasionally, and 61% do not cycle at all.

Survey participants were also asked, **“For what reasons do you cycle? Select all that apply.”** Results are summarized in Exhibit 5.7.

The most common reason selected for cycling is for recreational purposes (57% of respondents), followed by cycling to get to/from shopping, errands, etc. (17%). This indicates that Middlesex Centre residents who cycle generally view cycling as a form of recreation or leisure, as opposed to a form of transportation or for utilitarian purposes.

Survey participants were asked, **“What factors would encourage you to cycle more often? Select all that apply?”**. Results are summarized in Exhibit 5.8.

Exhibit 5.7: Responses for Reasons for Cycling

For what reasons do you cycle? (Select all that apply)

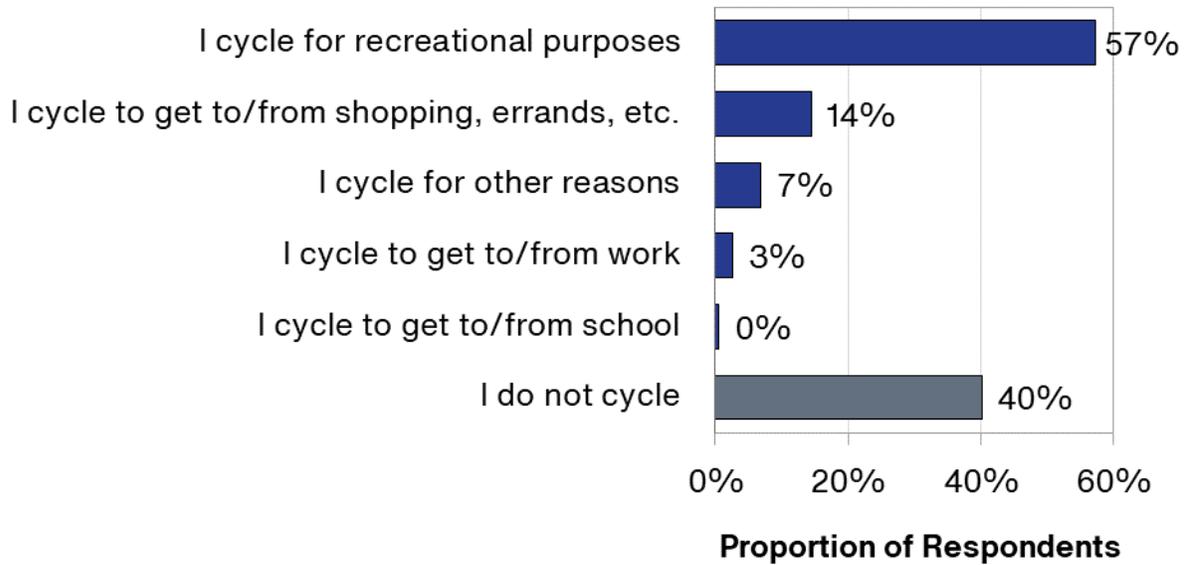
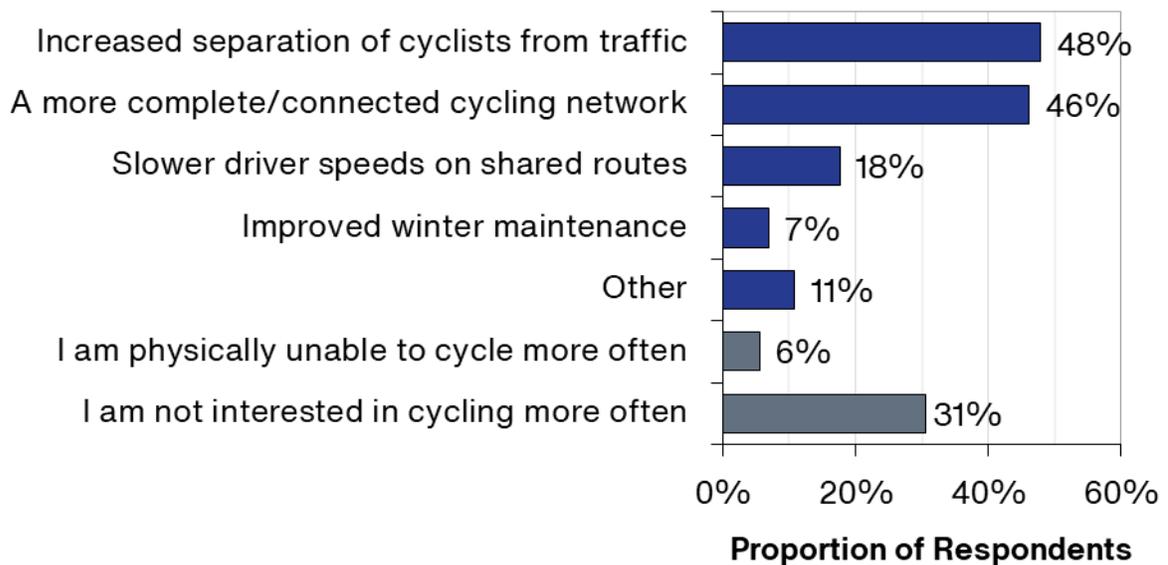


Exhibit 5.8: Response to Factors to Encourage Cycling

What factors would encourage you to cycle more often? (Select all that apply)



A total of 31% of survey respondents indicated that they were not interested in cycling more often, and 6% indicated that they were physically unable to cycle

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

more often. Among those that would be interested and able to cycle more often, the most commonly-selected factors to encourage them to do so were as follows:

- Increased separation of cyclists from traffic (48%); and
- A more complete and connected cycling network (46%).

Other factors selected included:

- Slower driver speeds on shared routes (18%);
- Winter maintenance (7%); and
- Other (11%).

Among the descriptions of “other” responses were the following factors:

- Cycling lanes/paved shoulders are needed (on main roads/to connect communities) (3 responses);
- Safe bicycle storage is needed (2);
- Kilworth bridge is dangerous for both cyclists and pedestrians;
- Cycling to Ilderton school is not currently allowed; and
- Add bike lanes to roads when they are being upgraded.

The “other” responses included other comments about cycling, including the following:

- Adding cycling infrastructure is NOT of value (4 responses);
- Cyclist behaviour concerns (4);
- Cycling on roads is dangerous (4); and
- Prioritize supporting walking over supporting cycling.

Key Take-Aways

Among survey respondents, only 62% of residents are cyclists, with varying degrees of confidence, while 38% are non-cyclists. Approximately half of those who cycle are “interested but concerned” – uncomfortable sharing the road with cars or cycling without dedicated cycling facilities. The age group most likely to be cyclists were 30-39 year-olds, decreasing with age, with no survey respondents over age 80 cycling. Those who are over 60 are much less likely to be highly or somewhat confident cyclists.

Of the survey respondents that do cycle, only 14% cycle frequently, and most indicated that they cycle primarily for recreation. Residents who live in settlement

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

areas in Middlesex Centre are much more likely to cycle than those who live in rural areas (62% vs. 39%) – factors likely include the shorter distances between activities and slower vehicle speeds within settlement areas. Noting that cycling is often seen as a recreational activity in Middlesex Centre, access to recreational cycling opportunities is also an important consideration.

The TMP can work toward creating a more complete/connected cycling network that increases separation of cyclists from motorized traffic to improve cyclist safety and encourage increased cycling among Middlesex Centre residents and visitors who cycle. Key cycling facilities to consider include connections between Middlesex Centre’s larger urban settlement areas and the City of London (working with Middlesex County), though protected cycling facilities within the settlement areas would also facilitate use of cycling for shorter utilitarian trips as well as an alternative to cycling.

5.4 Walking

Survey participants were asked, “**What factors would encourage you to walk to local destinations more often? (Select all that apply)**”. The response distribution is shown in Exhibit 5.9.

Overall, the factors most frequently selected to support increased walking among survey participants were as follows:

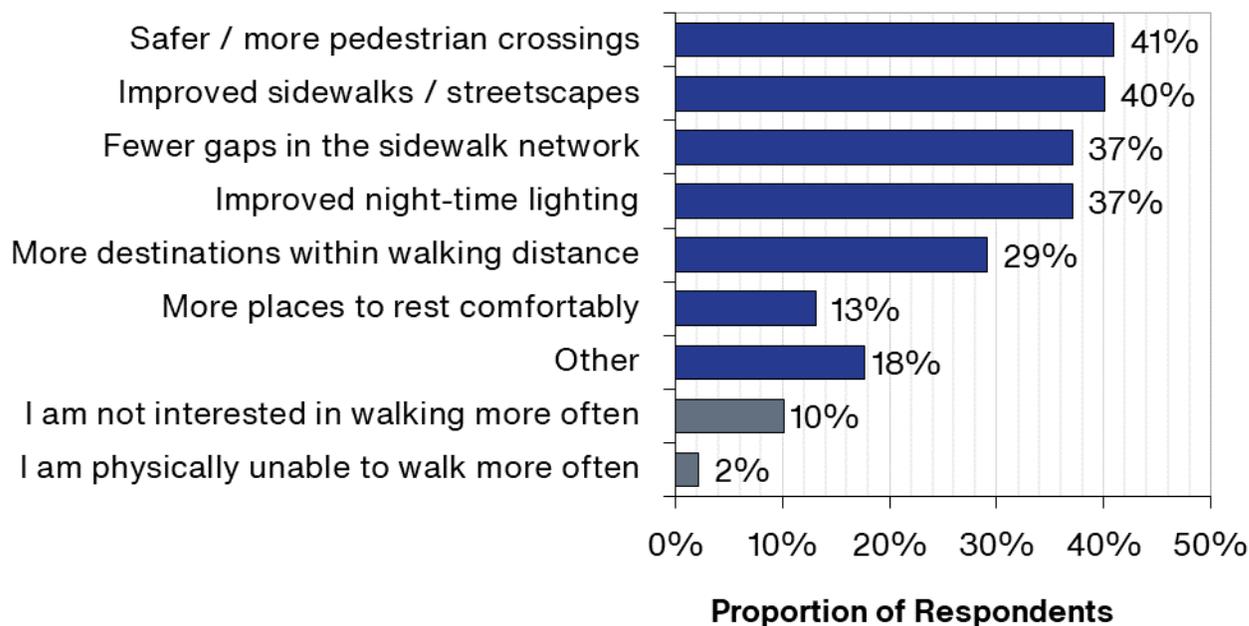
- Safer/more pedestrian crossings (41%);
- Improved sidewalks / streetscapes (40%);
- Fewer gaps in the sidewalk network (37%); and
- Improved night-time lighting (37%).

A total of 12% of respondents indicated that they were either not physically able or are uninterested in walking more often.

Exhibit 5.9: Response to Factors that Encourage Walking

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

(Select all that apply)



Other factors selected included the following:

- More destinations within walking distance (29%);
- More places to rest comfortably (13%); and
- Other (18%).

Among the descriptions of “other” responses were the following factors:

- Komoka-Kilworth: Glendon Dr (CR 14) needs walkway and safe pedestrian crossing (5 responses) and sidewalks are needed to walk to the Komoka Wellness Centre (2);
- More sidewalks/trails are needed (4);
- Supporting walking/trails is important (2);
- It is too dangerous to walk along high-traffic roads (2);
- Slow down vehicles to improve pedestrian safety (2);
- Street lighting is needed in Kilworth;
- Better dust control is needed on gravel roads; and
- It is too dangerous to walk on rural roads.

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

The “other” responses included other comments about walking, including the following:

- No issues in walking overall (5), in Ilderton (2) or in Old Kilworth (1);
- Sidewalks are NOT needed in general (1), in established neighbourhoods (3), in the Heritage subdivision in Ilderton (1) or in Kilworth (1);
- No need to promote/support walking (2); and
- Distances are too far to walk (5).

Key Take-Aways

The need for safer and more pedestrian crossings and improved sidewalks and streetscapes were top factors that would encourage survey participants to encourage walking, followed closely by fewer gaps in the sidewalk network and improved night-time lighting (37%).

Among specific factors noted in “other” responses by participants, most commonly noted was the desire to be able to safely walk across Glendon Drive to connect Komoka and Kilworth neighbourhoods.

However, a portion of respondents also noted that there were no issues with walking overall, and some are opposed to adding sidewalks to support walking, in particular in established residential neighbourhoods.

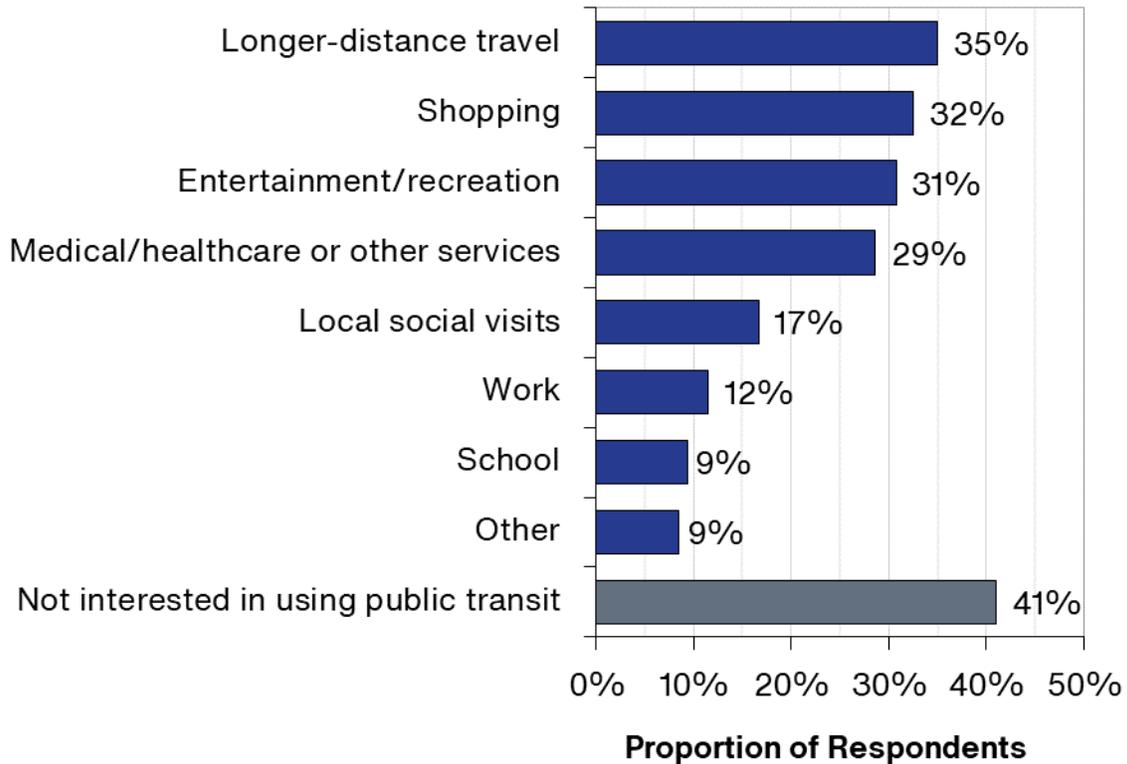
5.5 Public Transit Services

Public transit services are currently not provided by the Municipality of Middlesex Centre, though some inter-municipal routes operated by other municipalities pass through Middlesex Centre. There are also transit services in the nearby City of London.

Participants were asked, “**What types of activities would you be most interested in using public transit services to travel to, if appropriate services were to be provided to your destination in the future?**”. The response distribution is shown in Exhibit 5.10.

Exhibit 5.10: Response to Public Transit Services

What types of activities would you be most interested in using public transit services to travel to, if appropriate services were to be provided to your destination in the future? (Select all that apply)



Note: Some wording of activities has been amended. For complete wording, please refer to Appendix A.

Among survey respondents, 41% indicated that they were not interested in using public transit services.

Among those listed activities, the following were most commonly selected:

- Accessing longer-distance travel, such as passenger rail or the airport (35%);
- Shopping (32%);
- Entertainment or recreational opportunities (31%); and
- Medical, healthcare or related services (29%).

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

While work and school were least likely to be selected, this could be in part due to a higher prevalence of older age cohorts among survey respondents.

Among the 9% of respondents who provided an “other” response were the following comments:

- Transit may be helpful when I am older but not now (3);
- Connections to London/LTC services (2);
- London paratransit services could be expanded to Middlesex Centre
- Bike-carrying transit into London;
- Connections to pub;
- Connections to trails or parks;
- Comments against municipal public transit in Middlesex Centre:
 - Transit is not cost-effective/realistic for rural communities (4).
 - I do not want public transit (3); and
 - Let the private sector look after transit.

Key Take-Aways

Survey respondents would be most interested in using transit services, should appropriate services be provided, to access longer-distance travel (e.g. London’s airport and passenger rail station), and to access shopping, entertainment/recreation opportunities, and healthcare or related services.

Of the survey participants, 41% indicated that they were not interested in using public transit. Public transit is seen by some residents as something that one might be interested in when older, but not necessary when one is still able to drive. Some do not feel that providing transit services is cost-effective or realistic for rural communities; however, there are various means of providing transit services that are more suitable to lower-demand connections such as on-demand services, with potential fixed route services connecting larger settlement areas.

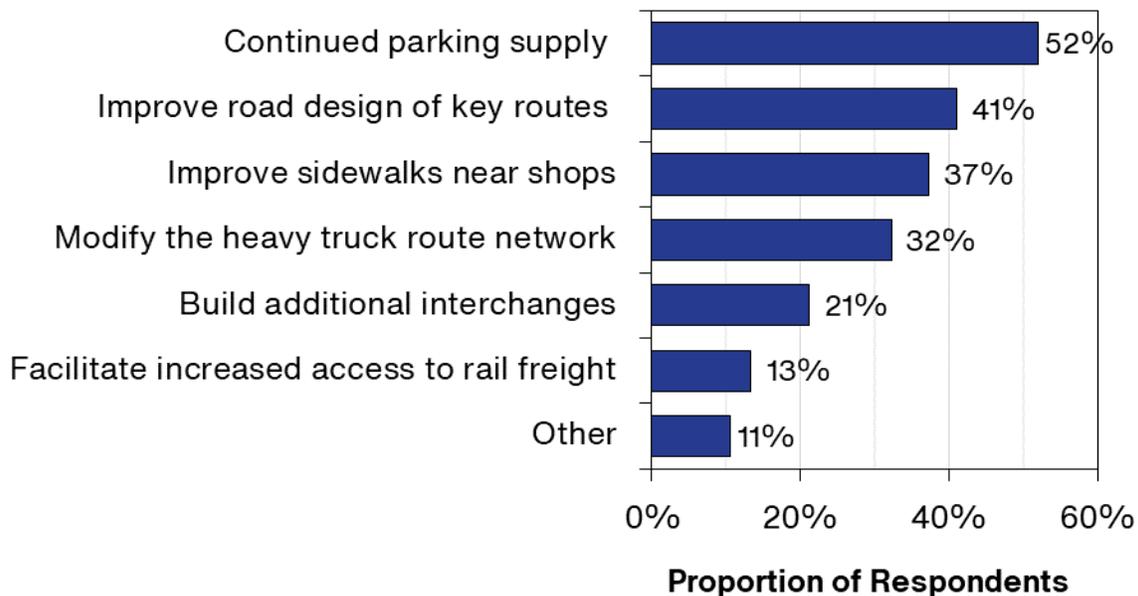
The TMP can support transit services, either directly or in partnership with Middlesex County or other municipalities, that are appropriate to transit ridership demand levels, and prioritizing connectivity to nearby inter-regional travel hubs as well as key shopping, entertainment and health care opportunities. While many Middlesex Centre residents will elect to continue to drive between locations, transit services can provide important alternatives especially for those for whom driving may not be an option.

5.6 Supporting Local Business

Survey participants were asked, “**In your opinion, what are the most important ways that Middlesex Centre can support local businesses and better support / manage goods movement?**”. The distribution of survey responses is shown in Exhibit 5.11.

Exhibit 5.11: Response to Ways to Support Local Business

In your opinion, what are the most important ways that Middlesex Centre support local businesses and better support/manage goods movement?
(Select all that apply)



The most commonly selected responses included the following:

- Continued parking supply, selected by 52% of respondents;
- Improving road design of key routes, 42%;
- Improved sidewalks near shops, 37%; and
- Modify the heavy truck route network, 32%.

Among the 11% of respondents who provided an “other” response were the following comments:

- The ability for businesses and agriculture to operate and move goods needs to be a Municipality priority;

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

- Address Glendon Rd (CR 14) congestion/improve access to businesses (2);
- Provide paths and sidewalks to access local businesses (e.g. Kilworth-Komoka walking connection) (3);
- Bring commercial businesses into towns (e.g. grocery in Ilderton) (2);
- Continue free on-street parking;
- Truck route comments:
 - Reduce traffic on local roads/direct trucks to main roads;
 - Pave Denfield Rd to Ilderton Rd (as truck route);
 - Replace the Coldstream Rd rail underpass to accommodate trucks;
- Provide electric vehicle charging;
- Provide transit connections to London;
- A new Hwy 402 interchange does not make sense;
- Increase safety requirements of farm machinery; and
- No issues (2).

Key Take-Aways

Continuing to support local business in Middlesex Centre will help sustain a vibrant local economy. The TMP can include strategies that make accessing shopping and economic opportunities convenient and efficient, and support the movement of goods throughout and beyond the municipality. The ability for businesses and agriculture to operate and move goods is a Municipality priority, to be balanced with the need for supporting healthy communities.

Some survey respondents noted a desire to see more commercial local businesses such as grocery stores, rather than having to shop and run errands farther away. The Municipality could support local businesses through continued parking supply, indicated as a top priority among survey participants. Access to local businesses would also be supported by providing safe pedestrian connections, particularly in the Komoka-Kilworth area.

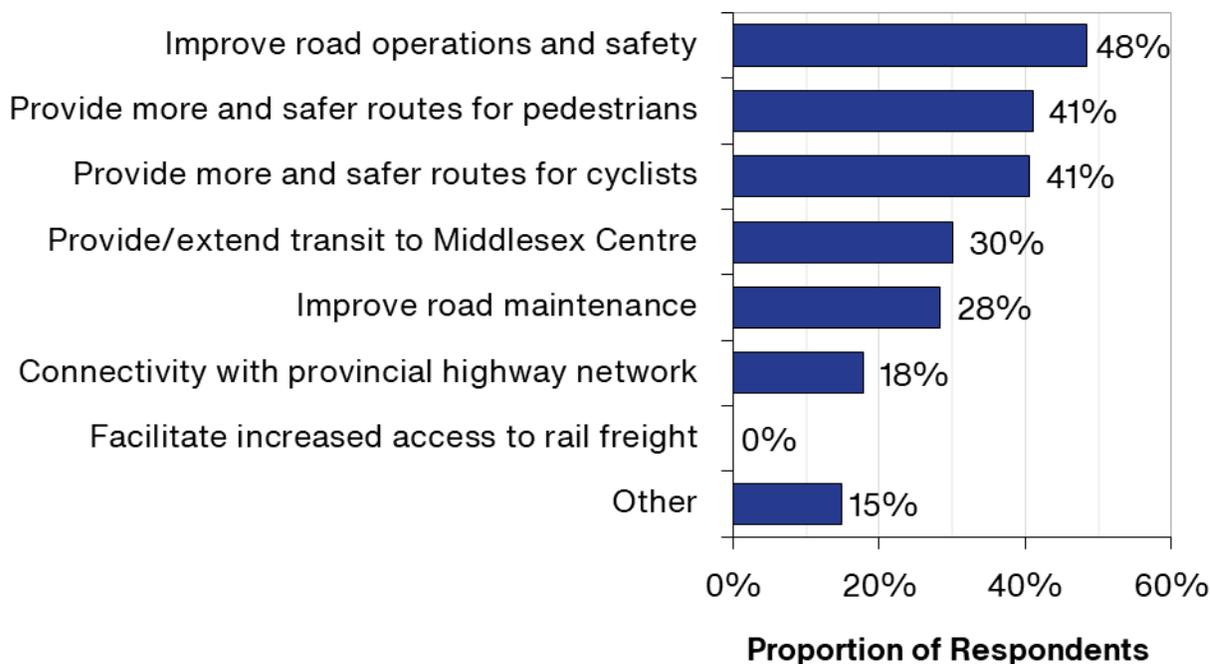
Improving key goods movement routes were also noted, such as paving selected road connections.

5.7 Area of Focus for the Transportation Master Plan

The final question of the survey asked respondents, “**In your opinion, what is the most important transportation issues across travel modes that the TMP needs to address?**”. The distribution of responses is shown in Exhibit 5.12.

Exhibit 5.12: Response to Most Important Issues to Address in TMP

In your opinion, what is the most important transportation issue across travel modes that the TMP needs to address? (Please select no more than three)



The top transportation issue selected for the TMP to address is the need for improved road operations and safety, receiving 48% of responses. This was followed by providing more and safer routes for pedestrians and providing more and safer routes for cyclists, each being selected by 41% of respondents.

Less frequent, but still significant, responses included providing or extending transit to Middlesex Centre (30%), improving road maintenance (28%) and increasing connectivity with the provincial highway network (18%).

Among the 15% of respondents who provided an “other” response were a very wide range of the comments, including the following:

- Address congestion/access concerns on Glendon Rd (CR 14) (4 responses);

INTERIM REPORT PUBLIC OPINION SURVEY SUMMARY

- Address parking violations in Ilderton;
- Address pedestrian safety/crossings in Ilderton;
- Address speeding in settlement areas;
- Better coordination between County and local road needs;
- Consider route redundancy for Glendon Dr (CR 14)/London's Oxford Rd;
- Consider wildlife crossings;
- Continue to support infrastructure for large farm machinery;
- Ensure consistent sideroad widths and standards;
- Hire private contractors to do road repairs more quickly;
- Implement roundabouts (3);
- Improve Glendon Dr bridge crossing;
- Limit residential development (2);
- Note that needs vary across the municipality;
- Pave gravel roads (including Melrose Dr) (2);
- Preserve unique character (Komoka-Kilworth has grown too big);
- Provide a safe pedestrian crossing on Komoka Rd;
- Provide a train station in Komoka;
- Provide off-road cycling routes;
- Provide trail connectivity;
- Provide transit connections to London (and beyond) (2);
- Do NOT provide public transit in Ilderton;
- Support electric vehicle charging (2);
- Widen existing roads; and
- No issues (4).

Key Take-Aways

Improving road safety is the key issue that survey respondents would like to see the TMP address, and this is tied in closely with ensuring safe routes for pedestrians and for cyclists.

Other key issues to address include extending transit to Middlesex Centre, improving road maintenance, and increasing connectivity with the provincial highway network.

A number of specific comments about the above issues and others were also provided, and included consideration of wide-ranging transportation needs and issues across the municipality.

6. Mapping Tool Findings

A mapping tool was also available for participants to share location-specific issues, ideas and opportunities about transportation and travel in Middlesex Centre. Participants were also asked to identify the topic that best matches their comment: Middlesex Centre road, walking, cycling, public transit and other.

The 28 mapping tool inputs by topic received as of April 21, 2023 are displayed in Exhibit 6.1, while Exhibit 6.2 shows inputs for the Ilderton area¹.

The mapping tools align with comments received in the public opinion survey. Comments were mostly about the road network, walking and cycling, and include the following:

- **Komoka Kilworth area:** Glendon Drive (CR 14) traffic and access concerns and the need for a safe pedestrian crossing, and consideration for a roundabout;
- **Delaware Area:** Longwoods Road (CR 2) speeding and safety concerns, especially the pedestrian crossing at Springer Road;
- **Ilderton area:** Hyde Park Road pedestrian crossing concerns; additional safe pedestrian crossings of Ilderton Road (CR 2) and other increased pedestrian route connectivity (e.g. paving the pedestrian connection between Willow Ridge Road and Trillium Court), concern about a lack of any safe pedestrian/cycling connection to Oxbow Public School; drainage issues on municipal and County roads, and a speeding issue on Robert Street;
- **Other cycling:** continuation of London's bike lane along Wonderland Road; and
- **Gravel road upgrades:** these include Eight Mile Road and Fifteen Mile Road at the east end of the municipality.

¹ Six additional inputs were also provided that are not shown on the two exhibits, as they do not relate specifically to transportation. They suggest locations for mixed-use developments, new housing infrastructure, a wheelchair-accessible park, and basketball/tennis courts.

Exhibit 6.1: Online Mapping Tool Inputs

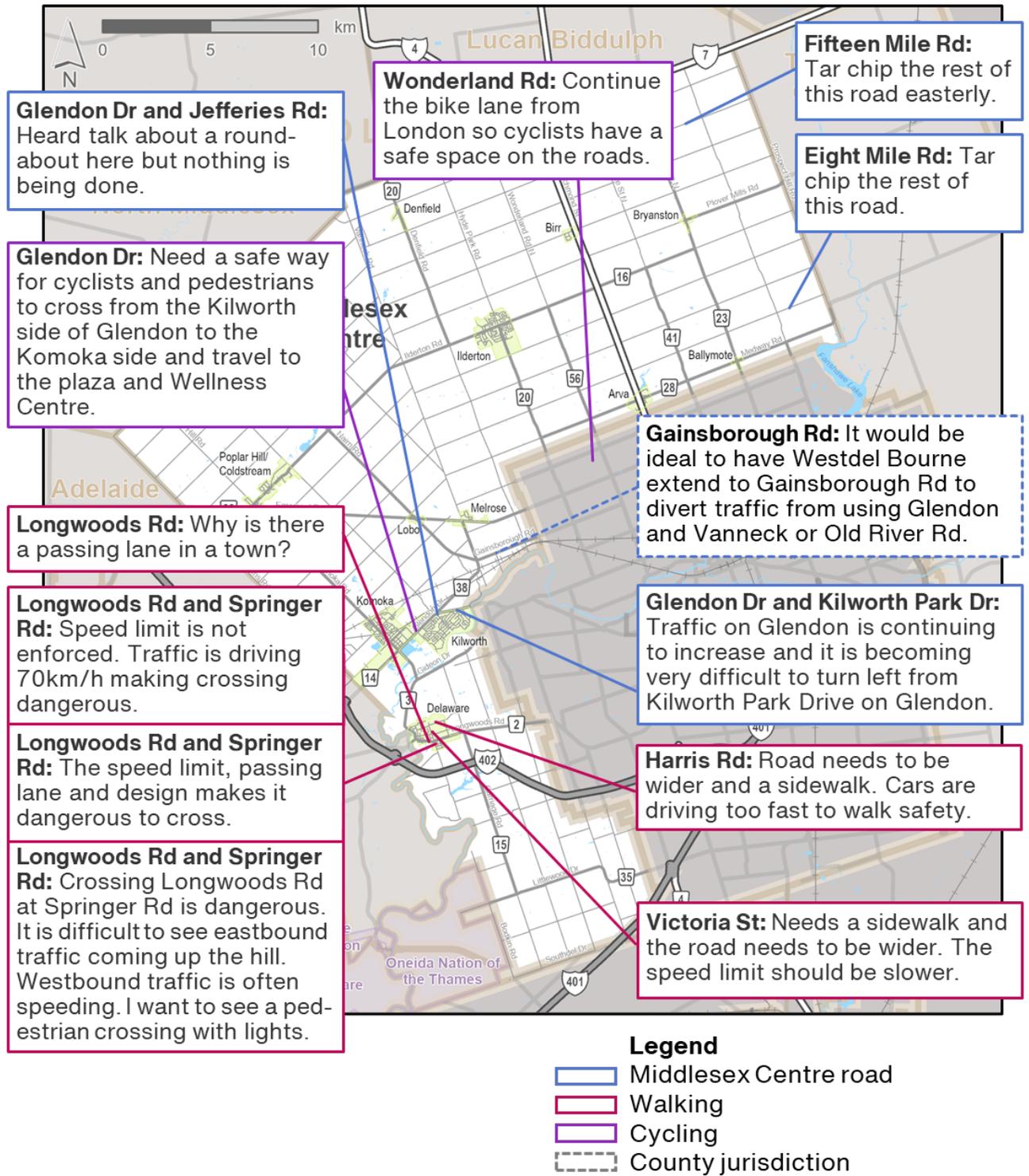
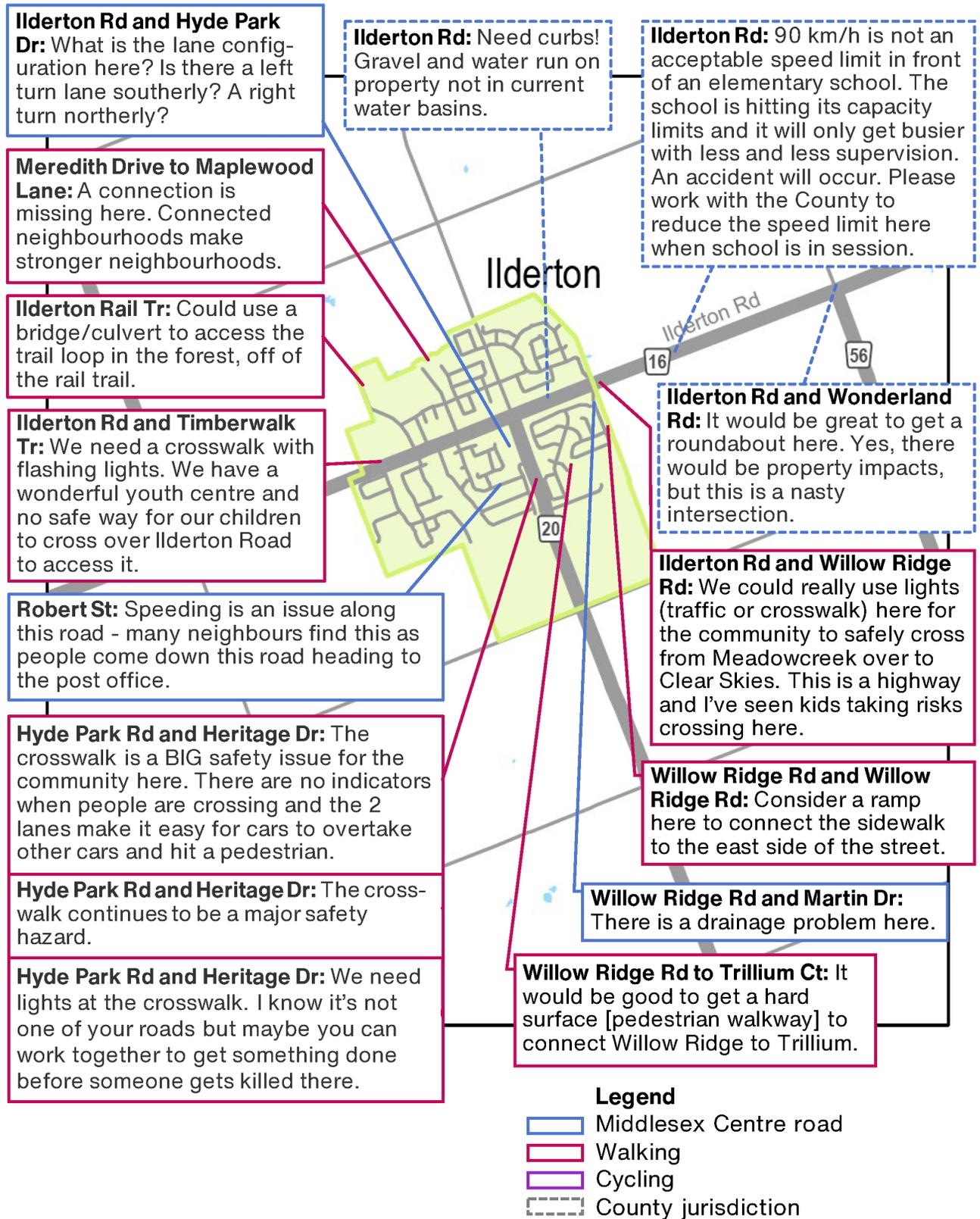


Exhibit 6.2: Online Mapping Tool Inputs – Ilderton Area



7. Summary and Next Steps

The Middlesex Centre TMP public opinion survey was a very successful means of engaging with the public during the initial Needs and Opportunities phase of the TMP study, with 266 survey participants answering the 16 multiple-choice and open-text questions, as well as additional commentary via “other” response options. Information provided via a concurrent online mapping tool also supplemented and aligned with the information provided through the online survey.

Together with stakeholder inputs (summarized separately), these public engagement inputs greatly assist the study team in clarifying the transportation vision and goals for the Municipality, and in identifying transportation needs, issues and opportunities in Middlesex Centre that the TMP will strive to address and respond to in subsequent phases of the study with respect to changing travel needs, the road network, cycling, walking, public transit, and supporting local businesses.

Appendix A: Survey Questionnaire



Public Opinion Survey

Transportation Master Plan - Phase 1: Needs and Opportunities

The Municipality of Middlesex Centre is developing its first standalone **Transportation Master Plan (TMP)**, a long-range planning document that will guide policies, services and infrastructure initiatives for Middlesex Centre's transportation system over the next 25 years, for all modes of travel including driving, walking, cycling, public transit, rail and more.

Arcadis IBI Group is the technical consultant undertaking the TMP study alongside the Municipality of Middlesex Centre.

During this first phase of this study, we are developing our understanding of transportation needs, issues and opportunities in Middlesex Centre. Later in the TMP study, we will share a draft plan developed to respond to the needs and issues that you will have helped identify.

The survey can be completed and submitted in one of three ways:

- 1. Online:** The survey can be completed online at surveymonkey.com/r/MC_TMP2023.
- 2. Hard copy:** The survey can be completed in hard copy and delivered to:
Andrew Giesen, Transportation Manager
Public Works and Engineering
Municipality of Middlesex Centre
10227 Ilderton Road
Ilderton, ON N0M 2A0
- 3. Email:** The completed survey can be scanned and emailed to giesen@middlesexcentre.ca

Please submit your response no later than FEBRUARY 12, 2023.

Participation in the survey is anonymous. Submissions become part of the public record and are disclosed in full.

Respondent Information

1. Please tell us where you live. (Select one)

- Municipality of Middlesex Centre → *go to 1a. below*
 - Other Middlesex County
 - City of London
 - Chippewas of the Thames 42
 - Munsee-Delaware 1
 - Oneida 41
 - Other: Please specify:
-

a. If Middlesex Centre was selected:

Which settlement do you live in? (Select one)

- Arva
- Ballymote
- Birr
- Bryanston
- Delaware
- Denfield
- Ilderton
- Komoka-Kilworth
- Lobo
- Melrose
- Poplar Hill-Coldstream
- I live in a rural area outside of Middlesex Centre's settlements
- Don't know/not sure

2. Please tell us your age: (Select one)

- 19 and under
- 20-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80 or older

- I prefer not to say

Transportation Vision and Goals

The **Vision** for our TMP provides an overarching direction that will shape all planning and decision-making related to transportation in Middlesex Centre. The draft Vision is:

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.

3. Do you think this is an appropriate transportation Vision for the Municipality of Middlesex Centre? (Select one)

- I like the Vision as worded
- I generally like the Vision, but would like to see some changes
- I don't like the Vision – it needs to be revised
- Don't know / not sure

4. Please provide your feedback, if any, on how the Vision could be improved.

Transportation Goals break down the Vision into a set of desired outcomes that the TMP will progress toward in Middlesex Centre. The Goals will be used to evaluate possible transportation projects and strategies further into the study. It is important that the Goals align with what the residents and stakeholders in Middlesex Centre want in the transportation system. The draft Goals are as follows:



Goal 1: Provides Safe and Efficient Connectivity

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



Goal 2: Promotes Healthy Mobility

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



Goal 3: 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.



Goal 4: 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.



Goal 5: 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.



Goal 6: Exercises Fiscal Responsibility

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

4. Do you think this is an appropriate set of Goals to guide the development of transportation recommendations for Middlesex Centre? (Select one)

- This is a good set of Goals for the TMP
- I generally like the Goals, but would prefer to see some changes
- I don't like the Goals – they need to be revised
- Don't know / not sure

5. Please provide your feedback, if any, on how the transportation Goals could be improved.

Changing Travel Needs

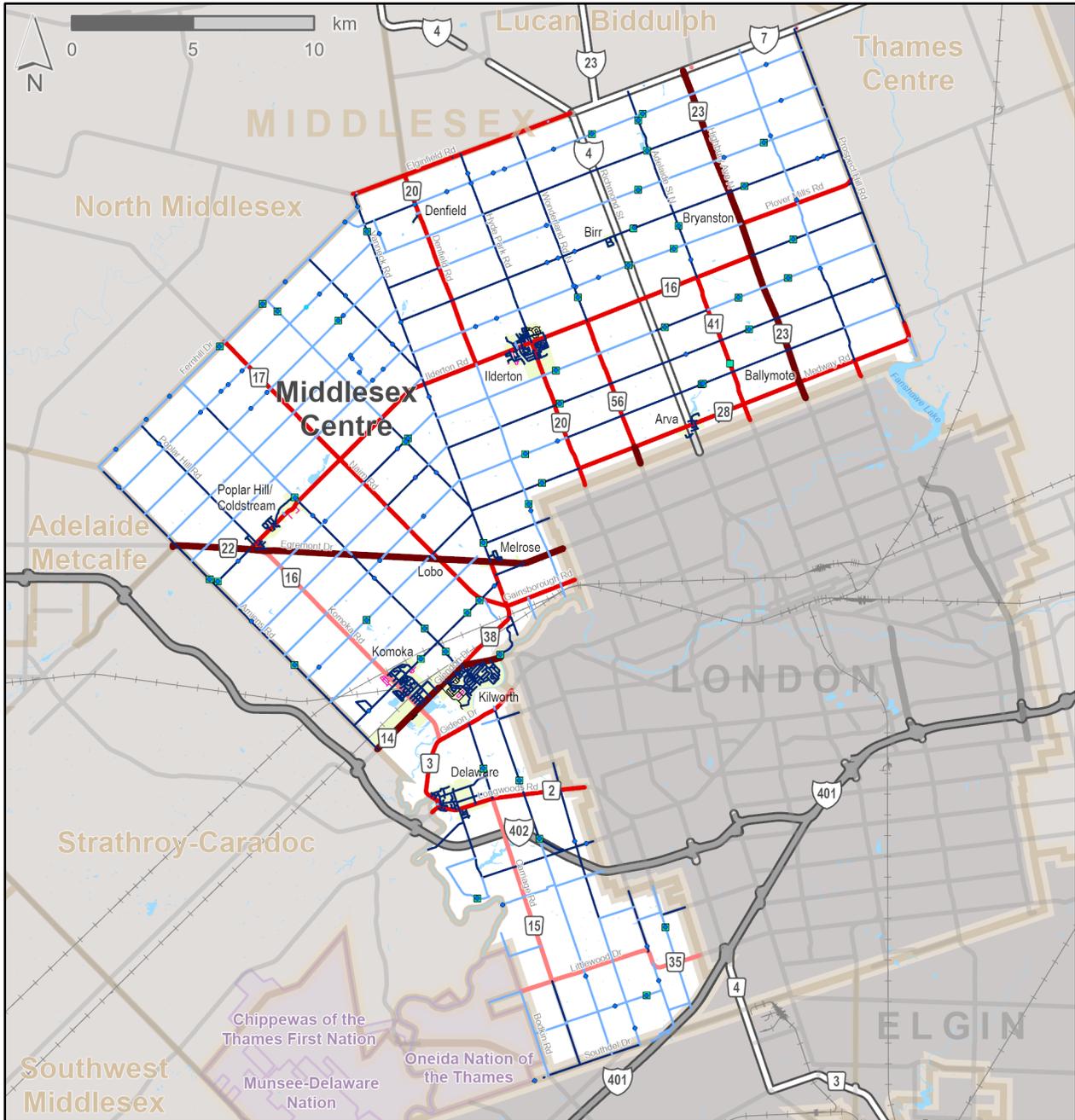
6. In your opinion, what are the most significant ways that you anticipate travel needs and transportation will change in Middlesex Centre in the future? (Please select all that apply)

- Increased frequency of working from home (precipitated by the COVID-19 pandemic response)
- Increasing new residents moving in from larger urban areas (and accustomed to varied urban transportation services)
- Increasing interest in cycling for health and recreation
- Increasing market share of electric vehicles
- Aging population
- Other (please specify)

Road Network

The road network in Middlesex Centre includes roads that are the responsibility of the Province (highways), Middlesex County (County Roads) or the Municipality of Middlesex Centre (local municipal roads). Road network jurisdiction is shown in the map below.

Middlesex Centre Road Network



Legend

Functional Road Classes

- County - Major Arterial
- County - Arterial
- County - Collector
- Local - Bituminous
- Local - Gravel/Stone

- Local - Not Open, Underdeveloped
- Other
- Provincial Roads**
- Freeway
- Arterial Highway

Other

- Settlements
- Bridges
- 3-m+ Culverts

7. **As a driver or passenger**, how concerned are you about the following potential issues as you travel on roads that are the responsibility of the Municipality of Middlesex Centre (i.e. neither County roads nor Ontario highways)?

a. Unsafe intersections (e.g. traffic signals or traffic control changes may be needed):

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know / not sure

b. Safety issues due to speeding or other driver behaviour:

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know / not sure

c. Traffic congestion:

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know/not sure

d. Inadequate separation from cyclists on the road (potential for conflicts with vehicles):

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know/not sure

e. Inadequate separation from pedestrians on/near the road (potential for conflicts with vehicles):

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know/not sure

f. Inappropriate/unsafe routes driven by trucks:

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know/not sure

g. Improper or insufficient road maintenance:

- Not a concern
- Somewhat of a concern
- A major concern
- Don't know/not sure

8. Please share any comments you may have about the above issues or other potential issues you may experience with the Middlesex Centre road network.

(Alternatively, you can use the mapping tool available at mcentre.ibigroupsolutions.com to identify location-specific issues and ideas.)

Cycling

9. Which of the statements below best describes your confidence level as a cyclist?

(Select one)

- Highly confident:** I am comfortable riding on most roads including roads with higher traffic volumes and speeds.
- Somewhat confident:** I am generally comfortable cycling on roads with cars but prefer to cycle on dedicated cycling facilities.
- Interested but concerned:** I am open to cycling, but uncomfortable sharing the road with cars without dedicated cycling facilities (such as bike lanes).
- Non-cyclist:** I do not and likely never will cycle.

10. Which statement below best describes how often you typically cycle during Spring, Summer and Fall? (Select one)

- I cycle frequently (more than once per week)
- I cycle occasionally (up to once per week)
- I cycle infrequently (no more than a few times per year)
- I do not cycle

11. For what reasons do you cycle? (Select all that apply)

- I cycle for recreational purposes
- I cycle to get to/from work
- I cycle to get to/from school
- I cycle to get to/from other local places such as shopping or errands
- I cycle for other reasons
- I do not cycle

12. What factors would encourage you to cycle more often? (Select all that apply)

- A more complete and connected cycling network
- Slower driver speeds on shared routes
- Increased separation of cyclists from other traffic, e.g. dedicated bicycle lanes or multi-use paths

Improved winter maintenance of cycling routes

I am physically unable to cycle more often

I am not interested in cycling more often

Other (please specify):

Walking

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

(Select all that apply)

Fewer gaps in the sidewalk network

Improved sidewalks and /or streetscapes

Safer pedestrian crossings / more pedestrian crossings

Improved night-time lighting

More places to rest comfortably during my walking trip

More destinations within walking distance

I am physically unable to walk more often

I am not interested in walking more often

Other (please specify):

Public Transit Services

Public transit services are currently not provided for local trips within Middlesex Centre, although a few inter-municipal routes pass through Middlesex Centre, and there are nearby transit services in the City of London. Public transit services can take several forms, including fixed routes and schedules or on-demand services.

14. What types of activities would you be most interested in using public transit services to travel to, if appropriate services were to be provided to your destination in the future? (Select all that apply)

- I would not be interested in using public transit services
- Work
- School
- Shopping
- Medical/health care or other services
- Entertainment/recreation
- Local social visits
- Longer-distance travel (e.g. rail or airports)
- Other (please specify):

Supporting Local Businesses

15. In your opinion, what are the most important ways that Middlesex Centre support local businesses and better support/manage goods movement (please select all that apply)?

- Build additional interchanges for direct connectivity with Highway 401 and/or Highway 402 (together with the Ministry of Transportation of Ontario)
- Modify the heavy truck route network
- Facilitate increased access to rail freight

- Improve road design key routes to better accommodate agricultural machinery/equipment
- Improve/widen sidewalks near shops and services
- Ensure continued parking supply for customers near shops and services
- Other (please specify)

Areas of Focus for the Transportation Master Plan

16. In your opinion, what is the most important transportation issue across travel modes that the TMP needs to address? (Please select no more than three)

- Improve road operations and safety
- Improve road maintenance
- Improve connectivity with the provincial highway network
- Provide more and safer routes for cyclists
- Provide more and safer routes for pedestrians
- Provide or extend public transit services to Middlesex Centre
- Other (please specify)

Thank you for taking the time to participate in this survey and for the information you have provided about transportation needs and opportunities in Middlesex Centre.

Appendix B: Detailed Public Opinion Survey Text Responses

Contents and Listing of Summary Responses

Please provide your feedback ... on how the Vision could be improved..... B.8

- A vision is not necessary (4)
- Clarify “efficiently”
- Clarify “environmentally and financially sustainable” (2)
- Clarify “environmentally sustainable” (3)
- Clarify “financially sustainable”
- Consider traffic and noise impacts
- Define “transportation networks and services”
- Emphasize safety (2)
- Growth needs to be controlled/managed (4)
- It is a good, balanced vision (2)
- Middlesex Centre is not really "rural"
- Middlesex Centre's unique character needs to be preserved (2)
- More specificity is needed (3)
- Public transit is needed (2)
- Remove “prosperity” (2)
- Remove “visitors” - they are secondary to residents (3)
- Specify “greener” transportation
- Specify “sustainable quality of life”
- Specify access to trails
- Specify active transportation (2)
- Specify connectivity beyond Middlesex Centre, especially London (8)
- Specify maintaining natural green spaces and forests (2)
- Specify movement of farm goods on roads
- Specify wildlife impacts
- Use clearer wording
- z Other (4)

Please provide your feedback ... on how the transportation Goals could be improved..... B.13

- General - Commitment to goals is needed
- General - Consider noise impacts (and other external traffic impacts) (3)
- General - Consider road maintenance (3)
- General - Emphasize Safety.
- General - Goals may need to be adjusted as development advances
- General - Increase specificity
- General - More clarity and less overlap needed

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

- General - Recognize the large volumes of through travellers
- General - Respect personal freedoms (2)
- General - Specify meeting accessibility guidelines
- General - Specify working in the interest of future generations
- General - The goals are not currently being achieved.
- Goal 1 (Connectivity) - Clarify Goal (2)
- Goal 1 (Connectivity) - Prioritize vehicular traffic over bicycles
- Goal 1 (Connectivity) - Specify connectivity to London and beyond (9)
- Goal 2 (Healthy Mobility) - Clarify goal (2)
- Goal 2 (Healthy Mobility) - Sidewalks are not needed
- Goal 2 (Healthy Mobility) - specify “safe and accessible walking and mobility options”
- Goal 3 (Local Character) - Clarify meaning and measurement
- Goal 3 (Local Character) - Development needs to be in line with character
- Goal 3 (Local Character) - Rural setting is important
- Goal 4 (Environment) - Avoid the word “minimize”
- Goal 4 (Environment) - Improved traffic flow helps the environment
- Goal 4 (Environment) - Include safe wildlife crossings
- Goal 4 (Environment) - Our climate change/carbon footprint impact is minimal
- Goal 4 (Environment) - Specify “reduces anthropogenic pollutants”
- Goal 4 (Environment) - Specify increasing use of renewable energy sources
- Goal 4 (Environment) - This is the priority
- Goal 4 (Environment) - Too broad
- Goal 4 (Environment)- Include safe wildlife crossings
- Goal 4 (Natural Environment) - Remove “can” (... reduce GHG emissions)
- Goal 4 (Natural Environment) - Stronger language needed
- Goal 5 (Industry) - Agriculture requires adequate roads
- Goal 5 (Industry) - Include people travelling to/from London
- Goal 6 (Fiscal) - This is the priority
- z Other (2)

In your opinion, what are the most significant ways that you anticipate travel needs and transportation will change in Middlesex Centre in the future:

other/comment B.19

- Aging/inadequate road infrastructure (2)
- Higher proportion of people in MC settlement areas
- Increased accidents
- Increased risk to agricultural equipment
- Increasing building/sprawl (7)

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

- Increasing commercial vehicles
- Increasing desire for electric vehicles and busses
- Increasing desire/need for transit connections to London (2)
- Increasing desire/need to connect to London
- Increasing need to address needs of the younger population
- Increasing number of pedestrians (7)
- Increasing presence of automated vehicles
- Increasing road traffic/ congestion (6)
- Increasing speeding
- Increasing walking and cycling (2)
- Increasing working at business
- No need for bus transit in Ilderton
- Other

Please share any comments you may have ... or other potential issues you may experience with the Middlesex Centre road network.....B.23

- A multimodal approach is needed
- Birr: Richmond (Hwy 4) extend reduced-speed section, add infrastructure for walking and cycling
- Bypass of north/west London needed
- Consider allowing ATVs on roads
- County road issues
- Cycling: Infrastructure is needed (e.g. Komoka-Kilworth to London and Ilderton to London connections) (6)
- Cycling: Infrastructure is needed (e.g. Komoka-Kilworth to London connection)
- Cycling: Lanes are NOT needed (3)
- Cyclist safety/operations concerns (4)
- Delaware: continuous sidewalks (and road lighting) are needed (2)
- Delaware: Longwoods (CR 2) and Gideon (CR 3) turning concerns
- Delaware: Longwoods (CR 2) and Springer/Victoria pedestrian safety concerns (6)
- Delaware: Speeding concerns (especially Longwood Rd/CR 2) (6)
- Enforcement is needed (speeding, truck routes, construction vehicles, parking) (5)
- Gravel roads need better maintenance (2)
- Gravel roads need upgrading/paving (6)
- Ilderton Rd (CR 14) at Wonderland (CR 56) and Adelaide (CR 41) - unsafe (consider roundabouts) (2)
- Ilderton Rd: Cyclist safety concerns

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

Ilderton: Hyde Park Rd (CR 20) at Heritage Dr - pedestrian crossing concerns (4)
Ilderton: Ilderton Rd (CR 16) - school in 90 km/h zone near town is problematic
Ilderton: Ilderton Rd (CR 16) access/safety concerns
Ilderton: Ilderton Rd (CR 16) needs safe pedestrian crossings (2)
Ilderton: Parking concerns and suggestions
Ilderton: Walking/cycling trail connection west to rail trail needed
Intersection operations concerns
Intersection operations concerns: Coldsteam Rd and Oxbow Dr
Intersection operations concerns: Ilderton Rd (CR 16) and Nairn Rd (CR 17)
Intersection operations concerns: Oxbow Rd and Nairn Rd (CR 17)
Intersection operations concerns: Sunningdale Rd W and Denfield Rd
Invest in road infrastructure for Middlesex Centre
Komoka-Kilworth: Glendon Dr (Cr 14) - safe pedestrian path and crossings needed (2)
Komoka-Kilworth: Glendon Dr (CR 14) access concerns (8)
Komoka-Kilworth: Glendon Dr (CR 14) at 5 Corners - safety/operations concerns (6)
Komoka-Kilworth: Glendon Dr (CR 14) safety concerns
Komoka-Kilworth: Glendon Rd (CR 14) - Thames bridge crossing and Old River Rd - safety concerns
Komoka-Kilworth: Glendon Rd (CR 14) congestion issues (2)
Komoka-Kilworth: Revise Jefferies traffic calming measures
Komoka-Kilworth: Sidewalk connectivity is needed
Komoka-Kilworth: Speeding concerns (including Union Ave, Westbrook Dr and Glendon Dr/CR 14) (5)
Maintenance concerns (winter maintenance, rail crossings, paint) (4)
Rail crossings need to be improved
Rationalize the County Road network
Road noise concerns
Roundabouts should be considered (3)
Rumble strips are too loud at Ilderton Rd (CR 16) and Nairn Rd (CR 17)
Speeding trucks
Speeding vehicles on rural roads
Tender out road construction
Transportation needs to keep up with growth (especially Komoka-Kilworth and through traffic) (6)
Trucks volumes are increasing in small communities, creating safety issues
Visibility concerns at intersections due to trees and vegetation
Wider roads/shoulders are needed for farm equipment, cyclists, etc. (5)

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

other/commentB.36

- Connections to London are needed
- Cycling lanes can be used for walking
- Delaware: Vehicle speeds and lack of winter maintenance make walking more dangerous
- Distances are too far to walk (5)
- Dust control on gravel roads
- Komoka-Kilworth: Glendon Dr (CR 14) needs walkway and safe pedestrian crossing (5)
- Komoka-Kilworth: Lighting is needed in Kilworth
- Komoka-Kilworth: Sidewalks needed to walk to Komoka Wellness Centre and shopping plaza (2)
- Lighting is needed for trails
- Melrose: sidewalks were recently removed
- More sidewalks/trails are needed (4)
- No issues (5)
- No issues in Ilderton (2)
- No issues in Old Kilworth
- No need to promote/support walking (2)
- Sidewalks are NOT needed
- Sidewalks are NOT needed in established neighbourhoods (3)
- Sidewalks are NOT needed in Heritage subdivision in Ilderton
- Sidewalks are NOT needed in Kilworth
- Slow down vehicles to improve pedestrian safety (2)
- Street lighting is needed in Kilworth
- Supporting walking/trails is important (2)
- Too dangerous to walk along high-traffic roads (2)
- Too dangerous to walk on rural roads

What factors would encourage you to cycle more often: other/comment.....B.40

- Add bike lanes to roads when they are being upgraded
- Adding cycling infrastructure is NOT of value (4)
- Cycling lanes/paved shoulders are needed (on main roads/to connect communities) (3)
- Cycling on roads is dangerous (4)
- Cycling to Ilderton school is not currently allowed
- Cyclist behaviour concerns (4)
- I do not cycle (3)

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

Kilworth bridge is dangerous for cyclists and pedestrians
Other
Prioritize supporting walking over supporting cycling
Safe storage needed (2)

What types of activities would you be most interested in using public transit services to travel to, if appropriate services were to be provided to your destination in the future: other/comment.....B.42

Bike-carrying transit into London
Connections to London/LTC services (2)
Connections to pub
Connections to trails or parks
Depends on stop locations
I do not want public transit (3)
Let private sector look after transit
London paratransit services could be expanded to Middlesex Centre
Transit is not cost-effective/realistic for rural communities (4)
Transit may be helpful when I am older but not now (3)

In your opinion, what are the most important ways that Middlesex Centre support local businesses and better support/manage goods movement: other/commentB.44

A new Hwy 402 interchange does not make sense
Address Glendon Rd (CR 14) congestion/improve access to businesses (2)
Bring commercial businesses into towns (e.g. grocery in Ilderton) (2)
Continue free on-street parking
Increase safety requirements of farm machinery
No issues (2)
Pave Denfield Rd to Ilderton Rd (as truck route)
Provide electric vehicle charging
Provide paths and sidewalks to access local businesses (e.g. Kilworth-Komoka walking connection) (3)
Provide transit connections to London
Reduce traffic on local roads/direct trucks to main roads
Replace the Coldstream Rd rail underpass to accommodate trucks
The ability for businesses and agriculture to operate and move goods needs to be a Municipality priority

INTERIM REPORT
PUBLIC OPINION SURVEY SUMMARY

In your opinion, what is the most important transportation issue across travel modes that the TMP needs to address: other/comment.....B.46

- Address congestion/access concerns on Glendon Rd (CR 14) (4)
- Address parking violations in Ilderton
- Address pedestrian safety/crossings in Ilderton
- Address speeding in settlement areas
- Better coordination between County and local road needs
- Consider route redundancy for Glendon Dr (CR 14)/London's Oxford Road
- Consider wildlife crossings
- Continue to support infrastructure for large farm machinery
- Do NOT provide public transit in Ilderton
- Ensure consistent sideroad widths and standards
- Hire private contractors to do road repairs more quickly
- Implement roundabouts (3)
- Improve Glendon Dr bridge crossing
- Limit residential development (2)
- Needs vary across the municipality
- No issues (4)
- Pave gravel roads (including Melrose Dr) (2)
- Preserve unique character (Komoka-Kilworth has grown too big)
- Provide a safe pedestrian crossing on Komoka Rd
- Provide a train station in Komoka
- Provide off-road cycling routes
- Provide trail connectivity
- Provide transit connections to London (and beyond) (2)
- Support electric vehicle charging (2)
- Widen existing roads

Respondent
Age Respondent
Home

Please provide your feedback ... on how the Vision could be improved.

- A vision is not necessary (4)

You can write whatever you want for a vision, but at the end of the day, if residents are not happy living in an area, the vision statement is irrelevant. Talk is cheap. What you actually do means more.	40-49	Komoka-Kilworth
Its just fluff, why do we need a written vision. Roads, transportation etc should be based on specifications, traffic counts etc.	40-49	Middlesex Centre - Rural
How is that different from previous visions? The vision could also include how the municipality plans to achieve its vision.	50-59	Komoka-Kilworth
How much consultant time did we pay for to get the wording for a vision when all we want is the means to get from one place to another,.	60-69	Komoka-Kilworth

- Clarify "efficiently"

I'm not sure how "efficiently" would be measured. By contrast, "safely", "environmentally and financially" are measurable outcomes. Given the increasing economic pressures of today and the unknown future, how do we ensure a "sustainable manner". I believe the vision statement needs to be more clear so that all can clearly understand and hold our elected officials accountable for decisions made. Thanks for inviting my thoughts on this.	70-79	Middlesex Centre - Rural
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- Clarify "environmentally and financially sustainable" (2)

The use of "environmentally and financially sustainable" is concerning: I want and need to drive my car, and do not want our transportation infrastructure (or my tax bill) compromised for the sake of public transit, bicycle lanes, or other "big city priorities". Things like roundabouts on highways (like the ones along highway 7 to Stratford) choke traffic and cause delays - and pollution as vehicles have to slow down and speed back up. To maintain a truly friendly transportation system in a rural setting, we need to be able to get cars and trucks moving where they need to go, as swiftly as possible.	40-49	Bryanston
Depends on what is meant by "environmentally & financially sustainable manner".	50-59	Komoka-Kilworth

- Clarify "environmentally sustainable" (3)

I appreciate the desire to be environmentally sustainable. However that	30-39	Komoka-Kilworth
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	Respondent Age	Respondent Home
carries a lot of politically driven agendas with it. Environmentally sustainable could mean we don't interfere with nature's habitat, or it could mean that we don't want any diesel or gas vehicles on the roads. The spectrum is broad and allows for too much interpretation.		
if environmental just means carbon emissions then no. Should be sensitive to wildlife around the provincial park and the species at risk in the area	40-49	City of London
I am very concerned about maintaining our freedoms of choice as to transportation, land ownership and use etc. in Middlesex Centre. Cities are pushing "15 minute cities" and Carbox Net Zero however this would affect the rural areas in a devastating way and would limit or remove our freedoms.	50-59	Denfield
- Clarify "financially sustainable"		
The financially sustainable wording needs to be further qualified. As a long standing tax payer I'm concerned with the excess spending in the township.	50-59	Ilderton
- Consider traffic and noise impacts		
I hope that consideration is given to the road noise by increasing traffic on main arteries in and out of Ilderton on Hyde Park rd and Ilderton rd. Anyone that has lived on or behind any of these routes can attest to the increased road/vehicle noise over the last few years. What will be done to improve or minimize this type of noise going forward?	60-69	Ilderton
- Define "transportation networks and services"		
Define transportation networks and services	70-79	Ilderton
- Emphasize safety (2)		
Perhaps a reference to safety ...	60-69	Komoka-Kilworth
More emphasis on safety Safety is essential.	60-69	Middlesex Centre - Rural
- Growth needs to be controlled/managed (4)		
Respecting the environmental space, not overcrowding, not high density living space	40-49	Komoka-Kilworth
The rural landscape needs to be preserved. It's fine for people to have access to it but at what cost? Prosperity? I worry that this means development of more rural area that we desperately need to preserve.	60-69	Delaware
This rush by the Provincial government to build more houses faster is	60-69	Komoka-Kilworth

	Respondent Age	Respondent Home
reckless. Existing infrastructure cannot handle the volume. In particular the proposed development on Elmhurst in Kilworth is a prime example. The existing road system cannot handle the proposed volumes. Allowing a change to turn left onto Elmhurst from Glendon is a mistake. Drivers face due west for this turn coming from London. A major accident will occur on this already dangerous stretch of highway.		
More emphasis on ... protecting the local landscape and environment, managing growth in a much more controlled manner. One that our infrastructure can readily support. ...	60-69	Middlesex Centre - Rural
- It is a good, balanced vision (2)		
I think it hits all of the important points	30-39	Delaware
I think it's fine as is. Balances environment with public need.	40-49	Melrose
- Middlesex Centre is not really "rural"		
I think it's a stretch that our landscape is still considered rural.	40-49	Komoka-Kilworth
- Middlesex Centre's unique character needs to be preserved (2)		
"Connectivity" should not over/ride the quality of life that originally brought current homeowners to Ilderton. The reduction in noise pollution, the emphasis on nature, the element of privacy, etc.	50-59	Ilderton
some areas are unique and that uniqueness needs to be preserved as much as possible. e.g. Old Kilworth	60-69	Komoka-Kilworth
- More specificity is needed (3)		
Vague - sounds good but how do you support prosperity and strong quality of life for all of us?	50-59	Middlesex Centre - Rural
Too "pie in the sky" and reflects terms that are not specific enough to be seen as accountable to the ratepayers.	60-69	Ilderton
It is very general and should have some more specific statements- anybody could say this vision.	70-79	Ilderton
- Public transit is needed (2)		
I would love to see bus route started asap so those who don't have cars can get a cheaper mode of transport. Transportation cost is affecting out budget. We need a bus to London asap.	40-49	Ilderton

	Respondent Age	Respondent Home
Needs some mention of public transportation link to city of London	60-69	Delaware
- Remove "prosperity" (2)		
I think the word prosperity is unnecessary and hard to support. Could be removed.	40-49	Komoka-Kilworth
I think there is so much packed into this that meeting it will be very difficult. I would prefer to drop the term "prosperity" (it should be covered by quality of life) Quality of life, efficiency and environmental sustainability are broad goals which we should get right before expanding.	50-59	Poplar Hill-Coldstream
- Remove "visitors" - they are secondary to residents (3)		
The priority should be on residents needs, not visitor needs	40-49	Komoka-Kilworth
First and foremost this system is about a healthy mobility and an ease of accessibility to services/businesses/parks for residents. Visitors coming to 'the country' is secondary.	50-59	Ilderton
I would prefer to drop "visitors" who are lovely, but we are mostly in the business of living and working, not becoming a major tourist destination.	50-59	Poplar Hill-Coldstream
- Specify "greener" transportation		
Perhaps a reference to ... fostering greener options (bike paths, sidewalks, charge stations...)	60-69	Komoka-Kilworth
- Specify "sustainable quality of life"		
Instead of "strong quality of life" I would prefer "strong sustainable quality of life". The plan should aim to deliver for future generations by the development considering a quality of life that can be maintained over the long term and not just for the current generation.	50-59	Delaware
- Specify access to trails		
We moved to the Kilworth heights and there are much less trails than in London. I would like to see a vision of being able to always have access to trails and a feel of the country.	30-39	Komoka-Kilworth
- Specify active transportation (2)		
I'd like to see stronger language for active transportation and bridge infrastructure.	30-39	Delaware
I'd like to see something related to where active transportation (cycling,	60-69	Delaware

	Respondent Age	Respondent Home
walking, etc.) fits into the vision.		
- Specify connectivity beyond Middlesex Centre, especially London (8)		
Access to and within the downtown core needs to be dramatically improved. It's take too long to get there and you never know what's going to be closed/under construction. We like the downtown area but avoid it as much as possible at this point.	30-39	Delaware
We should also have connectivity to London.	30-39	Ilderton
Sure...I guess this works. We know Middlesex Centre has roads that lead to all locations. When they come to the end of their life span, or when an increased level of service is needed, they should be improved to modern and future needs, with safety, efficiency, equity and fiscal responsibility as items to consider	40-49	Ilderton
Recommending broadening scope beyond "access to rural landscape and urban amenities". Needs to be clear about connecting Middlesex Centre small towns and villages to major urban centres like London. Many of the Middlesex Centre villages and small towns are considered bedroom communities and supporting safe, efficient and environmentally public transportation will be come more important as these small towns and villages continue grow.	40-49	Middlesex Centre - Rural
Provide a cost effective futuristic arterial route around the City or London that connects with the current Provincial Highway systems. Planning of commercial truck routes to lessen impact on local residents.	60-69	Denfield
Focus on civic transport to London.	60-69	Komoka-Kilworth
Connectivity is vague. Better integration with London roads, and transportation (i.e. buses or...) would be nice to look at...	60-69	Komoka-Kilworth
Transportation to and from London	80 or older	Delaware
- Specify maintaining natural green spaces and forests (2)		
More forestry management and upkeep	30-39	Delaware
I'd like to see something that includes maintaining the rural look and feel of the community, maintaining natural green spaces, and original forests as much as possible.	50-59	Komoka-Kilworth
- Specify movement of farm goods on roads		
recognize the use of rural roads that are necessary for the movement of produce onto and off farms recognize the width of roads lack of shoulders	I prefer not to say	Middlesex Centre - Rural

	Respondent Age	Respondent Home
and poor maintenance		
- Specify wildlife impacts		
Not enough emphasis on wildlife that also uses the roads. People aren't the only ones affected by our roadways.	40-49	City of London
- Use clearer wording		
Less buzz words	30-39	Delaware
- z Other (4)		
Seems rushed, there needs to be more community engagement and consultation.	40-49	Delaware
involve the private sector for road construction,	50-59	Ilderton
As well, connecting the proposed development (water) from Kilworth Park Drive will cause major well problems for residents east of Kilworth Park Drive. Council has a duty of care to ensure the well system east and south of Kilworth Park Drive remains viable. Simply put the more you dig to connect this proposed development the more problems will occur with the shallow wells in the area. We are not against development in the area however, we feel single family lots on half an acre (for septic systems) is viable and will respect the area's unique development history.	60-69	Komoka-Kilworth
Do NOT need any extensions or additional sidewalks in Heritage Park 'Subdivision!!!!!!!!!!!!!!	I prefer not to say	Ilderton

Please provide your feedback ... on how the transportation Goals could be improved.

- General - Commitment to goals is needed

I like the goals but not believe there is a true commitment to them. The emphasis appears to be growth and development with no concern or plan to handle increased traffic. And clearly no commitment to Goal 3. Fine words but just that.	70-79	Komoka-Kilworth
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- General - Consider noise impacts (and other external traffic impacts) (3)

... Roads should be constructed in such a way as to prevent dust, chemicals, noise pollution etc from interfering with resident's properties.	40-49	Middlesex Centre - Rural
Goal 3 and 4. Please consider excessive noise from aggressive rumble strips throughout township as degrading quality of life for neighbors and wildlife	50-59	Middlesex Centre - Rural

	Respondent Age	Respondent Home
destruction due to noise.		
Again, should have consideration to the amount of noise affecting households near to the main roads. Speed limits, noise barriers, speed bumps, enforce noise bylaws for noisy vehicles, etc.	60-69	Ilderton
- General - Consider road maintenance (3)		
Yes protecting the environment is great and needs to be done. Adding a transport system in a small county is not the solution. Maybe fixing the railroad tracks and the roads that we currently have as they are extremely bad for vehicles suspensions and for flow of traffic	20-29	Komoka-Kilworth
Goal 7: Protects Personal Property. Roads should be passable without risking damage to vehicles from rough/potholed roads. ...	40-49	Middlesex Centre - Rural
Goal 1- "dependable"- not sure if this qualifies, as it relates more to type of road/maintenance rather than transportation itself, however, potholey gravel roads and slow to plow in winter rural roads vs the more timely maintenance that subdivisions receive is an issue- residents live on these roads and also need connectivity to access school buses, and travel to and from their places of work or local businesses	60-69	Ilderton
- General - Emphasize Safety.		
Safety is a huge concern. Volume of traffic has increased immensely thanks to over development. Heightened focus on speed reduction is crucial. Our country road has neighbours extremely concerned about excessive speeds and increased volume in a careless manner. City dwellers relocating to Middlesex centre developments that have little or no regard for farm practices, farmers, animal protection, litter, etc. Speed control is essential! Slow down.	60-69	Middlesex Centre - Rural
- General - Goals may need to be adjusted as development advances		
Goals may need to be adjusted as development advances, Suspect the process will be very dynamic.	40-49	Komoka-Kilworth
- General - Increase specificity		
The goals are vaguely worded and could include more specificity.	50-59	Komoka-Kilworth
- General - More clarity and less overlap needed		
Some of these sound a bit wishy-washy. Need to be more direct. Seeing some overlap from goal to goal.	30-39	Delaware

	Respondent Age	Respondent Home
- General - Recognize the large volumes of through travellers		
The goals don't reflect the reality of our location. More people drive through then drive from and until we deal with east west routes and north south commuters our planning will be for naught. Our council won't spend the money needed to solve the issues permanently; instead depending on the direction of Middlesex County to tell them what to do. There is little backbone in achieving the goals set.	60-69	Ilderton
- General - Respect personal freedoms (2)		
... I'm guessing "healthy mobility" might mean that I can only drive my vehicle a few days per week and that I'm somehow supposed to ride my bike around Middlesex Centre.	50-59	Denfield
These goals on the surface seem good, however, if MC is directing us to ESG (Environmental, Social and Governance) goals put out by the World Economic Forum, then we want no part of it.	50-59	Komoka-Kilworth
- General - Specify meeting accessibility guidelines		
Could also mention meeting Accessibility guidelines.	70-79	Ilderton
- General - Specify working in the interest of future generations		
I would like to see explicit wording in the Goals that indicate they are focused on long term sustainability and the development choices made to progress towards the Goals explicitly considers the interest of future generations.	50-59	Delaware
- General - The goals are not currently being achieved.		
I would like to emphasize goals 2,3, and 4 with regard to the proposed Elmhurst development in Kilworth. The proposed development as is will not meet these goals. In fact the effects of the development as it stands will seriously damage the area.	60-69	Komoka-Kilworth
- Goal 1 (Connectivity) - Clarify Goal (2)		
More specificity, less vague re: connections	60-69	Komoka-Kilworth
What is safe and efficient connectivity?	70-79	Ilderton
- Goal 1 (Connectivity) - Prioritize vehicular traffic over bicycles		
Again, cars, trucks, and perhaps inter-community busses (if that's a thing?)	40-49	Bryanston

	Respondent Age	Respondent Home
need to be prioritized. Bicycle lanes and such that take away from the efficient flow of motorized vehicles, for the sake of the very few cyclists using the same infrastructure, do more environmental harm than good, and from London's experience, sacrificing roadways for bicycles does not increase bicycle usage, it just inconveniences drivers.		
- Goal 1 (Connectivity) - Specify connectivity to London and beyond (9)		
Connectivity to London is also important.	30-39	Ilderton
I would like to be connected to London	40-49	Ilderton
For #1 - Given our close proximity to London I would think it makes sense the scope is not limited to Middlesex communities- the reality is people in Middlesex work shop and go to school in London	40-49	Ilderton
we should have public transport to London and should have interconnectivity	40-49	Komoka-Kilworth
Namely we need to consider facilitating greater accessibility to and/from communities in MS to Strathroy and London. Increased and consistent transportation to the localities, car pooling opportunities, rail services for MS and bike lines. All to encourage connectivity and environmental sustainability.	60-69	Komoka-Kilworth
Links to London?	60-69	Komoka-Kilworth
Focus on transport to London.	60-69	Komoka-Kilworth
You mention connectivity within Middlesex Centre but nothing about connecting to London. My concerns of for residents (seniors, disabled) whom are unable to drive and would benefit having some sort of public transportation option.	60-69	Komoka-Kilworth
Access to public transportation Delaware to London	60-69	Munsee-Delaware 1
- Goal 2 (Healthy Mobility) - Clarify goal (2)		
Bike lanes? Side walks?	30-39	Delaware
What is healthy mobility?	70-79	Ilderton
- Goal 2 (Healthy Mobility) - Sidewalks are not needed		
We do not need to install sidewalks in non-through way subdivisions in many of our towns like Ilderton. We could spend the money on far better initiatives.	50-59	Ilderton

	Respondent Age	Respondent Home
I believe the wording refers potentially to sidewalks.		
- Goal 2 (Healthy Mobility) - specify "safe and accessible walking and mobility options"		
Alternate wording for Goal #2 - Improves safe and accessible walkable and mobility options ...	I prefer not to say	Ilderton
- Goal 3 (Local Character) - Clarify meaning and measurement		
What does being "sensitive" to Middlesex Centre's rural charm mean? How is Middlesex Centre's rural charm measured?	60-69	Komoka-Kilworth
- Goal 3 (Local Character) - Development needs to be in line with character		
I'd like to see something about not encouraging development of multi-living dwellings and business centres that are overcrowding the space they are being developed in. The tip of Elmhurst for example can not sustain 45+ units of housing without severe ramifications on traffic, pedestrian safety, light pollution, natural habitats, wildlife, water tables, and the community living down the hill from it. How is the county going to contain such development?	50-59	Komoka-Kilworth
- Goal 3 (Local Character) - Rural setting is important		
Please keep in mind why many people love to the rural setting—the beauty and the space. We shouldn't have to commute for more than 5-10 mins to see the rural beauty.	40-49	Melrose
- Goal 4 (Environment) - Avoid the word "minimize"		
Try to avoid the word minimize in regard to Goal 4	60-69	Delaware
- Goal 4 (Environment) - Improved traffic flow helps the environment		
Traffic lights cause traffic disruption and idling cars sit emitting pollution. Please consider building roundabouts in high traffic areas.	50-59	Komoka-Kilworth
- Goal 4 (Environment) - Include safe wildlife crossings		
Its important to protect natural habitat but also create safe passage ways for wildlife crossing roads. Wildlife crossing signs are needed along Glendon, Gideon and komoka road. Mortality rate for species at risk (turtles and hog nose snakes) is currently completely ignore/unnoticed. More/proper fencing along komoka park is needed as well as with slower speeds. Roads with culverts allowing wildlife to cross underneath should be considered as there are endangered and at risk species in Middlesex Centre that die daily on the	40-49	City of London

	Respondent Age	Respondent Home
roads.		
- Goal 4 (Environment) - Our climate change/carbon footprint impact is minimal		
Why is the focus always on climate change? You need to do your research regarding the WEF. You will then change your mind about our carbon footprint here in Canada which is almost zero! It's utterly ridiculous that we have bought into these lies....	50-59	Denfield
- Goal 4 (Environment) - Specify "reduces anthropogenic pollutants"		
If these are ordered by level of importance, Goal 5 should be up underneath Goal 3 in my opinion. As it pertains to Goal 4. I agree in general with the statement, however, I think this is unnecessary, and just invites controversy for no reason: "and reduces greenhouse gas emissions that can cause climate change." I think a reword here to something to the effect of: "and reduces anthropogenic pollutants." is sufficient. There's no need to include the statement "that can cause climate change" - although such a statement may be true, I don't think its necessary in this scope of draft goal list.	20-29	Middlesex Centre - Rural
- Goal 4 (Environment) - Specify increasing use of renewable energy sources		
Would prefer more specific wording on moving off fossil fuels to renewable energy sources.	60-69	Komoka-Kilworth
- Goal 4 (Environment) - This is the priority		
I would like to see Goal #4 - maintaining the natural environment to be prioritized. It's shameful that the municipality/community allows the destruction of natural areas and animal habitats such as the deforestation done by Sifton in the Timberwalk subdivision.	50-59	Ilderton
- Goal 4 (Environment) - Too broad		
Mentioned before, reducing greenhouse gas emissions is a very politically driven statement. The goal is too broad.	30-39	Komoka-Kilworth
- Goal 4 (Environment)- Include safe wildlife crossings		
Maintaining waterways and natural habitats won't be of much value to wildlife if everything is run over around the provincial park. There is no signage of wildlife crossing other then a couple deer signs which are more to protect drivers than the animals. Wildlife crossing signs need installed on Ilderton Road and Glendon and Gideon.	40-49	City of London
- Goal 4 (Natural Environment) - Remove "can" (... reduce GHG emissions)		

	Respondent Age	Respondent Home
Remove the word "can" from goal 4. It's a hedge that is unnecessary.	40-49	Ilderton
- Goal 4 (Natural Environment) - Stronger language needed		
Goal 4 ...I would like to see "minimizes disruption" be replaced with much stronger language such as "avoids at all costs". As example....Today we see developers buying up agricultural land that is so precious to our economy locally and globally. We don't farm but watch sadly as decisions are made that are not preserving the natural landscape of Middlesex Centre. We need to do a better job or else we risk becoming a concrete jungle over the next 25 years.	70-79	Middlesex Centre - Rural
- Goal 5 (Industry) - Agriculture requires adequate roads		
Agriculture requires roads that are built and maintained to adequately allow movement of ag product safely Spend my tax dollars on roads not community services	I prefer not to say	Middlesex Centre - Rural
- Goal 5 (Industry) - Include people travelling to/from London		
Goal 5 mentions moving goods to and from markets; should also mention moving people to and from London. (Perhaps a minibus once a week going to Byron and back a few times in the day to allow those without a car to do some shopping in London or see their doctor)	60-69	Delaware
- Goal 6 (Fiscal) - This is the priority		
Might be a good set of goals but they need prioritized. Top of list should be fiscal responsibility. Next should be support local industry which includes agriculture and its ability to move equipment within the municipality. Next be safe and efficient. Other 3 should be grouped together and have very low priority.	40-49	Middlesex Centre - Rural
- z Other (2)		
Really, is this whole survey just asking people about whether or not they like how you wrote words and sentences?	40-49	Komoka-Kilworth
So these goals capture my earlier comments	60-69	Komoka-Kilworth

In your opinion, what are the most significant ways that you anticipate travel needs and transportation will change in Middlesex Centre in the future: other/comment

	Respondent Age	Respondent Home
- Aging/inadequate road infrastructure (2)		
Old infrastructure with increasing volume of cars	30-39	Delaware
More school buses and parking hazards on roads that are too narrow	50-59	Komoka-Kilworth
- Higher proportion of people in MC settlement areas		
Just a larger concentration of people in various villages and towns in MC.	60-69	Delaware
- Increased accidents		
Increased volume equals increased accidents.	60-69	Komoka-Kilworth
- Increased risk to agricultural equipment		
Increasing safety risk posed to movement of agricultural equipment by other vehicle traffic	40-49	Middlesex Centre - Rural
- Increasing building/sprawl (7)		
Increase urban sprawl and smaller community growth without municipalities planning appropriately for commute and travel to the London urban centre.	40-49	City of London
rural sprawl	40-49	City of London
accommodations for school/business/residential builds ...	40-49	Komoka-Kilworth
Not so much new residents accustomed to varied needs but just the increased volume of people if Middlesex Centre and surrounding municipalities continue to allow more residential development	40-49	Middlesex Centre - Rural
Increase in housing	50-59	Komoka-Kilworth
Too much development too fast, over population and urban sprawl must slow down.	60-69	Middlesex Centre - Rural
If the project at Elmhurst is approved, there will be a lot of new and expensive changes	70-79	Komoka-Kilworth
- Increasing commercial vehicles		
Increase in commercial vehicles due to construction and shipping needs	60-69	Denfield

	Respondent Age	Respondent Home
- Increasing desire for electric vehicles and busses		
Desire for electric buses	40-49	Komoka-Kilworth
- Increasing desire/need for transit connections to London (2)		
We should have public transport in Kilworth Komoka connected to London	40-49	Komoka-Kilworth
Increased desire for public transit into London	60-69	Delaware
- Increasing desire/need to connect to London		
Allow greater connectivity to London, allow more businesses to develop, more ability to find workers etc	40-49	Ilderton
- Increasing need to address needs of the younger population		
The needs of the younger population - work, shop and school needs outside Ilderton	40-49	Ilderton
- Increasing number of pedestrians (7)		
Desire to walk safely and access businesses and community activities	40-49	Komoka-Kilworth
Kids travelling between Komoka and Kilworth sections. As population grows and this increases, we need a safe path for them to do so.	40-49	Komoka-Kilworth
Increased interest in walking for health and recreation	50-59	Birr
Increased interest in walking for health and recreation	50-59	Komoka-Kilworth
Walking for exercise similar to biking	60-69	Ilderton
A complete and connecting trail system	70-79	Arva
I see more walkers and joggers along rural roads.	80 or older	Arva
- Increasing presence of automated vehicles		
Increasing presence of automated driving vehicles on roads	50-59	Delaware
- Increasing road traffic/ congestion (6)		
The increase in new residents from larger urban areas is a certainty, but	40-49	Bryanston

	Respondent Age	Respondent Home
most who move to smaller communities want to drive their cars (and on nice, open country highways), not get crammed onto public transportation or ride their bikes (except for recreation purposes).		
The community is not designed for massive influxes of cars. Driving to London along Glendon is backed up every morning to Kilworth because London hasn't planned for our growth.	40-49	Komoka-Kilworth
Increased number of vehicles on the roadway.	50-59	Komoka-Kilworth
Sheer volume! With increased population and the bridge bottleneck it is already a nightmare!	50-59	Komoka-Kilworth
Commuters using our space, travelling through and contributing nothing my to the wear and tear.	60-69	Ilderton
Traffic congestion. Glendon Dr. needs to be double laned both directions through Komoka/Kilworth (and Thames Bridge) due to housing growth in Kimoka/Kilworth/Mt. Brydges and surrounding areas.	60-69	Komoka-Kilworth
- Increasing speeding		
Safety in travelling with ever increasing speeding on local roads	70-79	Ilderton
- Increasing walking and cycling (2)		
Increased walking and using bikes for transportation that should be safely separated from road traffic	40-49	Komoka-Kilworth
... increasing interest in walking/running for health/recreation	40-49	Komoka-Kilworth
- Increasing working at business		
Increased working at a business	I prefer not to say	Komoka-Kilworth
- No need for bus transit in Ilderton		
No city like buses in ilderton please	20-29	Other Middlesex County
- Other		
recognize difference between needs and wants	I prefer not to say	Middlesex Centre - Rural

Respondent Age Respondent Home

Please share any comments you may have ... or other potential issues you may experience with the Middlesex Centre road network.

- A multimodal approach is needed

I think with growing population, it is important to have all conditions to be met for good transportation and this includes public transport buses, cycling path, maintenance of roads, etc. 30-39 Other Middlesex County

- Birr: Richmond (Hwy 4) extend reduced-speed section, add infrastructure for walking and cycling

The portion of Richmond Street that goes through Birr needs to have the reduced speed section lengthened so that reduced speed starts before and ends after the first and last residential houses along Richmond. The traffic going through Birr is extremely fast, and pedestrian traffic, bikes, people walking dogs, is on the increase in this area. You also need to extend the sidewalks to the residential houses on the extremities of Birr, along Richmond. We are all walking along the gravel on the busy road with cars and trucks flying by, walking our dogs, kids riding bikes, etc. It's very dangerous. Please lengthen the lower speed limit in this area, and put in sidewalks so no one gets hit. Thank you :) 50-59 Birr

- Bypass of north/west London needed

Highway maintenance is excellent and superior to all the road systems all over Canada. Good job ! We need a truck/ arterial route around the north and west side of London badly as you well know. I live on Gainsborough Rd and it is used like a major route by commercial vehicles all the time. Time is of the essence ! 60-69 Denfield

- Consider allowing ATVs on roads

Wish ATV were allowed on our roads 50-59 Ilderton

- County road issues

A lot of the issues I see are stop signs but generally it is county issue. 90 km/h, poor sight lines, inadequate signage 70-79 Middlesex Centre - Rural

- Cycling: Infrastructure is needed (e.g. Komoka-Kilworth to London and Ilderton to London connections) (6)

As a resident of Ilderton, from what I have noticed is that there is next to nothing in the form of bicycle infrastructure anywhere near me. The ride into London is actually a very short distance (9 km) and can be easily done by 20-29 Ilderton

	Respondent Age	Respondent Home
anyone on a bike. However there is no bicycle infrastructure that can get you there efficiently and safely. As it stands now, you would be forced to ride just inches away from motor traffic going at a minimum speed of 90 km/h.		
Cycling lanes on Oxford through to Vanneck!	30-39	City of London
Separate bike lane and sidewalk connecting London to Komoka-Kilworth	30-39	Komoka-Kilworth
Middlesex Centre is a hotspot for cyclists and there should be cycling paths away from the high-speed roads	40-49	Melrose
Invest more in cycling/pedestrian lanes. ...	50-59	Komoka-Kilworth
Cycling outside of settlements is dangerous. Too many drivers disregard human life and have no qualms about running down animals. Bike trails are essential, especially long interconnected trails rather than the short ones we have currently..	60-69	Ilderton
- Cycling: Infrastructure is needed (e.g. Komoka-Kilworth to London connection)		
The rural setting is beautiful for cyclists, runners, and walkers...and the interest will only grow with the increasing population. Not having appropriate shoulders or maintenance causes risk for everyone on the road. ...	40-49	Melrose
- Cycling: Lanes are NOT needed (3)		
Sidewalks for pedestrians not required on County roads - no one is walking these. Biking, not enough of a need to add bike specific lanes at this time. Road Maintenance - very good ...	30-39	Delaware
... Don't need the cycle track network like in London - not cost effective and this isn't Europe.	40-49	Ilderton
... I don't believe money should be spent on providing barriers on most roads for pedestrians or cyclists. The reality is roads are busier and are going to be more dangerous. Those people need to assess their own risks. ...	40-49	Middlesex Centre - Rural
- Cyclist safety/operations concerns (4)		
... Pertaining to cyclists - this is going to be a bigger issue as time goes on. Right now, my personal opinion is banning cyclists from major roadways (unless the event is sanctioned) for the safety of motorists and cyclists alike - until we get some bike lanes along frequented routes. As extreme as it may seem, I consider most of our roads as "quasi-highways" due to the speed motorists travel. Again, personally, I'm fine with high speeds when	20-29	Middlesex Centre - Rural

	Respondent Age	Respondent Home
competent drivers are behind the wheel. However, a lot of drivers drive recklessly and realistic steps should be taken to, a) protect the more vulnerable travellers, and b) force compliance through road re-engineering.		
Bicycles should be banned from roads that are 80 km/h or more: every day (in the nice weather) I see bicycles causing congestion and/or unsafe road conditions on 2-lane highways because traffic has to go around them or slow down and follow them until the path is clear to go around them. This is dangerous, a disruption, and not environmentally sound.	40-49	Bryanston
Cyclists continue to be an issue as municipal roads tend to be narrow and do not necessarily have good sight lines.	60-69	Delaware
People or groups of people riding bicycles with no purpose other than fresh air and sunshine. Our roads are for commerce.	I prefer not to say	Middlesex Centre - Rural
- Delaware: continuous sidewalks (and road lighting) are needed (2)		
Lack of pedestrian safety in Side walk network Unable to walk in Delaware due to lack of side walks connecting schools	30-39	Delaware
More sidewalks in Delaware. Also proper road lighting in residential areas.	70-79	Delaware
- Delaware: Longwoods (CR 2) and Gideon (CR 3) turning concerns		
... Turning at Gideon and Longwoods is very challenging some days. Perhaps a traffic light ? Gideon Road is well travelled with many types of vehicles and it can be very busy sometimes at the bridge to Komoka.	50-59	Delaware
- Delaware: Longwoods (CR 2) and Springer/Victoria pedestrian safety concerns (6)		
Longwoods Rd crossing at Springer Rd is dangerous. The hill reduces visibility of eastbound vehicles. Westbound vehicles often speeding. We need a formal crossing with lights.	30-39	Delaware
Why is there a passing lane in Delaware going up a blind hill with a "crosswalk" [school crossing] at the top???	30-39	Delaware
... Pedestrian crossing/lights desperately needed for Springer/Victoria cross over longwoods as many children cross here to go to school	30-39	Delaware
...The speed of traffic on Longwoods Rd makes it dangerous to cross the highway at the Victoria/Springer crossing that connects the village. This is dangerous for people walking, biking, or simply trying to cross the road by vehicle. ...	40-49	Delaware
I live in Delaware, the intersection on Longwoods & Springer needs to be looked at... this is an accident waiting to happen. The volume of speeding	40-49	Delaware

	Respondent Age	Respondent Home
cars coming up that hill with no care is insane. Am praying that no major accident ever happens.		
In particular concern for me is the pedestrians crossing Longwoods at Springer/Victoria in Delaware	50-59	Delaware
- Delaware: Speeding concerns (especially Longwood Rd/CR 2) (6)		
... Speeding - Major concern in Delaware on Longwoods (specifically the hill and through town i.e. water tower to highway overpass). No one goes the speed limit here. Should be brought down to 40 km. ...	30-39	Delaware
Stop signs in Delaware seem to optional to most, too many blind corners, speeding (especially in the school zone which happens to be where I live). This is out of control and constantly an issue.	30-39	Delaware
Delaware - Speeds are too fast in residential area with zero OPP enforcement	30-39	Delaware
The speed of traffic moving through Delaware village. ... There has also be a significant increase in traffic within the village, particularly delivery vehicles who drive quickly around the village. There are not traffic slowing measure within the village to slow traffic on through streets (Victoria, Wellington, York, Young) this is dangerous to people who are working or biking within the village.	40-49	Delaware
... There needs to be some enforcement of speed through the village on hwy 2. ...	50-59	Delaware
Vehicle traffic in the village of Delaware has increased immensely and people drive too fast. The relocation of the catholic school has put added traffic on Wellington Road. Very significant increases during school hours and days. Not only passenger type and personal vehicles but school busses are cutting right through the village. ...	50-59	Delaware
- Enforcement is needed (speeding, truck routes, construction vehicles, parking) (5)		
Construction traffic should be better managed as we continue to grow our urban areas.	30-39	Delaware
Speeding on medway and heavy trucks on a no truck route ... Speeding on Vanneck road and heavy trucks on a half load road ...	30-39	Middlesex Centre - Rural
Already the major roads heading into London are congested. Just going to get worse as rural population increases. Side roads are being used as short cuts where there is no regard for speed. Not enough speed enforcement. For example, driving to Komoka park today and a pick-up truck passed 3 cars at once who were already going 10 km/h over speed limit.	40-49	City of London

	Respondent Age	Respondent Home
No parking areas on reduced visibility main intersections not enforced. It's more about keeping the businesses happy with customer traffic than safety concerns. Trucks for construction areas use prohibited roads and drivers also tend to do what they want because very little enforcement.	50-59	Ilderton
Speed control. Lower speed limits! Control traffic volume. Our Road is at 80 km/h, should be 60 max. All of my neighbours agree. We discuss annually at our community neighbours meetings. Speeds often exceed 100 km/h on a road with much farm equipment usage, a high concentration of deer and wildlife movement.	60-69	Middlesex Centre - Rural
- Gravel roads need better maintenance (2)		
Local gravel/stone roadways maintenance standards (or the execution of those standards) has deteriorated over the years to the point where it is regularly dangerous to drive on those roads (uneven road surfaces, poor visibility due to dust). Maintenance should be improved and/or long term investment should be made in hard surfaces.	40-49	Middlesex Centre - Rural
Maintenance on the gravel roads is extremely poor. Dust control once per year is not enough. Road grading is poorly done- pot holes just filled in not graded to the bottom therefore they just surface again within a day or two. Why can some roads be surfaced and not all?? Do those who live on surfaced roads pay more in taxes??	60-69	Middlesex Centre - Rural
- Gravel roads need upgrading/paving (6)		
Tar and chip all gravel roads	60-69	Birr
Concerns with flow of traffic with railway crossings. Pave the roads that are gravel that have direct access to the city that do not have railway crossings.	60-69	Komoka-Kilworth
Living on Melrose Drive the pot holes and silt are challenging and given the township does their best to maintain it I put forth the idea of a more permanent surface requiring less maintenance.	60-69	Komoka-Kilworth
Some of our gravel roads really need to be paved in order to limit the numerous pot holes that litter those roads.	60-69	Middlesex Centre - Rural
Why can some roads be surfaced and not all?? Do those who live on surfaced roads pay more in taxes??	60-69	Middlesex Centre - Rural
Please...our personal vehicles and our neighbour's farm equipment can't wait 25 years for our Local Gravel/Stone roads to be hard surfaced. Look beyond Middlesex Centre to find local, country roads hard topped. Their Municipalities did it...why can't our elected officials make the same decisions? If we want urbanite visitors to enjoy our rural landscape let's make the roads inviting. Who wants to drive down a muddy, soft gravel road	70-79	Middlesex Centre - Rural

	Respondent Age	Respondent Home
rather than driving on a better surface?		
- Ilderton Rd (CR 14) at Wonderland (CR 56) and Adelaide (CR 41) - unsafe (consider roundabouts) (2)		
Intersections of Ilderton and Wonderland and Ilderton and Adelaide would benefit from roundabouts (notwithstanding land purchase and cooperation from County). ...	40-49	Ilderton
Intersections of Ilderton Rd and Wonderland/Adelaide are unsafe. ...	40-49	Ilderton
- Ilderton Rd: Cyclist safety concerns		
Cyclists use Ilderton Road extensively and there are often heavy trucks also using the road sometimes traveling faster than the posted speeds limits.	60-69	Poplar Hill-Coldstream
- Ilderton: Hyde Park Rd (CR 20) at Heritage Dr - pedestrian crossing concerns (4)		
The "cross walk" on Hyde Park continues to experience near misses, which just are not acceptable given there is a proper crosswalk just down the road by the water tower - it shouldn't be about cost etc. it should be about the kids and families that use that walkway to access the library, medical centre and park. ...	40-49	Ilderton
Fix the crosswalk on Hyde Park and Heritage in Ilderton (by the library). It is unclear who has the right of way and leads to confusion. Need to have a button for pedestrians to use to activate a signal, like the much less used crosswalk by the Ilderton water tower.	40-49	Ilderton
Hyde Park and Heritage Drive accident waiting to happen! Cross over at Meadowcreek Drive to get to walking trails. Dangerous as traffic becomes heavier in volume.	70-79	Ilderton
No more additional or extensions of sidewalks in Heritage Park. Concentrate on a safer crosswalk on Hyde Park Road by the Heritage Park entrance instead.	I prefer not to say	Ilderton
- Ilderton: Ilderton Rd (CR 16) - school in 90 km/h zone near town is problematic		
... When there is such a focus on mental and physical health of residents it really makes no sense to have a school in such close proximity to town and our kids can bike or walk to school - it's pretty illogical. Given Main Street is 50 and the school that resides a block outside town is 90 is again illogical. We need to stop blaming that it can't be addressed because it's owned by this area of the province etc and recognize how silly it is and just get like minded people on board to make sense of it and do the right thing for the municipality and residents.	40-49	Ilderton

	Respondent Age	Respondent Home
- Ilderton: Ilderton Rd (CR 16) access/safety concerns		
Dangerous intersections in Ilderton all the way along the main road. Large trucks, too much speeding. Unsafe for pulling out onto the main road from side streets, crossing the main roads and there is no chance of cycling along the main road as it is way too dangerous	70-79	Ilderton
- Ilderton: Ilderton Rd (CR 16) needs safe pedestrian crossings (2)		
... Pedestrian crossing at Ilderton Rd and Meredith is needed. ...	40-49	Ilderton
Trucks and vehicles roar through Ilderton not respecting the speed limits. Pedestrians may respect rules but some step out into traffic path and it isn't safe to do so. Crosswalks / lights would be of value on Ilderton Road to improve pedestrian safety.	70-79	Ilderton
- Ilderton: Parking concerns and suggestions		
... Parking along Ilderton Rd in the retail section needs to be restricted to one side. The road is too narrow for parking on both sides with all the large trucks coming through town. Turn Tony's junk yard into a parking lot.	40-49	Ilderton
- Ilderton: Walking/cycling trail connection west to rail trail needed		
Walking/cycling trail connecting Hyde park rd. At water tower going west to the rail trail.	50-59	Ilderton
- Intersection operations concerns		
Some stop signs at some intersections aren't flagged enough based on the road's posted speed.	60-69	Ilderton
- Intersection operations concerns: Coldsteam Rd and Oxbow Dr		
The intersection of the Coldstream and Oxbow drive	20-29	Komoka-Kilworth
- Intersection operations concerns: Ilderton Rd (CR 16) and Nairn Rd (CR 17)		
A traffic light should be added at Ilderton Rd and Nairn Rd. It is such a dangerous crossing. No one should ever walk or cycle on busy roads such as Nairn Rd. That is a good way to be injured or killed. People drive incredibly fast on Nairn Rd. but it's hard to stop that. The roads are in excellent condition in Middlesex Centre and the road crews do an excellent job of keeping them plowed etc. Thank you!	50-59	Denfield

	Respondent Age	Respondent Home
- Intersection operations concerns: Oxbow Rd and Nairn Rd (CR 17)		
We need lights where Oxbow crosses Nairn Road.	60-69	Delaware
- Intersection operations concerns: Sunningdale Rd W and Denfield Rd		
... Change Sunningdale and Denfield to a four way stop.	30-39	Middlesex Centre - Rural
- Inverst in road infrastructure for Middlesex Centre		
You have to spend money. Few of us don't drive each day so it is a major factor in our lives. Spend the appropriate amount to reflect their importance. Also make Middlesex Centre decisions, not Middlesex County decisions that determine our direction. Don't be cheap.	60-69	Ilderton
- Komoka-Kilworth: Glendon Dr (Cr 14) - safe pedestrian path and crossings needed (2)		
We are in the new Kilworth development and would like to be able to safely walk and access the businesses and community centres located across Glendon drive. We would like this safety for our children as well. As much as possible it would be ideal to have walkable communities decreasing reliance on vehicles to access businesses and community offerings. It creates a community feel when our kids can move about safely in designated pedestrian trails.	40-49	Komoka-Kilworth
... People (kids) walking alongside Glendon from Kilworth to Komoka Foodland...no sidewalks. ...	40-49	Komoka-Kilworth
- Komoka-Kilworth: Glendon Dr (CR 14) access concerns (8)		
As it gets busier on Glendon increasingly difficult to enter onto road from places like food land and smaller roads in kilworth safely.	40-49	Komoka-Kilworth
Glendon drive is becoming increasingly busy and difficult to turn onto	50-59	Komoka-Kilworth
It is so dangerous to turn from a side road to Glendon Drive. The traffic is so busy now and will be worse when the new subdivision is completed. ...	60-69	Komoka-Kilworth
... Cement median to prevent drivers turning left onto Elmhurst St. From Glendon and to prevent drivers turning left onto Old River Rd. From Glendon. Too many near accidents! ...	60-69	Komoka-Kilworth
No lane markings at intersection Kilworth park road turning onto Glendon. Vehicles turning left back up the line of traffic every day. It's dangerous and frustrating for all drivers. Many of us have reported to the municipal offices	60-69	Komoka-Kilworth

	Respondent Age	Respondent Home
with no response or action. Cramming more high density housing into this area is going to escalate the problem.		
Need traffic lights at Kilworth Park Dr and Glendon Rd. As well as creating right hand turn lane on Kilworth Park Dr onto Glendon. ...	60-69	Komoka-Kilworth
Stop lights badly needed corner of Glendon and Kilworth Pk. Dr.	60-69	Komoka-Kilworth
If the new project is approved on Elmhurst there will be major traffic and safety issues with traffic at Kilworth Park Drive!! Additionally at Elmhurst in winter conditions with the slope of the street at Glendon Drive. Adding up to 90 vehicles in this one block where there is already traffic problems is dangerous and irresponsible in my mind!	70-79	Komoka-Kilworth

- Komoka-Kilworth: Glendon Dr (CR 14) at 5 Corners - safety/operations concerns (6)

Need solution at 5 corners	30-39	Komoka-Kilworth
5 corners in Komoka/Kilworth needs an advanced left turn off Glendon to solve the major congestion issues there during rush hours	40-49	Delaware
Traffic flow at Jefferies and Glendon drive is a concern given intersection has wide turns and high speeds. ...	40-49	Komoka-Kilworth
... Areas like the intersection of Vanneck and Glendon are horrific during rush hour.	40-49	Melrose
... Also right hand turn lane at Glendon Dr. (heading west) onto Vanneck Rd.	60-69	Komoka-Kilworth
Main intersection at Glendon and Jeffries (5 corners) is a safety issue. I do understand it is scheduled for a roundabout which is a positive step.	60-69	Komoka-Kilworth

- Komoka-Kilworth: Glendon Dr (CR 14) safety concerns

I wish there was a traffic/road survey for Middlesex County. I have significant concerns about Glendon that are not addressed in this survey!!!!!!!!!!!!	60-69	Komoka-Kilworth
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- Komoka-Kilworth: Glendon Rd (CR 14) - Thames bridge crossing and Old River Rd - safety concerns

Thames River bridge crossing and intersection of Old River Road and Cty Rd 14 are rapidly growing major issues with respect to traffic congestion, and the potential for accidents.	60-69	Komoka-Kilworth
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	Respondent Age	Respondent Home
- Komoka-Kilworth: Glendon Rd (CR 14) congestion issues (2)		
Glendon Road has become very congested between Westdelbourne and Highway 402.	50-59	Komoka-Kilworth
With any potential growth in Komoka/Kilworth County Rd 14 at 2 lanes is currently and will be inadequate.	60-69	Komoka-Kilworth
- Komoka-Kilworth: Revise Jefferies traffic calming measures		
... Jefferies speed bumps should be revisited, there could be other calming measures employed versus temporary bumps.	40-49	Komoka-Kilworth
- Komoka-Kilworth: Sidewalk connectivity is needed		
With focus on healthy living, more side street sidewalks (example Queen Street - Komoka) need to be built and interconnected	70-79	Komoka-Kilworth
- Komoka-Kilworth: Speeding concerns (including Union Ave, Westbrook Dr and Glendon Dr/CR 14) (5)		
... [Glendon Drive] Cars and trucks still travelling 100.	40-49	Komoka-Kilworth
... Traffic calming/speed measures needed on Westbrook. ...	40-49	Komoka-Kilworth
Union Ave in Komoka is a speedway most days - very unsafe and our sidewalk is not complete near Oxbow due to incomplete housing builds.	50-59	Komoka-Kilworth
Speeding is not being enforced, even on the residential streets of Kilworth i.e. (Elmhurst) where drivers are unaware of their speed.	60-69	Komoka-Kilworth
Union Ave Komoka is used as a Komoka bypass. No speed controls such as stop signs or bumps. No action by Middlesex Centre despite numerous requests.	70-79	Komoka-Kilworth
- Maintenance concerns (winter maintenance, rail crossings, paint) (4)		
Roads are not maintained along the rail road tracks	20-29	Komoka-Kilworth
Winter maintenance in rural Middlesex Centre is a major concern. ...	50-59	Denfield
Painting on roads needs to be done more often with a longer lasting, perhaps neon-like paint as used in some jurisdictions.	70-79	Ilderton
Very concerned about lack of proper snow plowing and removal within the	70-79	Poplar Hill-

	Respondent Age	Respondent Home
<p>municipality. It seems it is done in only a reactive measure, which makes roads very treacherous at times, especially during this winter even though there have been much fewer snow events! Need to focus on seven days a week 24 hours a day plan for winter roads. ...</p>		Coldstream
<p>- Rail crossings need to be improved</p>		
<p>I know it's not your responsibility but please put more pressure on the railways to fix their crossings. Some of them are so rough and dangerous these days.</p>	30-39	Komoka-Kilworth
<p>- Rationalize the County Road network</p>		
<p>There should be a rethink or revisit of the County road network to ensure that duplications in service is minimized. It is likely there would be efficiencies found if there was only one road operator.</p>	30-39	Poplar Hill-Coldstream
<p>- Road noise concerns</p>		
<p>Road Noise!</p>	60-69	Ilderton
<p>- Roundabouts should be considered (3)</p>		
<p>We live in a rural area, thus vehicles will be moving fast whether or not speed limits change. I frankly find speed limit changes a band-aid solution and a bit ridiculous to be honest (unless they are appropriately backed up with actual enforcement - which they are not). Case in point. No one goes 70 km/h along Medway by Adelaide. It is treated as a 90 km/h zone and I know people who have been ticketed going over 120 along that stretch. Vanneck past Ilderton is around 100 km/h in an 80 km/h zone as well. Coming into Ilderton by Oxbow? Forget the 70 km/h sign. Going out of Ilderton towards Highway 7 on Hyde Park? You are easily at 80 as you pass the pedestrian crosswalk. My biggest concern is not the speed - that is a law enforcement issue. Changing signs to feel good does nothing except blow money into the ether. In my opinion - we should be developing a plan to get roundabouts in every intersection that is being upgraded. I think Middlesex Centre especially could be a leader in this area and while it wouldn't entirely stop the speeding issue - it forces drivers to slow down at every intersection - rather than a) continue speeding through the lights, b) or increase their speed to make it through yellow lights. ...</p>	20-29	Middlesex Centre - Rural
<p>Add more roundabouts rather than traffic lights. Traffic lights stop the flow as roundabouts keep you moving to your home and work.</p>	40-49	Komoka-Kilworth
<p>Need roundabouts not lights and wider sholders</p>	70-79	Ilderton
<p>- Rumble strips are too loud at Ilderton Rd (CR 16) and Nairn Rd (CR 17)</p>		

	Respondent Age	Respondent Home
Rumble strips too aggressive (Ilderton Rd / Nairn Rd) Heard daily 1.5 km from intersection. Bald eagles nest close by now empty due to noise. No response from county after several calls and lots of neighbors complaints. There are better solutions but we won't get a response from you!! Quality of life and prosperity has diminished since they moved this noise maker into this community.	50-59	Middlesex Centre - Rural
- Speeding trucks		
Too many huge trucks going at excessive speeds!!!!	80 or older	Middlesex Centre - Rural
- Speeding vehicles on rural roads		
As a frequent walker along rural roads, speeding vehicles are a real concern.	80 or older	Arva
- Tender out road construction		
... Road construction should be tendered out.	50-59	Denfield
- Transportation needs to keep up with growth (especially Komoka-Kilworth and through traffic) (6)		
There is a lot more traffic in the greater London area and there will only be more with large immigration numbers in the coming years. More major roadways are needed to accommodate this traffic. Especially Oxford Street West to Kilworth/Komoka, etc.	30-39	Komoka-Kilworth
Influxes of people moving into high density housing and there's no infrastructure to support. ...	40-49	Komoka-Kilworth
We already have problems with all of those items stated above. Stop building and bringing in new residents because you can't even support the needs of the existing people in the community.	40-49	Komoka-Kilworth
In most cases, it is not a matter of unsafe intersections that cause my concern, it is unsafe and poor drivers making them dangerous. Increased traffic is a concern, which is why I am not supportive of increased residential growth in Middlesex County. You can't always blame unsafe routes by trucks, in most cases these routes were always used by trucks, they are just more dangerous now due to increased commuter traffic or residential development on those routes. ...	40-49	Middlesex Centre - Rural
With increasing density in Kilworth, the traffic issues are intensifying. It is difficult currently getting out of Old Kilworth and as the subdivisions expand it will become untenable for those of us who live there. The plans to help traffics are too far behind the increased development and the Komoka	50-59	Komoka-Kilworth

	Respondent Age	Respondent Home
bridge, which is already dangerous cannot handle these increases.I know several people who have been seriously injured on this bridge and that was before all the recent growth in Kilworth, komoka, Mt Brydges.. We have put the kettle before the horse with regards to development and lack of road upgrades and it is going to get a lot worse before it gets better.		
New development is being considered in Old Kilworth at the west end of the Kilworth bridge. This is already a congested area. Traffic flow would be a major concern. When considering new developments traffic flow should be a major consideration .	70-79	Komoka-Kilworth
- Trucks volumes are increasing in small commiunities, creating safety issues		
... Speeds of all vehicles especially large transport like trucks is definitely a problem especially in the smaller communities/hamlets through out the municipality. Too many of these larger vehicles using alternate routes between major roadways, which definitely is creating safety issues which will only increase as infill is happening at a much increased rate.	70-79	Poplar Hill-Coldstream
- Visibility concerns at intersections due to trees and vegetation		
Visibility issues need to be addressed at some intersections. Tree limbs, fences, phragmites need attention. For instance, Sixteen Mile Road and Wonderland Road, Fourteen Mile and Hyde Park Road. A particularly bad intersection for visibility (because of the high traffic volume) is Hyde Park Road and Elginfield Road. The phragmites to the west of Hyde Park Road make it difficult to see traffic approaching on Elginfield Road. A simple fix is Round-Up in the fall and a weed-eater at any time.	60-69	Middlesex Centre - Rural
- Wider roads/shoulders are needed for farm equipment, cyclists, etc. (5)		
... Would like to see more of the widened shoulders like Hyde Park north of Ilderton and Vanneck south of Hyde Park - both are good for wider farm vehicles as well as cyclists. ...	40-49	Ilderton
... A major concern is improper road maintenance in the way that gravel is applied to roads. There are less busy roads that are inherently narrower but have been receiving the same amount of gravel over the years as wider ones. The increase in height and crown of some of these roads is increasingly dangerous with no shoulder and are less conducive for moving trucks and farm equipment. Time, effort and money should be spent on making these roads wider rather than keep dumping gravel and making them higher.	40-49	Middlesex Centre - Rural
Farm equipment traffic interacting with increased vehicular traffic	50-59	Middlesex Centre - Rural
All gravel sideroads need to be the same width, too narrow for farm trucks	60-69	Birr

	Respondent Age	Respondent Home
and vehicles passing		
.. not the fault of trucks but some villages or hamlets such as Ilderton have narrow main streets which can be dangerous to drivers exiting their parked vehicles and a risk for trucks. Wider rural roads with paved shoulders would be welcomed by cyclists, walkers and farmers.	60-69	Ilderton

What factors would encourage you to walk to local destinations more often: other/comment

- Connections to London are needed

Need connections to london and environs	40-49	Ilderton
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- Cycling lanes can be used for walking

I can walk in bicycle lanes if you add them - ...	40-49	Melrose
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- Delaware: Vehicle speeds and lack of winter maintenance make walking more dangerous

I walk regardless. Traffic speed in our town and sidewalks directly adjacent to the roadway in spots make it more dangerous especially in winter when sidewalks aren't plowed by the municipality in a timely manner.	60-69	Delaware
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- Distances are too far to walk (5)

More businesses closer to the neighbourhoods	20-29	Komoka-Kilworth
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I live in a rural area therefore only walk for exercise.	30-39	Other Middlesex County
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live to far to walk to destinations in hamlets/towns	50-59	Middlesex Centre - Rural
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Live too far to walk	60-69	Middlesex Centre - Rural
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n/a for me, don't live in one of the villages	70-79	Middlesex Centre - Rural
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- Dust control on gravel roads

Dust control on gravel roads	60-69	Middlesex Centre - Rural
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	Respondent Age	Respondent Home
- Komoka-Kilworth: Glendon Dr (CR 14) needs walkway and safe pedestrian crossing (5)		
Walking paths, green space connected to Komoka.	40-49	Komoka-Kilworth
A sidewalk and bike path on glendon	50-59	Komoka-Kilworth
I walk daily and would welcome the opportunity to access services and points of interest that our close to my home. EG Kilworth to Komoka	60-69	Komoka-Kilworth
... It will help a lot to have side walk on Glendon Drive so we can walk instead of driving to the stores nearby.	60-69	Komoka-Kilworth
walking in Kilworth is effectively restricted to the subdivision as we are cut off from Komoka Park by the highway and bridge that are extremely dangerous for pedestrians.	70-79	Komoka-Kilworth
- Komoka-Kilworth: Lighting is needed in Kilworth		
review of adequate street lighting is required for safety of pedestrians walking at night. This is vital in Kilworth.	40-49	Komoka-Kilworth
- Komoka-Kilworth: Sidwalks needed to walk to Komoka Wellness Centre and shopping plaza (2)		
Railway Ave and tunks line intersection has no signage, sidewalks going to KWC (Komoka Wellness Centre) needed on Railway Ave, tunks line, part of queen, komoka road is a county collector road that should have sidewalks on both sides, same as CR 14	60-69	Komoka-Kilworth
I live in Kilworth. There is no sidewalk/trail connection to the shopping plaza near the Wellness Centre or Komoka itself	60-69	Komoka-Kilworth
- Lighting is needed for trails		
... Lit trails for walking	30-39	Komoka-Kilworth
- Melrose: sidewalks were recently removed		
... You just removed the only sidewalks that existed in our small neighbourhood because upkeep was "too expensive". Feeling a bit inapt as a tax payer.	40-49	Melrose
- More sidewalks/trails are needed (4)		

	Respondent Age	Respondent Home
More natural paths	40-49	Ilderton
I walk extensively but would welcome more paths and paving of dirt paths that often become muddy.	60-69	Ilderton
More walking trails	60-69	Middlesex Centre - Rural
More sidewalks	80 or older	Arva
- no issues (5)		
Nothing puts me off walking	40-49	Komoka-Kilworth
I already walk often, and find the infrastructure to be sufficient	40-49	Middlesex Centre - Rural
No issues.	50-59	Delaware
None	50-59	Denfield
Do not spend agricultural tax dollars on what we do not need	I prefer not to say	Middlesex Centre - Rural
- No issues in Ilderton (2)		
walking around Ilderton is easy, safe and has no issues in my opinion	50-59	Ilderton
I can and do walk in Ilderton, not an issue	60-69	Ilderton
- No issues in Old Kilworth		
The streets in old kilworth dont need street lights or side walks. The newer area with retail has everything needed to easily access	50-59	Komoka-Kilworth
- No need to promote/support walking (2)		
People that want to walk, will walk. Increased efforts by the municipality to promote more walking will not result in much of a difference in my opinion.	40-49	Middlesex Centre - Rural
Much safer to use a treadmill ! I train 4x a week	60-69	Denfield
- Sidewalks are NOT needed		
Filling gaps in the sidewalk network in existing areas are unnecessary and a waste of money. People walk regularly on the road in winter when the sidewalk is icy because they feel safer!	50-59	Ilderton

	Respondent Age	Respondent Home
- Sidewalks are NOT needed in established neighbourhoods (3)		
Sidewalks will not make any existing dead end (non-through fare) subdivision any safer. In fact, the contrary would occur, with significantly more street parking and consequently more blind spots to watch for vehicles. Again — NO SIDEWALKS to long-time existing homes in dead end subdivisions.	50-59	Ilderton
It does not seem financially-responsible or environmentally-mindful to cause destruction by putting sidewalks in pre-existing subdivisions. Current homeowners purchased their properties fully knowing that there are no sidewalks.	50-59	Ilderton
Please DO NOT install sidewalks in established neighbourhoods that have low traffic flow. A waste of taxpayers' money.	60-69	Ilderton
- Sidewalks are NOT needed in Heritage subdivision in Ilderton		
Regarding the installation of sidewalks in the Heritage subdivision over and above what already exists, I believe that is unnecessary and that taxpayer money would be better spent on other issues. Pedestrian interaction with traffic in this area has never been a problem or unsafe.	50-59	Ilderton
- Sidewalks are NOT needed in Kilworth		
I live in the old section of kilworth and love walking here as it is. Easier to walk with no sidewalks as they are not kept up well after snow anyway and can get icy. However if it gets busier might become unsafe	40-49	Komoka-Kilworth
- Slow down vehicles to improve pedestrian safety (2)		
Safer roads (slower speeds)	40-49	Komoka-Kilworth
Slower local vehicle speeds. more posted speed limit signs.	60-69	Komoka-Kilworth
- Street lighting is needed in Kilworth		
Street lights for Kilworth Pk. Dr. too dark	60-69	Komoka-Kilworth
- Supporting walking/trails is important (2)		
Huge! Walking trails are so important	30-39	Komoka-Kilworth

	Respondent Age	Respondent Home
This is hugely important to us!!!	40-49	Komoka-Kilworth

- Too dangerous to walk along high-traffic roads (2)

Walking protected on high-traffic roadways would make me feel safer	50-59	Komoka-Kilworth
Too dangerous to walk on the busy roads	80 or older	Middlesex Centre - Rural

- Too dangerous to walk on rural roads

Our road does not have side walks. However, we have many neighbours that walk our road and now feel unsafe due to reckless speeds and driving ignorance.	60-69	Middlesex Centre - Rural
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**What factors would encourage you to cycle more often:
 other/comment**

- Add bike lanes to roads when they are being upgraded

Would really like to see bike lanes beside all hard top roads. Why not include that in all future roads as they are being upgraded?	60-69	Birr
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- Adding cycling infrastructure is NOT of value (4)

Adding cycling lanes is a waste when you consider how many people actually cycle (especially considering this is a seasonal activity). Spend the dollars elsewhere.	30-39	Delaware
Utterly ridiculous to suggest cycling in the winter in Canada!!!!	50-59	Denfield
We do not have the climate for year round cycling be realistic please	60-69	Komoka-Kilworth
Cyclists do not pay licencing fees. No place for recreation	I prefer not to say	Middlesex Centre - Rural

- Cycling lanes/paved shoulders are needed (on main roads/to connect communities) (3)

Cycling network is needed on high traffic roadways, subdivision streets are fine as is.	50-59	Komoka-Kilworth
Dedicate some roads with bike paths to interconnect to our small communities	60-69	Birr

	Respondent Age	Respondent Home
More bike lanes like the new ones on Gideon (which I realize isn't a MC road).	60-69	Delaware
- Cycling on roads is dangerous (4)		
You have to be crazy to want to cycle on the roads these days. Drivers simply don't care.	40-49	Komoka-Kilworth
At one time I cycled professionally. 200 km per week. I have been an advocate for cycling with a major outdoor retailer. Due to increased traffic and occurrences with drivers i have quit because it is unsafe.	60-69	Komoka-Kilworth
I am not a cyclist but I have major concerns about the roadways accommodating cyclists because my son is a high frequency cyclist and has had many close calls on county roads.	60-69	Komoka-Kilworth
vehicle traffic is way too fast and do not give cyclists consideration	70-79	Middlesex Centre - Rural
- Cycling to Ilderton school is not currently allowed		
Note: Due to all kids being bussed to schools in Ilderton, there is no cycling allowed for safety reasons (County Rd)	60-69	Ilderton
- Cyclist behaviour concerns (4)		
I do not believe cycling on roads or shoulders is okay or safe to do as cyclist are not licensed and ultimately unsafe for people who are driving. Some cyclists aren't prepared for roads, they swerve and do not properly signal. They go on reds and go through stop signs.	20-29	Other Middlesex County
Bike riders are often good, some are dangerous.	60-69	Ilderton
Cyclists need to understand it works both ways. They need to stop cycling in "packs", fully taking over an entire lane on a country road. We had cyclists give us the finger when pulling hay wagon down the road .."we got in their way"...geeezz!! road. During hay season	60-69	Middlesex Centre - Rural
Cyclists need to obey the rules of the road to make safer conditions	60-69	Middlesex Centre - Rural
- I do not cycle (3)		
i do not cycle	50-59	Ilderton
Too old [cycle]	80 or older	Arva
I don't cycle	80 or older	Delaware

	Respondent Age	Respondent Home
- Kilworth bridge is dangerous for cyclists and pedestrians		
The Kilworth bridge is extremely dangerous for cyclists and pedestrians.	70-79	Komoka-Kilworth
- Other		
Your survey did not allow for the option of being a cyclist AND not being at all confident cycling on the major roads	50-59	Komoka-Kilworth
- Prioritize supporting walking over supporting cycling		
I would prefer there be more focus on walking facilities as opposed to cycling which has far too much focus in my opinion	70-79	Komoka-Kilworth
- Safe storage needed (2)		
I'm concerned my bike could get stolen if I cycled.	40-49	Ilderton
Secure bicycle racks in town would be helpful.	60-69	Ilderton

What types of activities would you be most interested in using public transit services to travel to, if appropriate services were to be provided to your destination in the future: other/comment

- Bike-carrying transit into London		
Bike-carrying transit into London.	60-69	Komoka-Kilworth
- Connections to London/LTC services (2)		
to go to london for a variety of different reasons	50-59	Komoka-Kilworth
Connection to London public transit near city boundaries	50-59	Komoka-Kilworth
- Connections to pub		
Pub	70-79	Arva
- Connections to trails or parks		
To trails or parks	50-59	Ilderton

	Respondent Age	Respondent Home
- Depends on stop locations		
Depends on pick up and drop off points	I prefer not to say	Middlesex Centre - Rural
- I do not want public transit (3)		
I do not want public transit in Ilderton.	20-29	Other Middlesex County
I own my own vehicle, enjoy my freedom and work hard to afford my car. Also, when I was young and poor, I rode the bus and I wish to never go back to that situation again! Buses are full of the unwashed masses...	50-59	Denfield
Take a London bus, ignorant behaviours.	60-69	Ilderton
- Let private sector look after transit		
Let free market look after it. If there is a need, that means there is a business opportunity for somebody to provide that service.	40-49	Middlesex Centre - Rural
- London paratransit services could be expanded to Middlesex Centre		
Many retirees move into the city because of the lack of transportation. The amenities are growing out here but trips are still needed to the city by most. There are few people with disabilities who would benefit accessing the Voyago transportation service. Perhaps contracting with the London paratransit service would be a good solution.	60-69	Komoka-Kilworth
- Transit is not cost-effective/realistic for rural communities (4)		
Not cost effective for Ilderton to have public transit options. It's something we acknowledge living in a rural community. There may be value in exploring an LTC route from Komoka to London in the next decade. Maybe Ilderton will see similar growth in 10-20 years.	40-49	Ilderton
I don't think public transportation is a realistic option given the rural nature of our county	60-69	Komoka-Kilworth
I have no expectations of public transportation in the township.	70-79	Middlesex Centre - Rural
Since we live on away from a hamlet, town or village, I personally could not see how the network would serve me. I would need to sell and relocate.	70-79	Middlesex Centre - Rural
- Transit may be helpful when I am older but not now (3)		

	Respondent Age	Respondent Home
At this moment we are not in need of any types of transportation [transit services]. As we age our needs will change and options would be nice	50-59	Denfield
Right now, I don't think that I need these services. When I'm older, I think I will.	60-69	Delaware
At this time lack of public transportation is not a concern. However, as we age the potential loss of our driver's licences.	60-69	Ilderton

In your opinion, what are the most important ways that Middlesex Centre support local businesses and better support/manage goods movement: other/comment

- A new Hwy 402 interchange does not make sense

adding a 402 interchange does not make sense. Does the township even touch the 401?	70-79	Middlesex Centre - Rural
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- Address Glendon Rd (CR 14) congestion/improve access to businesses (2)

Something has to be done about the congestion on Glendon Road.	50-59	Komoka-Kilworth
Turning lanes to access stores from higher traffic roads	60-69	Komoka-Kilworth

- Bring commercial businesses into towns (e.g. grocery in Ilderton) (2)

Bring businesses into town so people don't have to leave and go elsewhere. e.g. grocery store in Ilderton. Less likely to use business in town if I have to leave anyway for a store that isn't in town.	40-49	Ilderton
Provide commercial property to rent.	50-59	Middlesex Centre - Rural

- Continue free on-street parking

Free parking, even on streets, is a great way to encourage people to stop and shop/dine. Most communities in Middlesex Centre still do this, and I would encourage that as opposed to London's reduction in the number of parking spots downtown and the expensive cost of parking there.	40-49	Bryanston
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- Increase safety requirements of farm machinery

Increase the safety requirements of farm implements.	60-69	Ilderton
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	Respondent Age	Respondent Home
- No issues (2)		
no concerns	50-59	Ilderton
Road service is excellent.	60-69	Ilderton
- Pave Denfield Rd to Ilderton Rd (as truck route)		
Pave Denfield Rd from ILDERTON to Gainsborough to ease traffic, which will increase even more than it has lately	70-79	Ilderton
- Provide electric vehicle charging		
EV charging support to take advantage of the nearby highway, i.e. tesla super charger, etc	30-39	Komoka-Kilworth
- Provide paths and sidewalks to access local businesses (e.g. Kilworth-Komoka walking connection) (3)		
Support multi-modal forms of transportation to get customers to/from businesses throughout the municipality, especially those not requiring a personal vehicle	30-39	Middlesex Centre - Rural
Easy cycling/walking routes from new areas in Kilworth to commercial areas in Komoka.	60-69	Delaware
Local connectivity via pathways and sidewalks are nonexistent for residents to support businesses without driving!	60-69	Komoka-Kilworth
- Provide transit connections to London		
Have busses that go to London and connect to other areas in middlesex centre. Not everyone can afford to drive.	40-49	Ilderton
- Reduce traffic on local roads/direct trucks to main roads		
Reduced traffic on side roads. Reduce speed limits. Traffic calming measures.	60-69	Middlesex Centre - Rural
- Replace the Coldstream Rd rail underpass to accommodate trucks		
Replace the Coldstream Rd rail underpass to accommodate trucks	60-69	Komoka-Kilworth
- The ability for businesses and agriculture to operate and move goods needs to be a Municipality priority		
Number one way for government to support local business is to get out of	40-49	Middlesex

Respondent Age **Respondent Home**

Centre - Rural

the way. Provide a cost-effective place to do business, which means a fiscally responsible government, which in turn reduces tax burden in addition to focusing on reducing bureaucracy within the governmental organization. Need to realize that there is a large amount of industry that supports the economy as a whole that either operates in Middlesex Centre or passes through. The ability for agriculture to operate should be a priority and the ability for goods and services of all types to pass through the municipality should be seen as extremely important. Municipality needs to realize that most of the transportation issues being raised in this survey are the result of increased residential growth, both within Middlesex Centre and the surrounding area. Maybe the best option would be to curb future residential growth to solve many of these challenges and concerns. The idea that increased residential growth is a benefit to increasing tax revenue quickly becomes net negative on the tax balance sheet when all the increased demands on current and future services are factored in.

In your opinion, what is the most important transportation issue across travel modes that the TMP needs to address: other/comment

- Address congestion/access concerns on Glendon Rd (CR 14) (4)

The flow of traffic in and out of London as more and more population depends on it. ...	40-49	Komoka-Kilworth
Congestion on Glendon Road between London and Highway 402.	50-59	Komoka-Kilworth
Street lights at Glendon and Kilworth Pk. Dr.	60-69	Komoka-Kilworth
Stop piling more development projects into Kilworth-Komoka without improving access to the major arteries. Traffic bottlenecks are a huge concern.	70-79	Komoka-Kilworth

- Address parking violations in Ilderton

Address parking in no parking areas and address parking on side streets off main St in Ilderton	70-79	Ilderton
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- Address pedestrian safety/crossings in Ilderton

It is long past time to acknowledge that Ilderton Road through Ilderton is a residential road through a small town. The population has grown significantly and the residents are walking all through town. We have one safe intersection to cross and the rest of the time take our lives into our own hands trying to get across Ilderton and Hyde Park roads. The school crossing near the Optimist Park is completely unsafe as drivers	I prefer not to say	Ilderton
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	Respondent Age	Respondent Home
inconsistently stop for pedestrians. Although the two roads are designated as County roads and not part of this survey, it is past time to reassess the need for speed limits and safe crossings within the village.		
- Address speeding in settlement areas		
Try to slow the traffic down - especially through towns - it's way too high in Delaware, Kilworth, Komoka, even when the speed limits are low.	60-69	Delaware
- Better coordination between County and local road needs		
... better coordination between county and local road needs	60-69	Komoka-Kilworth
- Consider route redundancy for Glendon Dr (CR 14)/London's Oxford Road		
congestion and limited access into London if oxford street is closed	40-49	City of London
- Consider wildlife crossings		
Wildlife crossing consideration	40-49	City of London
- Continue to support infrastructure for large farm machinery		
Continue to support infrastructure needed for large farm machinery, and improve conditions for shared-use, multi-modal transport	30-39	Middlesex Centre - Rural
- Do NOT provide public transit in Ilderton		
No public transit in Ilderton	20-29	Other Middlesex County
- Ensure consistent sideroad widths and standards		
Correct and consistent width of side roads	60-69	Birr
- Hire private contractors to do road repairs more quickly		
... Hire private contractors to do road repairs, they would be done quicker and more efficiently and be warranted.	60-69	Middlesex Centre - Rural
- Implement roundabouts (3)		
More roundabouts for efficiency and safety.	60-69	Komoka-Kilworth

	Respondent Age	Respondent Home
Control speed and traffic through the use of roundabouts. Fewer traffic lights and not 3 lane roads.	60-69	Komoka-Kilworth
Some roundabouts ...	60-69	Komoka-Kilworth
- Improve Glendon Dr bridge crossing		
Thames River crossing of County Road 14 at Kilworth	60-69	Komoka-Kilworth
- Limit residential development (2)		
Curb residential growth to slow the increased traffic numbers and demands on our roads.	40-49	Middlesex Centre - Rural
Stop or limit residential development (continuous expansion), and most of the road/transport issues will get resolved.	I prefer not to say	Komoka-Kilworth
- Needs vary across the municipality		
Can't really say - Ilderton is so very different than Komoka, etc.	50-59	Ilderton
- No issues (4)		
No issues.	50-59	Delaware
None	50-59	Denfield
everything is satisfactory	50-59	Komoka-Kilworth
Great maintenance, not an issue	60-69	Ilderton
- Pave gravel roads (including Melrose Dr) (2)		
PAVING MELROSE DRIVE IN KOMOKA!	30-39	City of London
I would normally say "improve road maintenance", but I'm constantly impressed with how Middlesex Centre maintains the roads, all year round. It's MILES better than how London's government handles its roads. I would request that more of the "side roads" that are gravel be paved, to improve accessibility to other major roads and reduce noise/dust.	40-49	Bryanston
- Preserve unique character (Komoka-Kilworth has grown too big)		
Our quiet hamlet is quickly becoming a small town. This makes us want to leave. We moved here for the rural feel. Sadly that has disappeared quickly.	50-59	Komoka-Kilworth

	Respondent Age	Respondent Home
- Provide a safe pedestrian crossing on Komoka Rd		
... Control speed on Komoka road. Better pedestrian crossing on Komoka road. Cars don't stop for current crossing, which a was a good first attempt to improve safety. Large numbers of school students depend on that crossing.	40-49	Komoka-Kilworth
- Provide a train station in Komoka		
Train station in future Komoka	30-39	Komoka-Kilworth
- Provide off-road cycling routes		
Provide cycle routes that are not on roadways but still offer the same destination. ...	60-69	Middlesex Centre - Rural
- Provide trail connectivity		
Trail connectivity	70-79	Arva
- Provide transit connections to London (and beyond) (2)		
Need bus route to and from london as well as to highway and other neighboring environs	40-49	Ilderton
Public transit connecting to London would be nice for teens and post secondary students	40-49	Komoka-Kilworth
- Support electric vehicle charging (2)		
Support EVs by offering additional charging stations	50-59	Komoka-Kilworth
Address electrification of grid to support move to electric vehicles.	60-69	Komoka-Kilworth
- Widen existing roads		
widen existing road	30-39	Ilderton