

Middlesex Centre

TRANSPORTATION MASTER PLAN

Engagement Summary



Table of Contents

1.	Introduction	1
1.1	Report Purpose and Outline	1
1.2	Study Context	2
1.3	Engagement Objectives	2
1.4	Overall Engagement Objectives	4
2.	Engagement Groups	5
2.1	Indigenous Nations and Communities	5
2.2	Stakeholders	6
2.3	Members of the Public	6
3.	Round 1 Engagement	6
3.1	Engagement Objectives	7
3.2	Overview of Engagement Activities	7
3.3	TMP Study Web Page	7
3.4	Notification and Advertisements	9
3.5	Public Information Centre 1	10
3.6	Public Opinion Survey	14
3.7	Stakeholder Meeting	15
4.	Round 2 Engagement	18
4.1	Engagement Objectives	18
4.2	Overview of Engagement Activities	18
4.3	Notification and Advertisements	18
4.4	Public Information Centre 2	19
5.	Council Presentation and Public Review	24
5.1	Engagement Objectives	24
5.2	Presentation to Council	24
5.3	30-Day Public Review Period	25
6.	Summary	25

List of Appendices

- Appendix A: Notices and Advertisements
- Appendix B: Public Information Centre Display Boards
- Appendix C: Stakeholder Materials and Input
- Appendix D: Public Opinion Survey 2
- Appendix E: Council Presentation
- Appendix F: 30-Day Public Review Comments

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1. Introduction

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

Effective communications and meaningful engagement throughout the study process was essential to developing a robust plan. The study required a balanced assessment of the transportation needs, opportunities and priorities of key stakeholders and local residents, while other hearing from other levels of government and adjacent governments and communities.

This report summarizes the activities and findings throughout the study process that was integral to informing the TMP and ensuring it responded to the needs and priorities of Middlesex Centre and its residents. **This report will be updated with engagement inputs received as part of the 30-day public review period for the draft Transportation Master Plan report.**

Note that public opinion survey findings from the first round of engagement are summarized in detail in a separate *Public Opinion Survey Summary* report.

1.1 Report Purpose and Outline

This document serves as a record and summary of the consultation and engagement activities undertaken, as well as the input received, throughout the TMP study. Following this introductory section, this report is structured as follows:

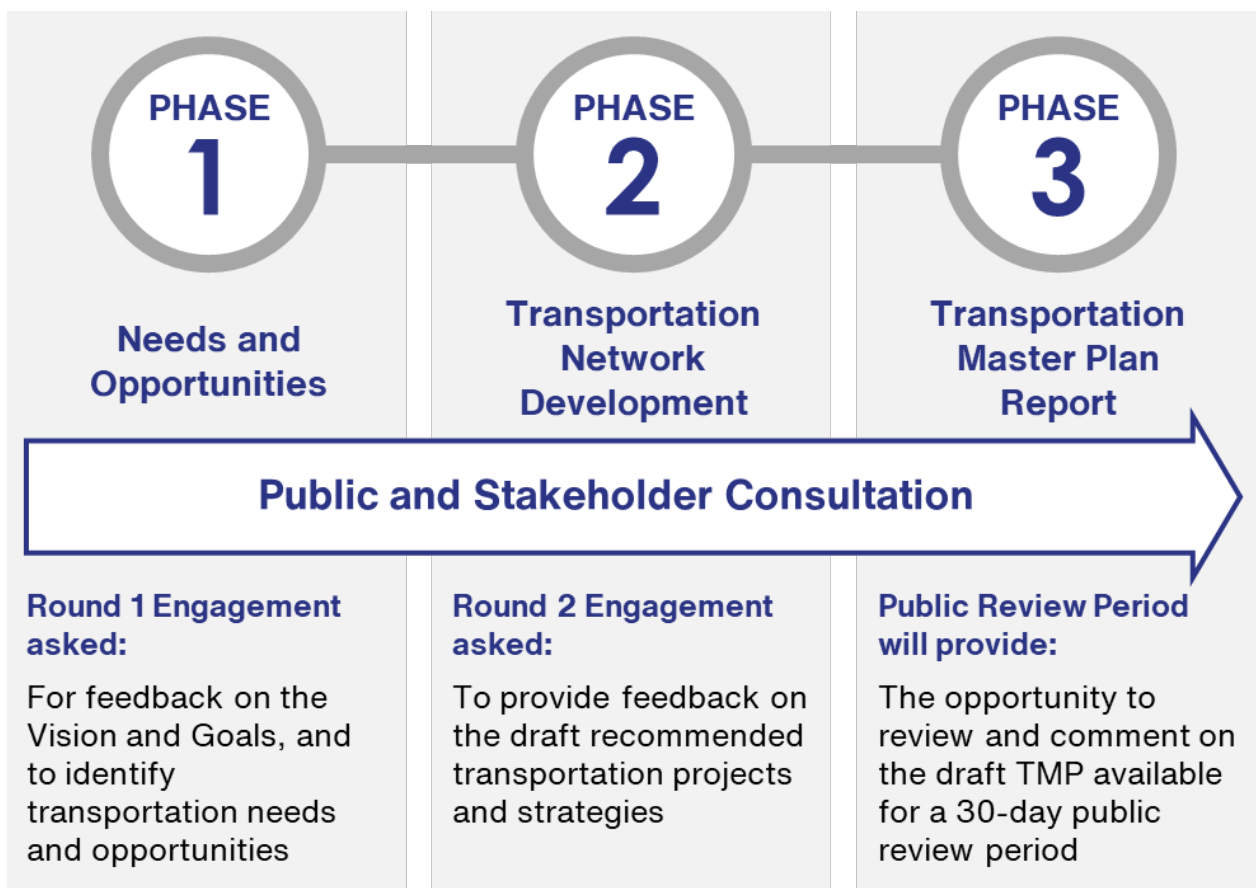
- Section 2 describes the different engagement groups consulted throughout the TMP study;
- Section 3 provides an overview of Round 1 Engagement, including the activities facilitated for members of the public and stakeholders;
- Section 4 provides an overview of Round 2 Engagement, including the activities facilitated for members of the public and stakeholders;
- Section 5 summarizes the presentation to Council as well as the 30-day public review period for the draft TMP; and
- Section 6 provides a brief summary of the report.

1.2 Study Context

The TMP study commenced in August 2022 and concluded in February 2024. The study was conducted over three phases, as shown in Exhibit 1.1, each with customized engagement activities:

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

Exhibit 1.1: Study Process



1.3 Engagement Objectives

This section describes broadly the engagement objectives for the Middlesex Centre TMP study, including how it aligns with the Municipal Class Environmental Assessment planning process. The engagement objectives for the TMP study also

align with the Middlesex Centre Strategic Plan (2021), in particular the Strategic Priority of “Engaged Community”.

1.3.1 Municipal Class Environmental Assessment Process

The TMP development process adheres to the Municipal Class Environmental Assessment (MCEA) planning process for Master Plans under the Province of Ontario’s Environmental Assessment Act, 1990. The MCEA planning process provides a transparent approach to planning and building municipal infrastructure.

The MCEA process is summarized in Exhibit 2.2 for different classes of projects and for Master Plans, together with consultation requirements for each phase.

Exhibit 1.2: Municipal Class Environmental Assessment Process

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
	Problem or Opportunity	Alternative Solutions	Alternative Design Concepts	Environmental Study Report	Implementation
Consultation Requirements	Optional *	Mandatory	Mandatory	Mandatory	Optional
Exempt	✓				✓
Schedule B Projects	✓	✓			✓
Schedule C Projects	✓	✓	✓	✓	✓
Master Plans**	✓	✓	✓	✓	✓

✓ Actions required during relevant phase

* Proponents must use the discretionary consultation point for master plans studies.

** Master plans must follow, at a minimum, the same steps of the first two phases of the MCEA process. Proponents can choose to complete Phase 3 and 4 as part of a master plan for recommended Schedule C projects, or to complete these phases as part of a project specific study.

Source: adapted from Municipal Engineers Association Municipal Class Environmental Assessment (MCEA, 2023)

The TMP study follows the Master Plan Approach 1, which requires the first two phases of the MCEA planning process:

- Phase 1: Identify the problem or opportunity (corresponding to the Municipality of Middlesex Centre’s TMP study’s Phase 1); and

DRAFT REPORT ENGAGEMENT SUMMARY

- Phase 2: Identify and evaluate alternative solutions to address the problem and establish a preferred solution (corresponding to the Municipality of Middlesex Centre's TMP study's Phases 2 and 3).

At the conclusion of MCEA Phase 2, a TMP document is prepared under Approach 1, where the level of investigation, consultation and documentation are sufficient to fulfil the requirements for EA-exempt projects within the plan. The TMP can also be used as support for subsequent Schedule B and C project specific studies (where additional study will be required for recommended projects with higher impacts before they proceed to design and construction).

The MCEA process mandates consultation during Phase 2 of the TMP study. Proponents are also required to use the discretionary consultation point during Phase 1 for master plan studies, as there is tremendous value in confirming the needs and opportunities to be addressed with members of the public as well as key stakeholders.

1.4 Overall Engagement Objectives

The TMP study ensured that the appropriate level of engagement is assigned to each engagement group and provides mechanisms to gain input about the transportation network, policies and programs.

Specifically, the objectives of the study's engagement program were to:

- Engage key agencies, stakeholder groups and the public;
- Support engagement with Indigenous Nations and communities;
- Build trust and accountability within the community;
- Provide the mandatory points of public contact outlined in the Municipal Class Environmental Assessment process (March 20203) for Master Plans Approach 1;
- Create education and outreach opportunities to raise awareness of the Municipality's transportation system;
- Provide participants a clear understanding of when they will be able to provide input to inform and shape the outcomes of the study;
- Use tailored communications and activities for the intended engagement group, translating technical information into everyday language to make it easy to understand and promote a high-quality degree of discussion;

- Provide public materials in an accessible format, in accordance with the *Accessibility for Ontarians with Disabilities Act (2005, AODA)* and with WCAG 2.0 Level AA requirements; and
- Summarize all engagement undertaken and input received undertaken throughout the TMP study, culminating in a comprehensive *Engagement Summary* report.

2. Engagement Groups

The groups engaged with during this study are categorized as follows:

- Indigenous Nations and communities;
- Stakeholders; and
- Members of the public.

The composition of each group and the approach taken to engaging each is described below.

2.1 Indigenous Nations and Communities

The duty to consult directed the project team to identify and engage with nearby Indigenous communities that may have an interest in Municipality transportation plans, policies and projects. Letters were sent to various Indigenous Nations—identified by the Ministry of Environment, Conservation and Parks—to formally invite their participation in the study and to take part in the planning process. The Indigenous communities contacted were as follows:

- Aamjiwnaang First Nation
- Bkejwanong (Walpole Island)
- Caldwell First Nation
- Chippewas of Kettle and Stony Point
- Chippewas of the Thames First Nation
- Eelūnaapèewii Lahkèewiit (Delaware Nation or Moravian of the Thames)
- Munsee-Delaware Nation
- Oneida Nation of the Thames

2.2 Stakeholders

A stakeholder group (Technical Advisory Committee) was created during Phase 1 of the TMP study and consisted of internal municipal representatives, neighbouring municipalities, school boards, transit operators, regional conservation authorities and provincial agencies. The purpose of the stakeholder group was to assist with the following through participation in a virtual meeting:

- Identify key considerations, needs and opportunities to be addressed by the TMP;
- Ensure that important context, plans, policies and other considerations are reviewed and taken into account in TMP development;
- Receive input on the draft transportation vision and goals;
- Ensure local context and planning is considered and integrated; and
- Recognize and respect different plans, perspectives and values.

2.3 Members of the Public

Any member of the public who has interest in the TMP study, including residents of Middlesex Centre or external areas, were welcome to participate in the study process and provide input. Notices were developed throughout the study to inform the public of opportunities to learn about the TMP and provide feedback, as well as to identify key study contacts.

A project mailing list was developed at the onset of study and was used to inform of project milestones such as new documentation being posted to the project website and new public engagement opportunities. Members of the public who emailed the project team or who registered on the TMP study webpage (further discussed in Section 3.3) were included in the mailing list.

3. Round 1 Engagement

This section summarizes the objectives, activities and findings of the first round of engagement, coinciding with Phase 1 of the Municipality of Middlesex Centre TMP study.

3.1 Engagement Objectives

The overall objectives of the first round of engagement were as follows:

- Bring awareness to all parties, informing stakeholders and the public about the TMP study;
- Provide opportunities to all parties to provide input on transportation-related issues, need, opportunities and priorities; and
- Solicit input on the study’s draft Strategic Framework—the transportation vision and goals.

Meaningful engagement helped ensure that the ultimate TMP recommendations respond to the identified needs and take advantage of available opportunities.

3.2 Overview of Engagement Activities

The following engagement events and activities were hosted as part of the first round of engagement:

- The TMP study web page was launched as the ongoing community engagement portal throughout the study process (Section 3.3);
- Public Information Centre 1 (Section 3.5), which also pointed participants to the following:
 - An interactive mapping tool (Section 3.5.3);
 - An online survey (Section 3.6); and
- Stakeholder Meeting – Technical Advisory Committee (Section 3.7).

3.3 TMP Study Web Page

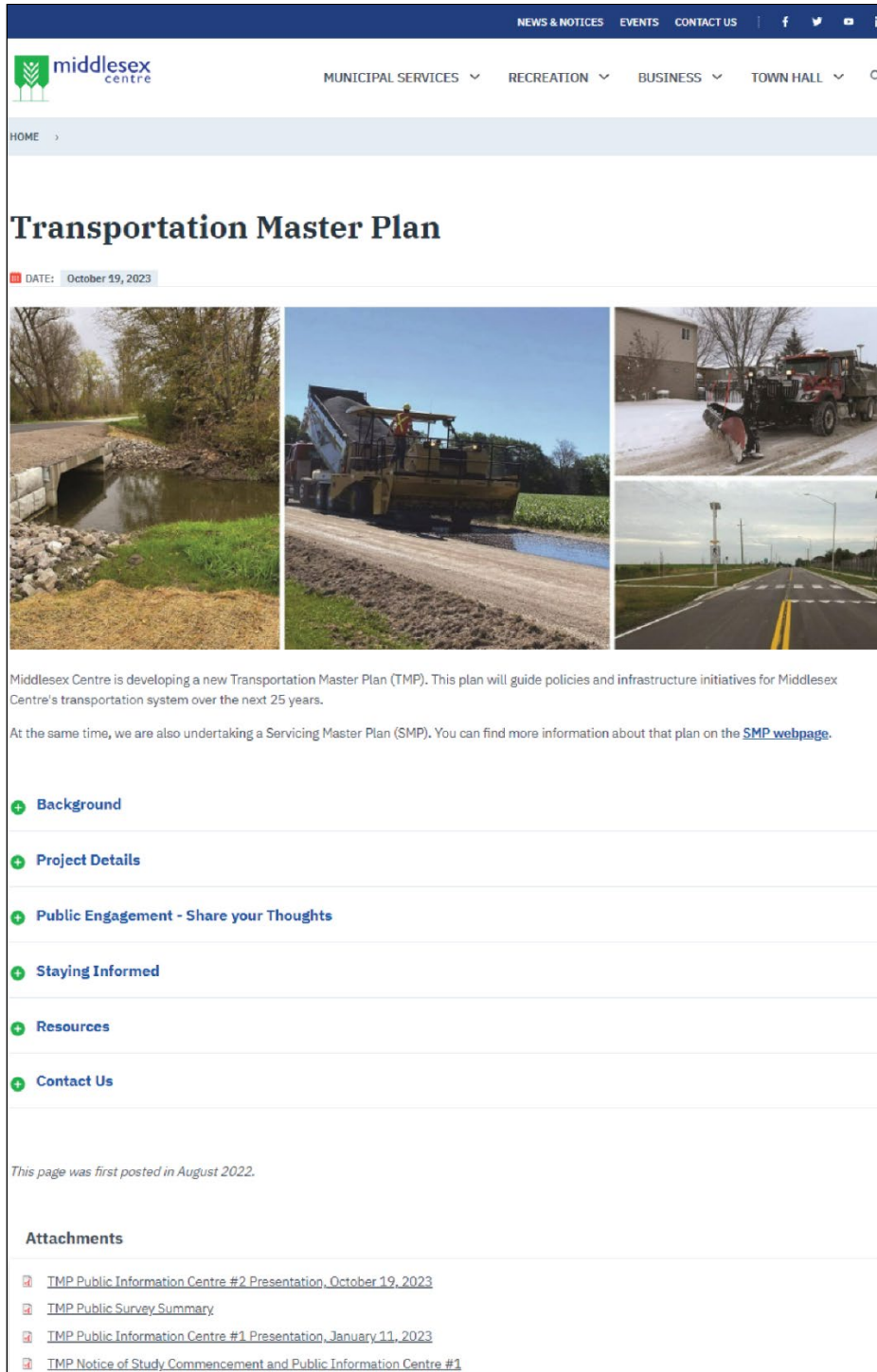
A project-specific web page (www.middlesexcentre.ca/tmp), as shown in Exhibit 3.1, was launched on the Municipality’s existing website in August 2022 as the ongoing community engagement portal and primary means of public information for the TMP study. The objectives of the study web page were as follows:

- To provide an overview of the study and study process and other key study information, including draft technical and engagement reports;
- To provide notice/information of any public engagement activities;
- To host/link to the Public Information Centre materials and live event;

DRAFT REPORT
ENGAGEMENT SUMMARY

- To host/link to the public opinion surveys and interactive map tool; and
- To provide key project team contact information.

Exhibit 3.1: TMP Study Web Page



Source: Municipality of Middlesex Centre (2023) <www.middlesexcentre.ca/tmp>

3.4 Notification and Advertisements

The Notice of Study Commencement was jointly announced with Notice of Public Information Centre 1 in January 2023. The Notice was posted on the Municipality's public notice web page (<https://www.middlesexcentre.on.ca/public-notice>), and linked from the TMP study web page. All study notices are included in Appendix A.

A variety of methods were used to notify the public, stakeholders and Indigenous communities of Public Information Centre 1 including emails, online notices, social media posts, newspaper advertisements and the TMP study web page, as described below.

3.4.1 Ministry of the Environment, Conservation and Parks

The Ministry of the Environment, Conservation and Parks (MECP) was contacted on January 3, 2023 to provide the streamlined Environmental Assessment (EA) project information form, as well as the Notice of Study Commencement and Public Information Centre 1 for the Municipality of Middlesex Centre Transportation Master Plan study.

3.4.2 Indigenous Notices

The Notice of Study Commencement and Public Information Centre 1 was emailed to the Indigenous Nations and communities identified by MECP as having a potential interest in the study (outlined previously in Section 2.1) on January 5, 2023.

Identified representatives were provided information about online engagement and were invited to schedule a separate discussion with the Municipality regarding the TMP study if desired.

3.4.3 Stakeholder Notices

Stakeholders were notified of the TMP study and invited to participate in the Technical Advisory Committee meeting via email on February 9, 2023. Stakeholders were also provided with public consultation materials in advance of the meeting.

3.4.4 Newspaper Notices

Notice of Study Commencement and Public Information Centre 1 was published in the Middlesex Banner on December 28, 2022 with the purpose of broadening the outreach potential of the TMP study.

A copy of the newspaper publication is provided in Appendix A.

3.4.5 Social Media

Social media was used to solicit public engagement and participation throughout the TMP study, and a record of all posts is included in Appendix A.

Social media posts from official Municipality of Middlesex Centre user accounts were used to announce the study and public information event, as well as promote the survey, as follows:

- Notice of Study Commencement and Public Information Centre 1:
 - Facebook: December 22, 2022; January 3 and 10, 2023
 - X (formerly Twitter): January 4, 10 and 11, 2023
- Public Opinion Survey 1:
 - Facebook: January 12, 18 and 24, 2023; February 2 and 9 2023
 - X (formerly Twitter): January 12, 18 and 24, 2023; February 2 and 9, 2023

3.5 Public Information Centre 1

Public Information Centre (PIC) 1 was held virtually on the Municipality of Middlesex Centre TMP project-specific web page (www.middlesexcentre.ca/tmp). The PIC event kicked-off with a live online presentation in conjunction with the Municipality's Servicing Master Plan study on January 11, 2023. Pre-registration was required to attend the information session. The purpose of PIC 1 was to:

- Introduce and present the study and transportation master planning process;
- Present and invite feedback on the study's draft transportation vision and goals; and
- Invite feedback toward identifying transportation-related needs, issues and opportunities related to the Municipality's transportation system.

DRAFT REPORT ENGAGEMENT SUMMARY

A presentation slide-deck was also made available on the project web page for asynchronous participation. Opportunities to provide input included a public survey and mapping activity. The formal comment period concluded on February 10, 2023.

The PIC made use of several tools to encourage engagement and solicit input. These elements were presented on the TMP web page, and included the following:

- Virtual display boards;
- Online survey;
- Interactive mapping tool; and
- Project contact information.

3.5.1 Display Boards

Virtual display boards were developed to introduce the TMP study to different engagement groups and request their input on specific topics. The display boards were posted as a PDF file on the TMP study web page and are included in Appendix B. The same display boards were used as part of the live presentation.

The display boards consisted of the following information:

- Context regarding the study process, planning and policy connections between the TMP and other provincial and local plans, basic mobility and demographic trends, and existing conditions of the transportation system (i.e. road network, active transportation, transit and goods movement);
- Draft strategic framework (consisting of the transportation vision and goals) created to guide the TMP study and develop recommendations; and
- Important TMP study next steps, project team contact information, as well as ways for the public to provide input.

An example image of the display boards is included in Exhibit 3.2.

Exhibit 3.2: Virtual Display Boards for Public Information Centre 1– First Board



Note: Appendix B includes the full set of PIC 1 display boards.

3.5.2 Means of Providing Feedback/Information

Members of the public were given several means of providing feedback or information to the project team. Input received from members of the public informed the project team’s understanding of transportation priorities in Middlesex Centre, helping to ultimately shape the TMP recommendations.

Public Opinion Online Survey

An online survey hosted on the TMP study web page was the primary means of acquiring public input on the draft vision and goals, as well as feedback regarding transportation issues, opportunities and priorities of the existing transportation network. The survey is discussed further in Section 3.6.

Interactive Mapping Tool

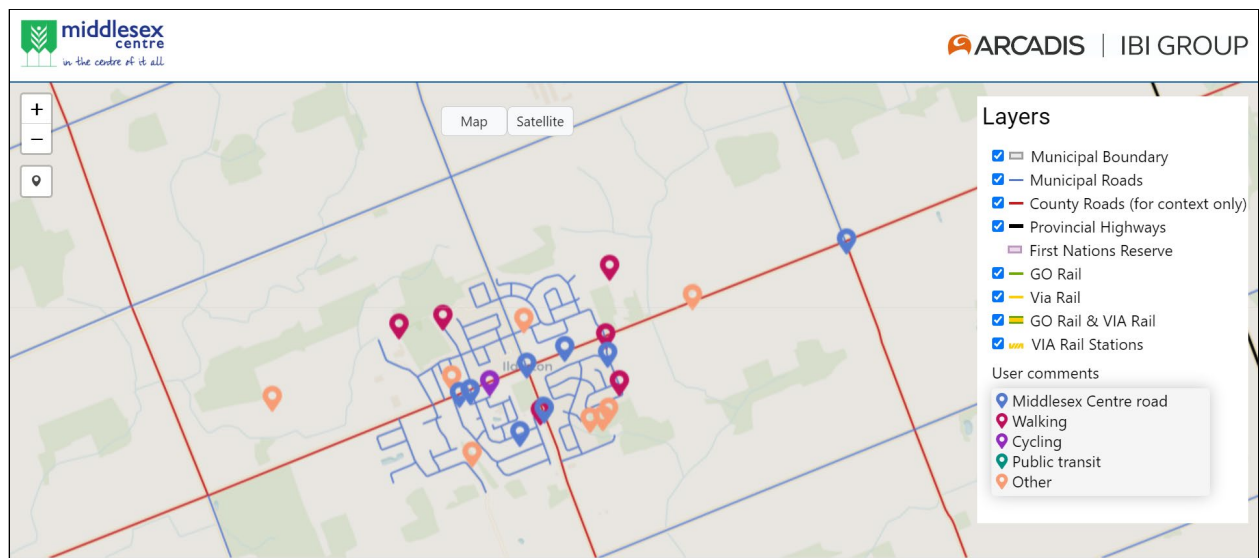
The online mapping tool was hosted on the TMP study web page and was developed to provide members of the public the opportunity to share transportation-related issues and opportunities at specific locations, offering the

DRAFT REPORT ENGAGEMENT SUMMARY

project team with important local-level context. As shown in Exhibit 3.3, the interactive map allowed the user to place a pin at a specific geographic point throughout the Municipality and leave an associated comment related to one of the following categories: Middlesex Centre road, walking, cycling, public transit and other.

A hyperlink to the mapping tool remained active throughout the entirety of the TMP study. Registration was not required to contribute input.

Exhibit 3.3: Interactive Mapping Tool Image



Source: Municipality of Middlesex Centre TMP (2023)

Input received to the mapping activity is further described in a separate report *Public Opinion Survey Summary*. Some of the key themes expressed in the mapping submissions are summarized, as follows:

- **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;

DRAFT REPORT
ENGAGEMENT SUMMARY

- **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.

3.5.3 Participation and Feedback Received

PIC 1 participants were encouraged to share their ideas, issues and concerns and submit input to the project team. The following summarizes the responses received through the engagement tools provided as part of the first round of engagement:

- Online survey: 266 surveys received; and
- Interactive mapping activity: 28 location-based responses received during the first round of engagement, and a total of 35 submissions throughout the TMP study.

3.6 Public Opinion Survey

The online public opinion survey was held from January 11 through February 12, 2023 and elicited 266 responses. The online survey questionnaire, conduct, participation and findings are described in detail in a separate *Public Opinion Survey Summary* report. Some key themes that were identified as part of the survey are as follows:

- Overall support for the vision and goals, with 81% and 92% of respondents agreeing with them, respectively. Some respondents expressed that the vision and goals could be improved with simpler or clearer wording.
- Population growth is top of mind as a key driver of transportation changes, especially the increasing traffic and congestion that can result. Traffic concerns reported in the rapidly growing settlement area of Komoka-Kilworth often centred around Glendon Drive (CR 14), and included difficulties in access to and from streets and businesses that connect to or face Glendon Drive, as well as the need for safe pedestrian walkways and crossings.
- Inadequate separation between vehicles and cyclists is also a top concern among survey participants. An increasing desire to cycle and to walk should be met with improvements to active transportation infrastructure and the provision of a complete and connected network to better address

the transportation needs and safety of Middlesex Centre residents and visitors, especially younger age cohorts. This is especially true within and between settlement areas and to the City of London. Opportunities for recreational cycling should also be considered.

- 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 concern”. Concerns were especially pronounced along the County roadways— Longwoods Road (CR 2) through Delaware and Glendon Drive (CR 14) through Komoka-Kilworth. Increased enforcement or other measures are desired to mitigate these issues, and improved or new pedestrian crossings are needed at selected locations to encourage walking, improve safety and connect communities.
- Transit service was noted as a top issue by 30% respondents, although some residents see transit as something that one might be interested in when older, while others do not feel that providing transit services is cost-effective or realistic for rural communities. Survey respondents are most interested in transit longer-distance travel (e.g. London’s airport and passenger rail station), as well as access to shopping, entertainment/ recreation opportunities, and healthcare or related services.
- 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 including goods movement and agriculture considerations, a continued public parking supply, supporting the local economy and commercial businesses, and improved road maintenance.

3.7 Stakeholder Meeting

Identified stakeholders were invited to attend the Technical Advisory Committee (TAC) meeting during the first round of engagement. The meeting was hosted virtually on February 22, 2023 through Microsoft Teams. Meeting materials, including the presentation and minutes, are provided in Appendix C.

3.7.1 Objective

The meeting introduced the stakeholders to the TMP study and outlined the purpose of the TAC as important advisors to the study. The meeting also sought to collect input on the draft transportation vision and goals, as well as feedback on the road network, active transportation, transit, and goods movement in Middlesex Centre.

3.7.2 Participation

The municipalities and agencies, and corresponding member representatives, that attended the Technical Advisory Committee meeting are as follows:

- City of London – Traffic and Transportation (Sarah Grady);
- City of London – Transportation and Mobility (Doug MacRae);
- Community Employment Choices (Bill Pigram);
- Kettle Creek Conservation Authority (Elizabeth VanHooren);
- London Transit Commission – Planning (Katie Burns);
- Lower Thames Valley Conservation Authority (Valerie Towsley);
- Middlesex County – Economic Development (Cara Finn);
- Middlesex County – Engineering (Chris Traini);
- Middlesex County – Planning and Development (Durk Vanderwerff);
- Ministry of Transportation of Ontario (Jeremiah Johnston);
- Municipality of Middlesex Centre – Communications (Heather Kepran);
- Municipality of Middlesex Centre – Community Services (Scott Mairs);
- Municipality of Middlesex Centre – Public Works and Engineering (Robert Cascaden);
- Municipality of North Middlesex – Engineering (Nick Wolfs);
- Municipality of Strathroy-Caradoc – CAO (Fred Tranquilli);
- St Clair Region Conservation Authority (Ken Phillips);
- Thames Valley District School Board (Christopher Harris);
- Thames Valley District School Board (Mei Jiang);
- Township of Adelaide Metcalfe – CAO (Morgan Calvert);
- Township of Lucan Biddulph – CAO (Ron Reymer);
- Township of Southwold – Infrastructure and Development Services (Peter Kavcic); and
- Township of Southwold – Public Works (Paul Van Vaerenbergh).

3.7.3 Summary of Findings

Below is a summary of the input received as part of TAC Meeting 1, including key concerns and opportunities that were identified through discussions. A record of any additional input received from stakeholders via email throughout the TMP study are included in Appendix C.

Below are main discussion topics and input received during the meeting, including key concerns and opportunities that were noted through discussions.

Relevant Plans

- The new Transportation Master Plan for Strathroy-Caradoc is an important consideration to plan for external connections, including cycling.
- The County Road and Bridge Assumption Study (2020) provides an understanding of the decision matrix for roads assumed as part of the County road network.
- Middlesex County's public transit needs assessment provides important context for the TMP study.
- The City of London Mobility Master Plan is currently underway.

Road Network

- The City of London does have have plans to widen Oxford Street to coincide with the recommended widening of Glendon Drive as part of the EA study. Coordination between the Municipality, County and City may be needed.
- The City of London would likely be supportive of a new potential interchange at Highway 402 and Carriage Road, as it would support employment growth and redistribute traffic that would otherwise cut through Lambeth to access the highway.

Transit

- The Amazon distribution centre in Southwold represents an opportunity for the region, and ensuring adequate transit connections for employees is a key need, especially as development in the area progresses.

Goods Movement

- The possibility of a rail transfer station in Middlesex Centre at the convergence of the CN and CPR rail lines has been a topic of discussion

for some time, and business demand for the station should be considered as employment land is expanded in Delaware.

4. Round 2 Engagement

This section summarizes the objectives, activities and findings of the second round of engagement, coinciding with Phase 2 of the Municipality of Middlesex Centre TMP study.

4.1 Engagement Objectives

The overall objectives of the second round of engagement were as follows:

- Update key stakeholders and members of the public on the study progress; and
- Present recommended transportation networks, actions and strategies to receive input and feedback on the draft alternatives.

Input received informed the finalization of the recommended TMP network, actions and strategies.

4.2 Overview of Engagement Activities

The following engagement events and activities were hosted as part of the second round of engagement:

- The TMP study web page was updated to reflect study progress; and
- Public Information Centre 2 (Section 4.4), which also pointed participants to an online survey (Section 4.4.4).

4.3 Notification and Advertisements

The Notice of Public Information Centre 2 for the second round of engagement was announced in September 2023. The Notice was posted on the Municipality's public notice web page (<https://www.middlesexcentre.on.ca/public-notice>), and linked from the TMP study web page.

A variety of methods were used to notify the public and Indigenous communities of PIC 2 including emails, online notices, social media posts, newspaper advertisements and the TMP study web page, as described below.

4.3.1 Indigenous Notices

The Notice of PIC 2 was emailed to selected Indigenous communities identified by MECF as having a potential interest in the study on September 19, 2023.

Identified representatives from Indigenous Nations and communities were provided information about the in-person information event and were invited to schedule a separate discussion with the Municipality regarding the TMP study if desired.

4.3.2 Newspaper Notices

Notice of PIC 2 was published in the Middlesex Banner on September 27, 2023 with the purpose of broadening the outreach potential of the TMP study.

A copy of the newspaper publication is provided in Appendix A.

4.3.3 Social Media

Social media was used to solicit public engagement and participation throughout the TMP study, and a record of all posts is included in Appendix A.

Social media posts from official Municipality of Middlesex Centre user accounts were used to announce and promote PIC 2, as follows:

- Facebook: October 5, 13 and 19, 2023
- Instagram: October 18, 2023
- X (formerly Twitter): October 5, 13 and 19, 2023

4.4 Public Information Centre 2

Public Information Centre 2 was an in-person drop-in event held in conjunction with the Municipality's Servicing Master Plan study on October 19, 2023 at the Komoka Community Centre. The display boards were also made available on the project web page for asynchronous participation. The purpose of PIC 2 was to:

- Update the public on the study and transportation master planning process; and
- Present network and strategy recommendations and to receive feedback on these recommendations before they are more fully detailed in the TMP report.

DRAFT REPORT ENGAGEMENT SUMMARY

Opportunities to provide input included talking directly with the project team during the in-person event, as well as a public opinion survey. The formal comment period concluded on November 16, 2023.

4.4.1 Content Presented

The PIC made use of several tools to encourage engagement and solicit input. These elements were presented on the TMP web page and included the following:

- Both in-person and virtual display boards;
- Several members of the project team available at the in-person event to engage with the public, answer questions and receive input;
- Online survey; and
- Project contact information.

4.4.2 Display Boards

Virtual display boards were developed to introduce the TMP study to different engagement groups and request their input on specific topics. The display boards were printed on large foam-core boards and displayed at the Komoka Community Centre during the PIC event, as shown in Exhibit 4.1. Virtual copies of the display boards were also posted as a PDF file on the TMP study web page and are included in Appendix B.

Exhibit 4.1: Public Information Centre 2 Set-up at the Komoka Community Centre



DRAFT REPORT ENGAGEMENT SUMMARY

The display boards consisted of the following information:

- Context regarding the TMP study purpose and process, as well as the vision and goals (refined based on public and stakeholder input received as part of the first round of engagement);
- Selected survey results from the first public opinion survey;
- The identified transportation needs and opportunities, and corresponding recommended actions for each of the three mobility goals;
- Important context and considerations related to the three supporting goals; and
- Next steps in the TMP study process.

4.4.3 Means of Providing Feedback/Information

Members of the public were given several means of providing feedback or information to the project team. This included a public opinion survey (described in Section 4.4.4), as well as the opportunity to speak directly with members of the project team during the in-person event.

Input received from members of the public informed the project team's understanding of transportation priorities in Middlesex Centre, helping to better shape the TMP recommendations.

4.4.4 Participation and Feedback Received

PIC 2 participants were encouraged to share their input on Phase 2 and submit feedback via the online survey, or by directly contacting the project team.

In-Person Feedback

Several members of the project team, including both the consultant project manager as well as the Municipality project manager, were available during the entirety of the three-hour drop-in event. A total of 28 members from the public attended the event, which included Mayor Aina DeViet, municipal councillors, County representatives, members of the development communities, and other members of the public. Selected draft recommendations were also discussed with a County representative for input.

DRAFT REPORT ENGAGEMENT SUMMARY

Project team members conversed with many members of the public, listening to their transportation related priorities, concerns, and input on the draft TMP recommended networks, actions and strategies.

Some of the key themes expressed by members of the public included the following:

- General support of TMP goals.
- Local small-town character is important.
- Generally positive response to draft actions.
- Agreement with identified sidewalk infill priorities, and support for the identified pedestrian crossing improvements.
- Cycling infrastructure is important, but should not impact driving times.
- A new Highway 402 interchange would provide great value.
- Safety concerns for vulnerable road users along Glendon Drive (County Road 14) in Komoka-Kilworth, and progress on roadway improvements is top of mind. Input included safety concerns for pedestrians and cyclists due to speeding vehicles (especially in Kilworth), the need for pedestrian infrastructure to safely access local business as well as transit, as well as the need for a safe active transportation connection over the Thames River into London. Many members of the public also requested information about the timing of the Glendon Drive EA improvements.

Public Opinion Survey 2

An online survey hosted on the TMP study web page provided additional opportunity for members of the public to give input on the draft transportation actions and recommended strategies.

A total of just two submissions were received beyond the initial questions about respondent location and age.

SURVEY DESIGN AND CONDUCT

The online survey was available from October 19, 2023 and was scheduled to conclude on November 1, 2023, but was extended to November 16, 2023 to expand the opportunity for public input.

The survey was coded by Arcadis in the SurveyMonkey platform, and a direct link to the survey was available from the Middlesex Centre study web page. Hardcopy surveys were also available at the in-person event.

DRAFT REPORT ENGAGEMENT SUMMARY

The survey questionnaire included a total of 10 questions asking participants about the following topics:

- Respondent information (age and home location);
- Mobility goals and draft actions; and
- Supporting goals and draft actions.

The complete questionnaire wording is included in Appendix D.

SUMMARY OF SURVEY FINDINGS

A comprehensive listing of all input received as part of Public Opinion Survey 2 is included in Appendix D. The input received in the survey submissions is summarized, as follows:

- Do not restrict access of residents along secondary roads by eliminating access to Oxbow Drive.
- Consider transportation for people who do not drive into London daily.
- Cycling network improvements are supported only if road network operations and efficiency is not worsened for drivers.
- Prioritize and implement the Trails Master Plan to link Komoka and Kilworth with a cycling connection.
- The TMP should encourage the County of Middlesex to implement sidewalks along Glendon Drive in Komoka to connect to the Wellness Centre and Foodland Plaza.
- *Goal 4: Sensitive to Local Character and Quality of Life* should have greater priority.

Stakeholder Feedback

The following summarizes input received from Upper Thames River Conservation Authority (UTRCA) staff based on the information presented as part of PIC 2:

- The importance of contacting other relevant conservation authorities where works/plans are proposed in their jurisdiction;
- Hydrology considerations (e.g. bridge and culvert replacements), as well as opportunities to reduce existing natural hazards as it relates to transportation;
- Support for actions related to resiliency (i.e. updated standard for bridges and culverts, and updated Stormwater management Strategies);

DRAFT REPORT
ENGAGEMENT SUMMARY

- Support for the TMP aligning with the Trails Master Plan, as well as support for dedicated cycling and pedestrian facilities; and
- Considerations for regulatory requirements of the Ontario Clean Water Act and local Source Protection Plans, as well as for risk assessments for projects in vulnerable areas and projects that may impact drinking water.

This report will be updated with stakeholder inputs received as part of the 30-day public review period for the draft Transportation Master Plan report.

5. Council Presentation and Public Review

This section summarizes the objectives, activities and findings of the final round of engagement, coinciding with Phase 3 of the Municipality of Middlesex Centre TMP study.

5.1 Engagement Objectives

The overall objectives of the final round of engagement were to provide Middlesex Centre Council, as well as the public, interested stakeholders, and representatives from identified Indigenous Nations and communities, the opportunity to review and comment on the draft TMP Summary report.

5.2 Presentation to Council

The draft TMP was presented to Municipality of Middlesex Centre Council on December 13, 2023—where it was well received—to review and confirm the draft final TMP before it was posted for review by the broader public.

Presented by consultant project manager Anna Mori, with support from Municipality project manager Andrew Geisen, the presentation summarized the study process, public and stakeholder consultation activities and input received, policy and planning connections, and the recommended networks, actions and strategies identified to respond to the transportation needs and opportunities.

The presentation to Council is included in Appendix E.

5.3 30-Day Public Review Period

A formal public review period was undertaken starting with the issuance of the Notice of Master Plan on February 7, 2024 to advise of project completion. The Notice of Master Plan is included in Appendix A.

In accordance with the Municipal Class Environmental Assessment planning process, members of the public were given a minimum 30 days to review and provide feedback on the draft TMP report. Feedback was collected through March 8, 2024. Members of the public contact list were also emailed notice of the 30-day public review period to advise of the status of the TMP study, as well as to request input.

Notices will be emailed to stakeholders advising them of the draft TMP, as well other technical background reports, available for comment.

Selected Indigenous communities will also be emailed the Notice of Master Plan on, providing interested representatives the opportunity to share input.

This report will be updated with engagement inputs received as part of the 30-day public review period for the draft Transportation Master Plan report.

6. Summary

This *Engagement Summary* report serves as a comprehensive record of the TMP study engagement process, capturing the consultation activities and input received from stakeholders and members of the public. Engagement and consultation throughout the study process provided a foundation for ongoing collaboration necessary to develop a Transportation Master Plan that is meaningful to Middlesex Centre and reflects the transportation needs and opportunities most important to its residents. Input received helped to clarify the transportation vision and goals for the Municipality early on in the study that supported the development of a robust set of actions and strategies developed later in the study.

This *Engagement Summary* report and the *Public Opinion Survey Summary* report ensures that the consultation process remains transparent, accountable and inclusive throughout the study. They highlight the various engagement activities as well as the valuable insight and feedback received from stakeholders and members of the public, which have helped to inform the project's decision-making

DRAFT REPORT
ENGAGEMENT SUMMARY

and direction, ensuring that the study outcomes align with the concerns and priorities of the Municipality of Middlesex Centre, its residents and visitors.

Appendix A: Notices and Advertisements

DRAFT REPORT
ENGAGEMENT SUMMARY

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Notices and Advertisements

Notices and media advertisements provided over the course of this study include the following, copies of which are included in the subsequent pages:

TMP Study Notices

- Notice of Study Commencement and Public Information Centre 1
- Notice of Public Information Centre 2
- Notice of Master Plan

Newspaper Advertisements

- PIC 1 Advert – Middlesex Banner
- PIC 2 Advert – Middlesex Banner

Social Media

- Facebook
- X (formerly Twitter)
- Instagram

Notice of Study Commencement and Public Information Centre 1



Transportation Master Plan

The Study

The Municipality of Middlesex Centre is developing its first **Transportation Master Plan (TMP)**. Transportation includes the movement of people and goods by all travel modes: car and truck, public transit, cycling, walking and more.

The TMP will:

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

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment planning process for Master Plans, under the *Environmental Assessment Act*.

Virtual Public Information Centre 1

Joint information session and discussion together with the
Servicing Master Plan

January 11, 2023 – 6 to 8 p.m.

Please register at www.middlesexcentre.ca/events

Notice of the public information centre was first published on December 12, 2022.

We Want to Hear From You!

At this stage in the study, we need your help to identify issues, needs and opportunities relating to the Municipality's transportation system, as well as to help shape the TMP vision and goals. Please visit www.middlesexcentre.ca/tmp for information presented at the public information centre as well as a link to an online survey to complete by **February 10, 2023**.

If you have any comments or questions regarding the TMP study, please contact the following:

Andrew Giesen

Transportation Manager,
Public Works and Engineering
Municipality of Middlesex Centre
10227 Ilderton Road
Ilderton, ON N0M 2A0
519-666-0190 ext. 5253
giesen@middlesexcentre.ca

Anna Mori

Consultant Project Manager
IBI Group
55 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 2Y7
amori@ibigroup.com

All information is collected in accordance with the *Environmental Assessment Act, RSO 1990 Chapter E.18 Part II Section 5.1*. Information will be used to inform the project team in the development of the Transportation Master Plan. All submissions become part of the public record and disclosed in full in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*.



IBI GROUP

Notice of Public Information Centre 2

Transportation Master Plan



The Study

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

The Municipality of Middlesex Centre is developing its first **Transportation Master Plan (TMP)**. The TMP will:

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

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment planning process for Master Plans, under the *Environmental Assessment Act*.

Public Information Centre 2

Joint in-person information session together with the [Servicing Master Plan](#)

Thursday, October 19, 2023 – 4 to 7 p.m.

Komoka Community Centre – 133 Queen Street, Komoka

This event is also listed at www.middlesexcentre.ca/events.

Notice of the public information centre was first published on September 28, 2023.

Draft Transportation Solutions

Building on what we've learned about transportation needs and opportunities in Middlesex Centre, this second round of public consultation will present and gather feedback on draft solutions to help improve transportation for everyone.

Public Information Centre materials will be available on the project website starting **October 19, 2023**. Visit www.middlesexcentre.ca/tmp, where you can also find additional information about the TMP and a link to a brief online survey to complete by **November 1, 2023**.

If you have any comments or questions regarding the TMP study, please contact the following:

Andrew Giesen

Transportation Manager,
Public Works and Engineering
Municipality of Middlesex Centre
10227 Ilderton Road
Ilderton, ON N0M 2A0
519-666-0190 ext. 5253
giesen@middlesexcentre.ca

Anna Mori

Consultant Project Manager
Arcadis IBI Group
55 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 2Y7
anna.mori@arcadis.com

All information is collected in accordance with the *Environmental Assessment Act, RSO 1990 Chapter E.18 Part II Section 5.1*. Information will be used to inform the project team in the development of the Transportation Master Plan. All submissions become part of the public record and disclosed in full in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*.



IBI GROUP

Recommended Transportation Master Plan

The Municipality of Middlesex Centre has prepared its first standalone **Transportation Master Plan (TMP)**. The TMP is a strategic plan to guide transportation policies, infrastructure and services through 2046, toward achieving a transportation vision for the municipality and guided by six transportation goals.

Environmental Assessment Process

The TMP study followed the Municipal Class Environmental Assessment process (MCEA, 2023), Approach #1 for master plans.

Recommendations of the TMP

Based on study findings through technical analysis and consultation inputs to date from stakeholders and the public, the TMP recommends a number of transportation policies and improvements, most of which are Exempt under the Environmental Assessment process, such as:

- Continuing to implement road safety improvements
- Adopting a recommended road classification framework to guide decision-making and improvements
- Implementing a municipal cycling network and supporting implementation of the County's cycling plan
- Formalizing a prioritization framework for infilling sidewalk gaps toward a connected sidewalk network
- Seeking partnerships to expand transit services into the municipality

The TMP also recommends further studies, such as:

- An update of the 2014 Trails Master Plan for off-road trails, sidewalks and cycling infrastructure

Recommended infrastructure improvements requiring further investigation are as follows:

- New Highway 402 interchange at Carriage Road: While the TMP assessed alternatives at a broad level, more detailed investigation as a Schedule C EA project is needed with more detailed assessment of environmental impacts of alternatives, to be conducted in collaboration with the Province and County

Public Review Period

By this notice, the TMP report is being placed online on the public record for a 30-day public review period beginning February 7, 2024 and ending March 8, 2024. The TMP Summary report, together with companion reports, is available at www.middlesexcentre.ca/tmp.

Please address all comments and concerns regarding the TMP to the contacts listed below. Written comments will be accepted until **March 8, 2024**. Thereafter, the TMP will be reviewed and revised as needed taking into consideration the comments that are received from the public. The TMP will then be presented to Municipality of Middlesex Centre Council for approval.

Andrew Giesen

Transportation Manager, Public Works and Engineering

Municipality of Middlesex Centre

10227 Ilderton Road

Ilderton, ON N0M 2A0

519-666-0190 ext. 5253

giesen@middlesexcentre.ca

Anna Mori

Consultant Project Manager

Arcadis

55 St. Clair Avenue West, 7th Floor

Toronto, ON M4V 2Y7

anna.mori@arcadis.com

Middlesex Banner

December 28, 2022 Publication

Transportation Master Plan & Servicing Master Plan

Public Information Centre, January 11

Middlesex Centre is updating both its Transportation Master Plan and Servicing Master Plan.

These plans will guide policies and infrastructure initiatives for the municipality's transportation and water, wastewater, stormwater and waste management systems over the next 20 years.



We invite you to join us for an introductory public information centre to learn more about the master planning process and how you can get involved throughout the year.

This on-line webinar takes place January 11, 2023, starting at 6:00 pm. Please visit the website to register.

>> middlesexcentre.ca/events

Middlesex Banner

September 27, 2023 Publication

<p>provide the infrastructure for carriers to improve wireless communication services in the immediate area.</p>	<p>Co-ordinates: 42.932417, -81.417139</p>	
<p>ANY PERSON may make a written submission to the individuals listed below before October 27, 2023 with respect to this matter.</p> <p>PLEASE TAKE NOTICE that the approval of telecommunication facilities and their design are under the exclusive jurisdiction of the Government of Canada through Innovation, Science and Economic Development (ISED) Canada.</p>	<p>Signum Wireless - contracted to:</p> <p>Lucas Cuff FONTUR International Inc. 70 East Beaver Creek Rd, Suite 22 Richmond Hill, ON L4B 3B2 Fax: 866-234-7873 Email: ON1179.signum.info@fonturinternational.com</p>	
<p>LUA Contact:</p> <p>Arnie Marsman Chief Building Official Municipality of Middlesex Centre 10227 Ilderton Road, RR#2, Ilderton, ON N0M 2A0 Phone: (519) 666 0190 ext 5260 Fax: (519) 666 0271 marsmana@middlesexcentre.ca</p>	<p>Get your news!</p> <p>If you think people don't read the newspaper, you've just proven yourself wrong.</p> <p>Call (519) 245-6116 www.banner.on.ca</p>	

Public Notice – Servicing and Transportation Master Plans

Public Information Centre 2

The Municipality of Middlesex Centre is holding a Public Information Centre (PIC) to provide a study update and present the recommendations of the Servicing Master Plan and Transportation Master Plan.

When adopted, these plans will guide policies and infrastructure initiatives in Middlesex Centre for the next twenty to twenty-five years.

- The **Servicing Master Plan** addresses water, wastewater, stormwater and waste management systems.
- The **Transportation Master Plan** addresses transportation systems, including roads, cycling, transit and sidewalks.

This second PIC will provide an update on the servicing and transportation needs and opportunities in Middlesex Centre and will present the recommendations for both projects. There will be an opportunity to provide feedback on the recommendations, and these will be considered as the plans are finalized for presentation to Council.

Attending Public Information Centre

The PIC will be held:

- Date:** Thursday, October 19, 2023
- Time:** 4:00 p.m. to 7:00 p.m.
- Location:** Komoka Community Centre
133 Queen St., Komoka, ON, N0L 1R0


This is a drop-in style event. There is no need to register.

Providing Comments

Members of the public who are unable to attend the PIC are encouraged to review the materials presented at the event on the municipal website. They will be posted no later than October 19, 2023. Comments on the recommendations can be submitted by:

- for the Transportation Master Plan, completing a brief on-line survey. The survey will be open until November 1, 2023.
- for either the Servicing or Transportation Master Plan, sending written comments to Middlesex Centre Public Works & Engineering via email or post. Comments must be received by November 16, 2023, to be considered in the final reports.


The Servicing and Transportation Master Plan studies are being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment planning process for Master Plans, under the Environmental Assessment Act.



Municipality of Middlesex Centre
10227 Ilderton Rd, Ilderton, ON, N0M 2A0
519-666-0190 ext. 5263 • 1-800-220-8968 • publicworks@middlesexcentre.ca
middlesexcentre.ca/smp • middlesexcentre.ca/tmp

Facebook

- Round 1 Engagement: December 22, 2022; January 3, 10, 12, 18, 24, 2023; February 2 and 9 2023
- Round 2 Engagement: October 5, 13 and 19, 2023




Municipality of Middlesex Centre
Published by Hootsuite · December 22, 2022 ·

Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. These plans will guide policies and infrastructure initiatives for the municipality's transportation and water, wastewater, stormwater and waste management systems over the next 20 years.

Join us for an introductory public information centre to learn more about the master planning process and how you can get involved throughout the year.

- > January 11, 2023 - 6pm
- > Online/Virtual
- > Register at



MIDDLESEXCENTRE.CA

Transportation Master Plan & Servicing Master Plan - Public Information Centre
Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. T...

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Municipality of Middlesex Centre

Published by Hootsuite · January 4 ·



Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. Join us for an introductory public information centre to learn about the master planning process.

> January 11, 2023 - 6pm

> Online/Virtual

> Register at



MIDDLESEXCENTRE.CA

Transportation Master Plan & Servicing Master Plan - Public Information Centre

Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. T...

1

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Write a comment...





Municipality of Middlesex Centre

Published by Hootsuite · January 10 ·



REMINDER - TOMORROW NIGHT!

Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. Join us for an introductory public information centre to learn more.

- > January 11, 2023 - 6pm
- > Online/Virtual
- > Register at



MIDDLESEXCENTRE.CA

Transportation Master Plan & Servicing Master Plan - Public Information Centre

Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. T...

1

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Municipality of Middlesex Centre

Published by Hootsuite · January 12 ·



We're developing a new Transportation Master Plan to guide policies and infrastructure for the municipality's roads, sidewalks, trails, etc., over the next 25 years.

Please help us create the plan by completing a brief survey.

> Survey: <http://ow.ly/UUW350Mp3k6>

> Project Details: <http://ow.ly/x9y450Mp3k4>

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?

Complete the survey at middlesexcentre.ca/tmp

1

2 shares

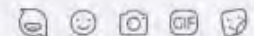
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Municipality of Middlesex Centre

Published by Hootsuite · January 18 ·



We're developing a new Transportation Master Plan to guide policies and infrastructure for the municipality's roads, sidewalks, trails, etc., over the next 25 years.

Please help us create the plan by completing a brief survey.

> Survey: <http://ow.ly/UUW350Mp3k6>

> Project Details: <http://ow.ly/x9y450Mp3k4>

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?

Complete the survey at middlesexcentre.ca/tmp

2

3 shares



Like



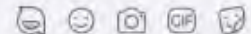
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Municipality of Middlesex Centre

Published by Hootsuite · January 24 ·



We're developing a new Transportation Master Plan for local roads, cycling, transit, and trails over the next 25 years. Please help us create the plan by completing a brief survey.

> Survey: <http://ow.ly/92jx50Mp3k5>

> Project Details: <http://ow.ly/N9LZ50Mp3k8>

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?

Complete the survey at middlesexcentre.ca/tmp

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Municipality of Middlesex Centre

Published by Hootsuite · February 2 ·



We're developing a new Transportation Master Plan for local roads, cycling, transit, and trails over the next 25 years. Please help us create the plan by completing a brief survey.

> Survey: <http://ow.ly/92jx50Mp3k5>

> Project Details: <http://ow.ly/N9LZ50Mp3k8>

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?

Complete the survey at middlesexcentre.ca/tmp

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Like



Comment



Share



Write a comment...





Municipality of Middlesex Centre

Published by Hootsuite · February 9 ·



REMINDER:

We're developing a new Transportation Master Plan for local roads, cycling, transit, and trails over the next 25 years. Please help us create the plan by completing a brief survey. The survey closes on Monday, February 12, 2023.

> Survey: <http://ow.ly/92jx50Mp3k5>

> Project Details: <http://ow.ly/N9LZ50Mp3k8>

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?

Complete the survey at middlesexcentre.ca/tmp

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Write a comment...





Municipality of Middlesex Centre

Published by Hootsuite · October 5 ·



Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. These plans will guide policies and infrastructure initiatives for the municipality's transportation and water, wastewater, stormwater and waste management systems over the next 20 years.

We invite you to join us for a Public Information Centre open house to learn more about the master planning process, the findings to date, and the draft plan recommendations.

- > October 19, 2023 - 4pm to 7pm
- > Komoka Community Centre
- > Drop-in style event. No need to register
- > Details at <https://ow.ly/bXRA50PO3vr>



3

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Municipality of Middlesex Centre

Published by Hootsuite · October 13 ·



Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. These plans will guide policies and infrastructure initiatives for the municipality's transportation and water, wastewater, stormwater and waste management systems over the next 20 years.

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- > October 19, 2023 - 4pm to 7pm
- > Komoka Community Centre
- > Drop-in style event. No need to register
- > Details at <https://ow.ly/bXRA50PO3vr>



1

1 share

Like

Comment

Share



Write a comment...





Municipality of Middlesex Centre

Published by Hootsuite · October 19 ·



REMINDER - TONIGHT!

Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. These plans will guide policies and infrastructure initiatives for the municipality's transportation and water, wastewater, stormwater and waste management systems over the next 20 years.

We invite you to join us for a Public Information Centre open house to learn more about the master planning process, the findings to date, and the draft plan recommendations.

- > October 19, 2023 - 4pm to 7pm
- > Komoka Community Centre
- > Drop-in style event. No need to register
- > Details at <https://ow.ly/bXRA50PO3vr>



1

2 shares

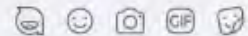
Like

Comment

Share



Write a comment...



X (formerly Twitter)

- Round 1 Engagement: January 12, 18 and 24, 2023; February 2 and 9, 2023
- Round 2 Engagement: October 5, 13 and 19, 2023

 **Middlesex Centre**
@MiddlesexCentre

REMINDER - TONIGHT! Middlesex Centre is developing new Transportation & Servicing Master Plans. Join us for a public information centre to learn about the study findings & draft recommendations.

- > October 19, 2023 - 4pm to 7pm
- > Komoka Community Centre
- >

 middlesexcentre.ca
Transportation Master Plan & Servicing Master Plan - Public In
Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. These plans will guide polici...

12:20 PM · Oct 19, 2023 · 69 Views



Middlesex Centre
@MiddlesexCentre



Middlesex Centre is developing new Transportation & Servicing Master Plans. Join us for a public information centre to learn about the study findings & draft recommendations.

> October 19, 2023 - 4pm to 7pm

> Komoka Community Centre

> ow.ly/OgZw50PO3xw



10:00 AM · Oct 13, 2023 · **102** Views





Middlesex Centre
@MiddlesexCentre



Middlesex Centre is developing new Transportation & Servicing Master Plans. Join us for a public information centre to learn about the study findings & draft recommendations.

> October 19, 2023 - 4pm to 7pm

> Komoka Community Centre

> ow.ly/OgZw50PO3xw



12:05 PM · Oct 5, 2023 · **152** Views





Middlesex Centre

@MiddlesexCentre



REMINDER - TOMORROW NIGHT!

Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. Join us for an introductory public information centre to learn more.

- > January 11, 2023 - 6pm
- > Online/Virtual
- > Register at ow.ly/5O9450MaGog

3:10 PM · Jan 10, 2023 · **96** Views



Middlesex Centre

@MiddlesexCentre



Middlesex Centre is developing a new Transportation Master Plan and Servicing Master Plan. Join us for an introductory public information centre to learn about the master planning process.

- > January 11, 2023 - 6pm
- > Online/Virtual
- > Register at ow.ly/5O9450MaGog

3:10 PM · Jan 4, 2023 · **133** Views





Middlesex Centre
@MiddlesexCentre



We're developing a new Transportation Master Plan to guide policies and infrastructure over the next 25 years. Please help us create the plan by completing a brief survey.

- > Survey: ow.ly/92jx50Mp3k5
- > Project Details: ow.ly/N9LZ50Mp3k8

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?
Complete the survey at middlesexcentre.ca/tmp

11:04 AM · Jan 12, 2023 · 89 Views





Middlesex Centre
@MiddlesexCentre



We're developing a new Transportation Master Plan to guide policies and infrastructure over the next 25 years. Please help us create the plan by completing a brief survey.

- > Survey: ow.ly/92jx50Mp3k5
- > Project Details: ow.ly/N9LZ50Mp3k8

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



How should our transportation network grow over the next 25 years?
Complete the survey at middlesexcentre.ca/tmp

11:04 AM · Jan 12, 2023 · 89 Views



Appendix B: Public Information Centre Display Boards

DRAFT REPORT
ENGAGEMENT SUMMARY

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Public Information Centre Display Boards

The following Public Information Centre display boards were used during both rounds of engagement, copies of which are included in the subsequent pages:

- Public Information Centre 1 – January 2023
- Public Information Centre 2 – October 2023

MIDDLESEX CENTRE

TRANSPORTATION MASTER PLAN



Public Consultation 1 - January 2023

Transportation Needs and Opportunities

 **ARCADIS**

IBI GROUP

CONTENTS

- Introduction (e.g. what is a TMP?)
- Transportation Vision and Goals
- Travel and Trends in Middlesex Centre
- Issues, Needs and Opportunities
- Help Shape the TMP



Introduction



WHAT IS A TMP?

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



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

The TMP will:

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

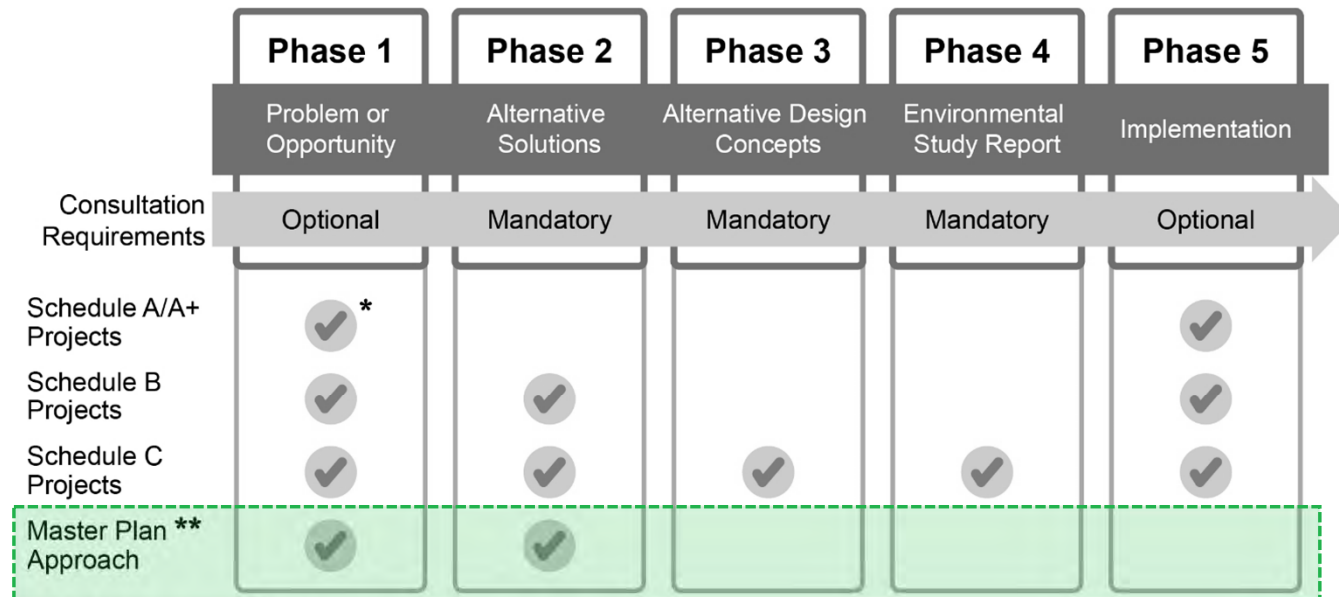


Transportation includes the movement of people and goods by all travel modes: car and truck, rail, public transit, cycling, walking and more.

THE MUNICIPAL CLASS EA PROCESS



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



✓ Actions required during relevant phase

* For Schedule A+ projects, public to be advised.

** Proponents can choose to complete Phase 3 and 4 as part of a master plan for recommended Schedule C projects, or to complete these phases as part of a project specific study.

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

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

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

TMP STUDY PROCESS

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

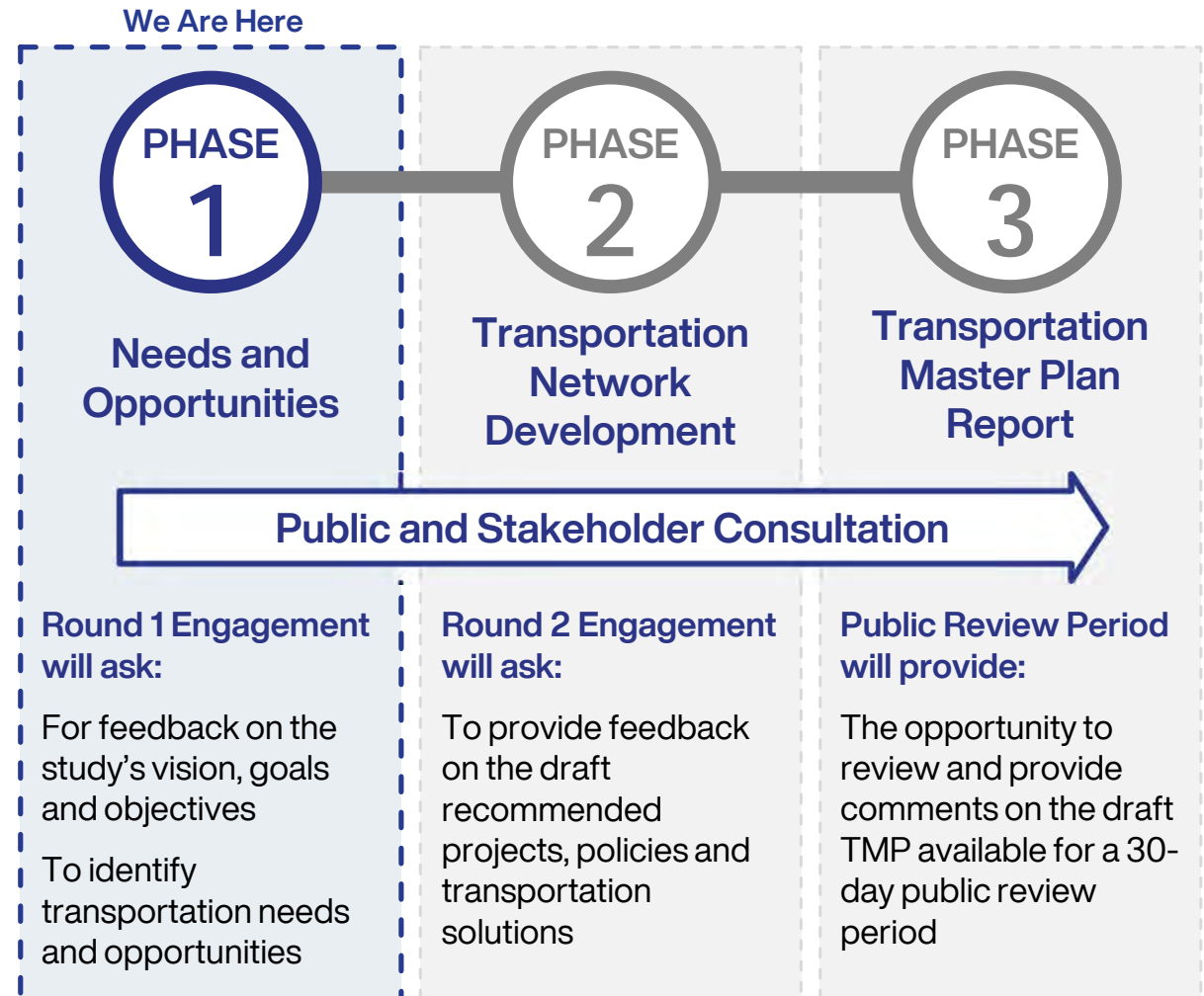
We are currently in Phase 1 of the study, which includes:

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

Help Shape the TMP

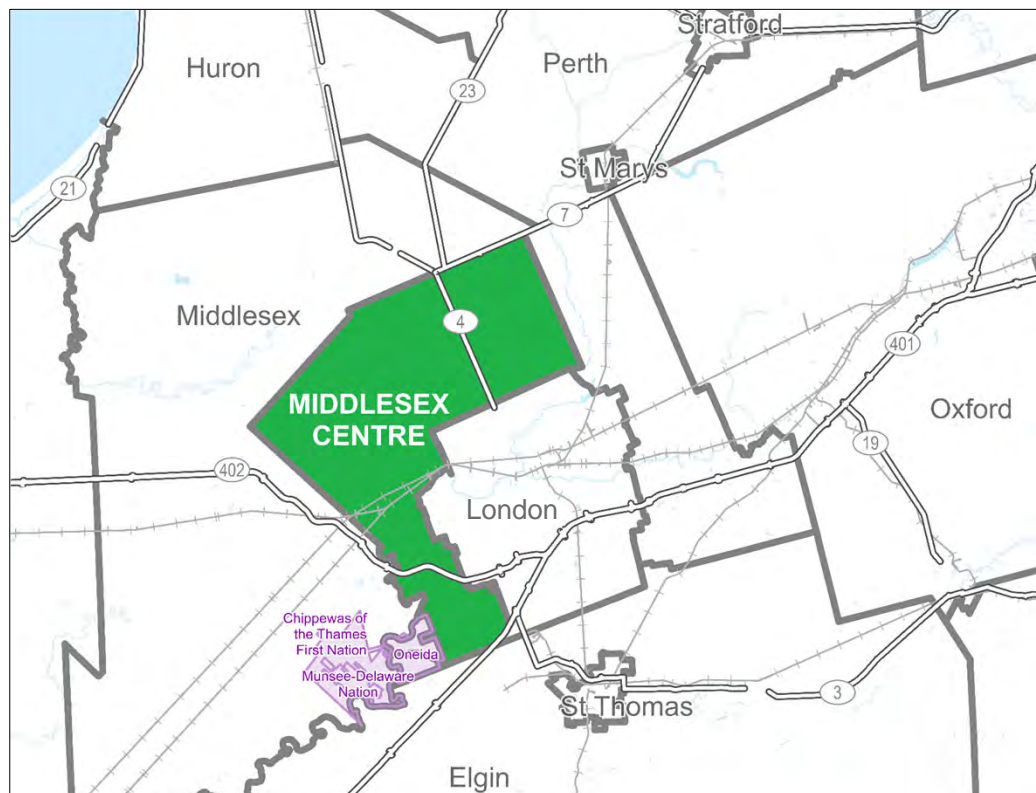


Each phase provides opportunities to share your input and help the TMP best reflect the values and priorities of Middlesex Centre residents.



MUNICIPALITY CONTEXT

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



Middlesex Centre is Growing

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

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

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

Transportation Connectivity is Vital

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

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

PLANNING CONTEXT

Planning and Policy Alignment

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

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

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



Middlesex Centre Plans and Policies

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



Middlesex County Plans and Policies

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



Plans and Policies of Other Governments

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

Transportation Vision and Goals



VISION

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

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



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

GOALS

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

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

Please tell us what you think!

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



Provides Safe and Efficient Connectivity

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



Protects the Natural Environment

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



Promotes Healthy Mobility

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



Supports Local Industry

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



Preserves Local Character

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



Exercises Fiscal Responsibility

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

Travel and Trends in Middlesex Centre



WHERE AND WHEN WE TRAVEL



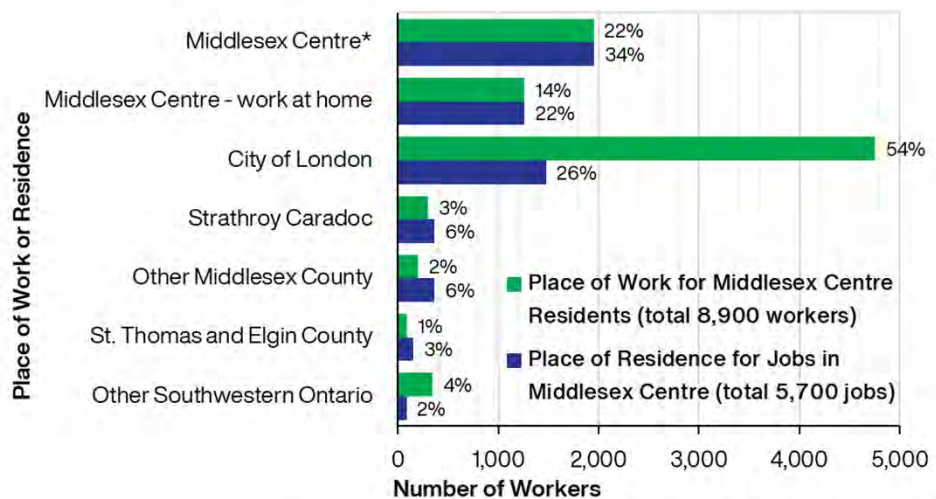
In Middlesex Centre, trips for daily needs often involve travel outside of the Municipality. For example, among workers who live in Middlesex Centre in 2016, 36% work within the Municipality, while 54% commute to London and 10% commute elsewhere.

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

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

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

Commuting Connections (2016)

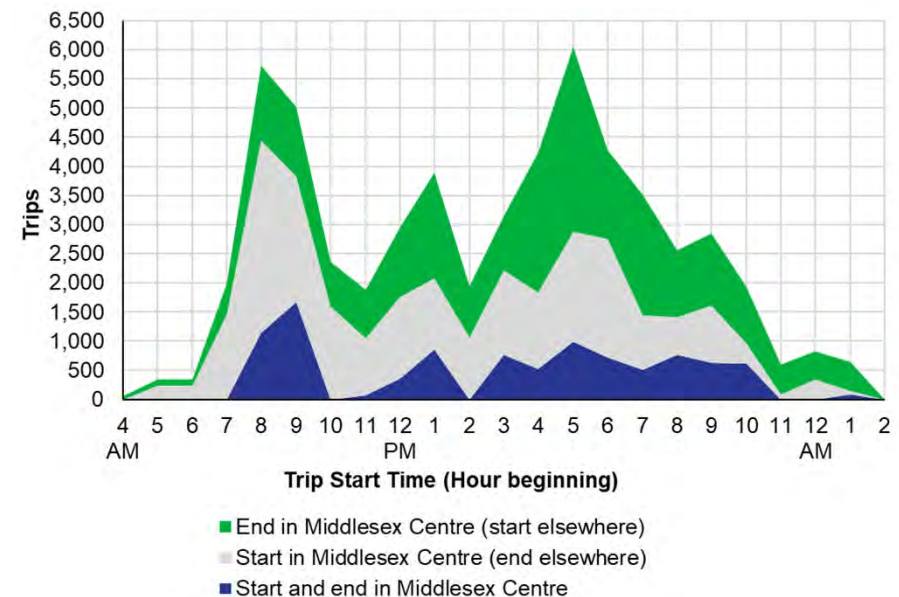


(percentages are of total workers or residents in Middlesex Centre)

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

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

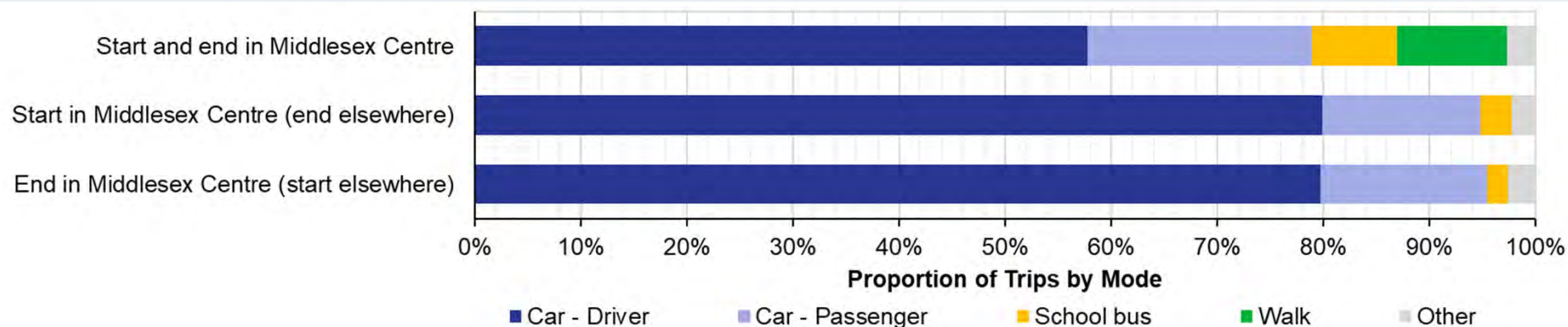
Weekday Trip Start Times (2016)



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

HOW WE TRAVEL

Travel Mode Shares for Weekday Person-Trips



Data Source: 2016 City of London Household Travel Survey.

Note: "Other" mode responses did not contain trips made by cycling or public transit modes, but did include taxi, Uber and motorcycle trips, as well as unspecified other modes.

The way we travel in Middlesex Centre is limited to available options, so travel by car continues to be the main way to get around. Meanwhile, our youth typically travel to and from schools by school bus.

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

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

Please tell us what you think!

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



Issues, Needs and Opportunities



ROADS

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

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

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

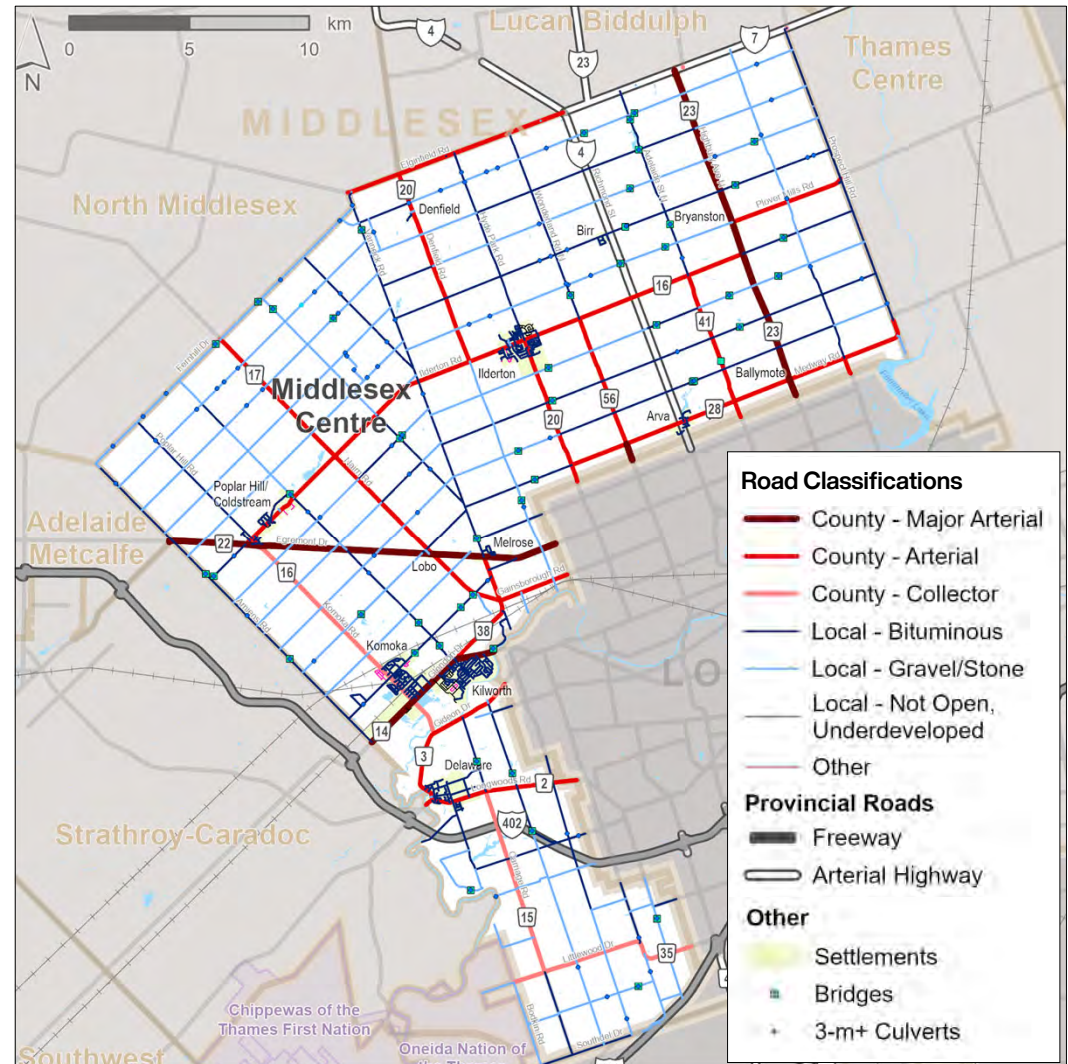
- **Safety** has been a key focus for the Municipality, e.g. through its Vision Zero safety campaign.
- The Municipality has a **gravel-to-hard surface conversion** policy to upgrade local roads when warranted.
- A more detailed **road classification** scheme that better clarifies the travel vs. local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



Please tell us what you think!

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

Middlesex Centre Road Classification and Infrastructure



WALKING AND WHEELING

Trails

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

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

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

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



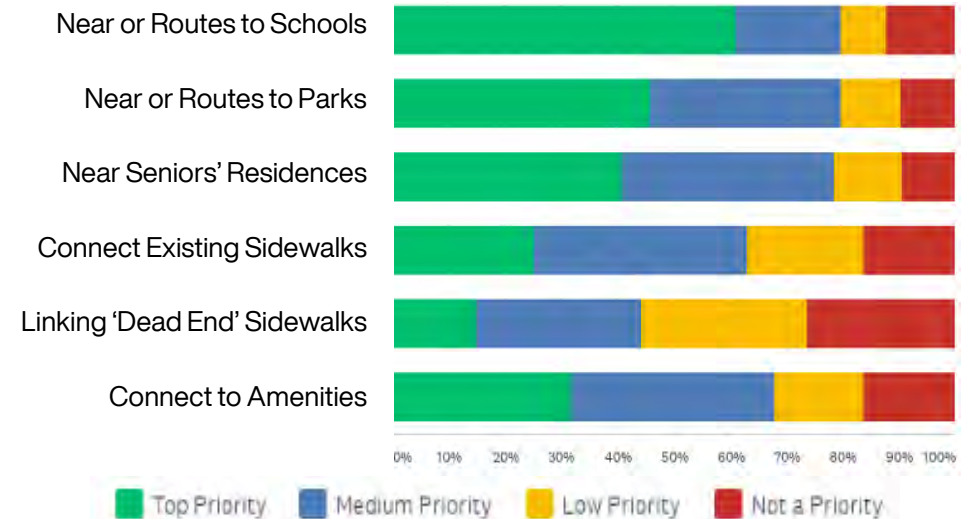
Please tell us what you think!
What factors would encourage you to walk to local destinations more often?

Sidewalks

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

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

Where would Middlesex Centre residents prioritize sidewalk improvements?



Source: Middlesex Centre Sidewalks and Streetlights Survey (2022)

CYCLING

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

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

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

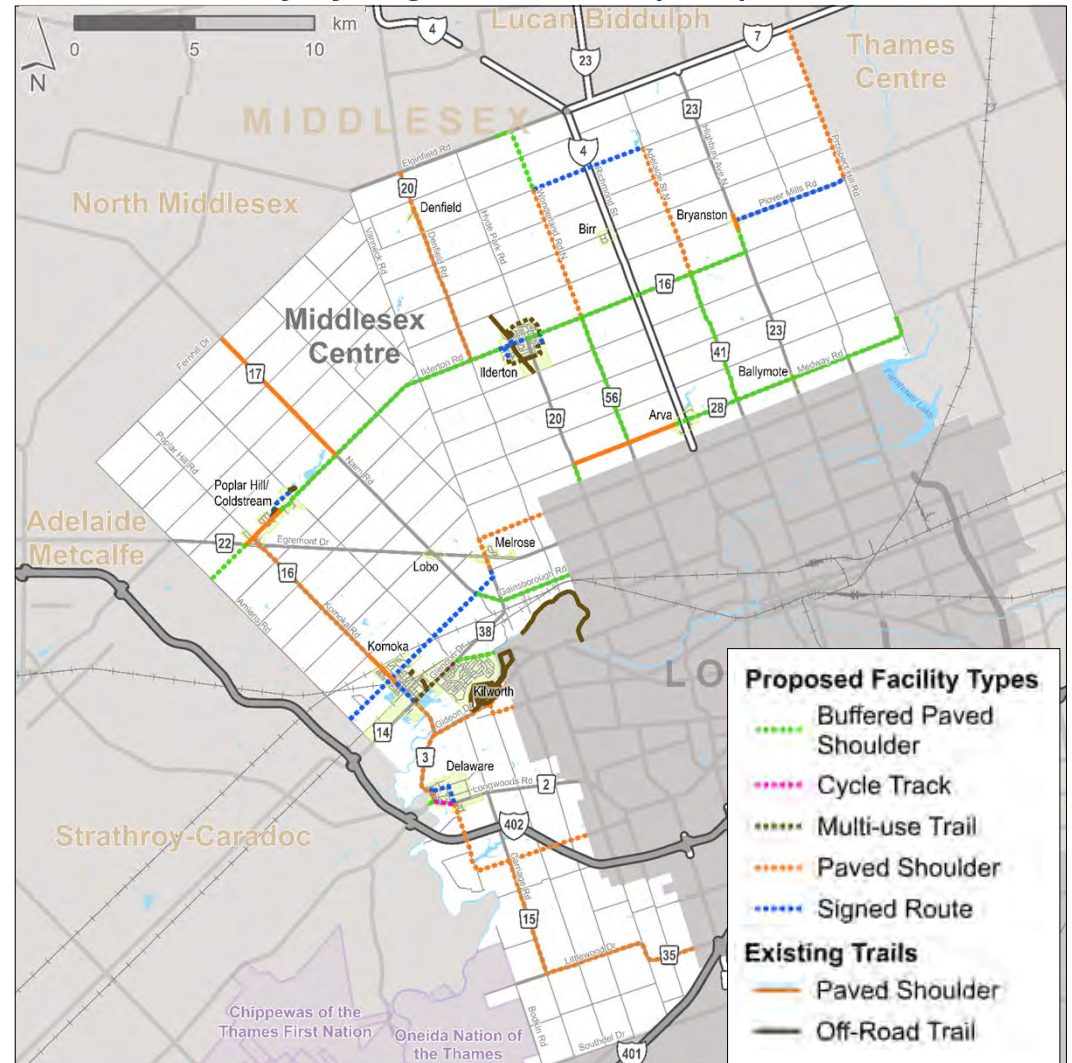


The TMP will identify ways to help Middlesex Centre become a more vibrant cycling destination for riders of all ages and abilities. This will include supporting the County in the implementation of its planned network, as appropriate, and building on the County's network to connect local destinations,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



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

Middlesex County Cycling Network Plan (2018)



PUBLIC TRANSIT

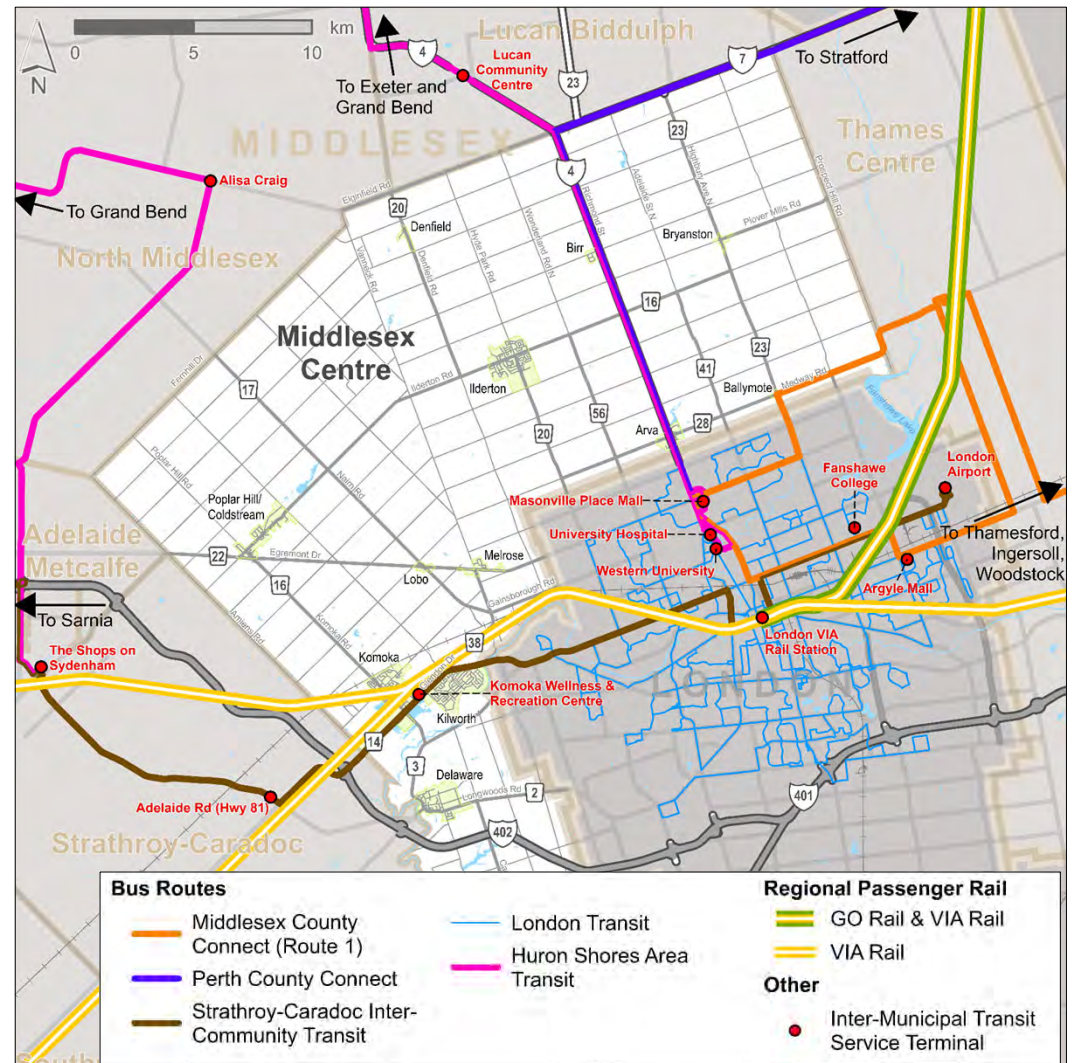
Public transportation services can provide an alternative means of travel to meet daily needs, for those who cannot or would prefer not to drive.

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

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

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

Current Transit Services in and Near Middlesex Centre



Please tell us what you think!

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

SUPPORTING LOCAL BUSINESSES

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

Heavy Trucks

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



Please tell us what you think!

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

Agriculture

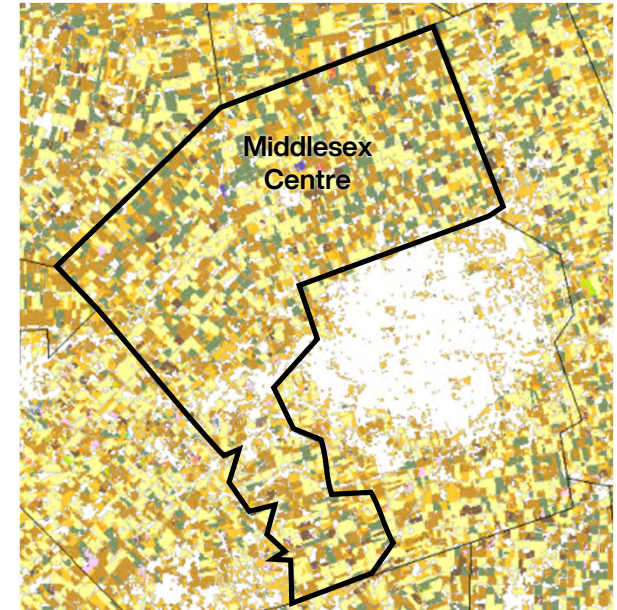
The vast majority of land in Middlesex Centre is actively farmed – primarily for corn, soybeans, wheat and pasture – by local and also temporary foreign workers.

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

Rail Freight

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

2021 Canadian Crop Inventory



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

Help Shape the TMP



HOW TO GET INVOLVED

Help Shape the TMP



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

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

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

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

Following Public Consultation 1, we will:

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

Who's Listening

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Thank You



Participate online at middlesexcentre.ca/tmp



Public Consultation 1 - January 2023

Transportation Needs and Opportunities



IBI GROUP

MIDDLESEX CENTRE TRANSPORTATION MASTER PLAN



Public Information Centre 2 – October 2023

TRANSPORTATION NETWORK DEVELOPMENT

Introduction



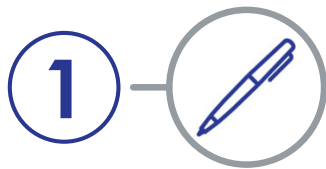
WELCOME



Thank you for attending the second Public Information Centre for the Municipality of Middlesex Centre **Transportation Master Plan!**

Please take this opportunity to learn about study progress and to give us your input for Middlesex Centre's future transportation network.

Study information and consultation materials are also available at middlesexcentre.ca/tmp



1 Sign in. Let us know if you'd like to be added to the project contact list, where you will receive updates at key study milestones.



2 Stroll around. Review the information boards to learn about the Transportation Master Plan.



3 Share your input. Provide feedback and complete the survey online: middlesexcentre.ca/tmp



MIDDLESEX CENTRE TRANSPORTATION MASTER PLAN

Contact Information

If you have comments or questions about the Transportation Master Plan, please contact:

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STUDY OVERVIEW

What is the Transportation Master Plan?

The Municipality of Middlesex Centre is developing its first standalone Transportation Master Plan (TMP) – a long-range strategic plan to guide transportation policies, services and infrastructure for the Municipality’s transportation system.

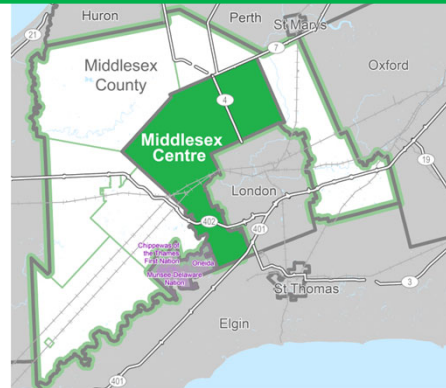
At the point in the study, we are presenting draft recommended solutions for Middlesex Centre.

Local vs. County and Provincial Transportation Networks

The TMP will recommend actions and strategies focused on elements of the transportation system that are the responsibility of the Municipality. However, the TMP will also include actions to advocate for and coordinate on changes to County and Provincial infrastructure and policies that are most important to residents.

Action Development

The Transportation **Vision** and **Goals** were developed to direct the study process. **Needs and opportunities** identified from technical analysis and public input were then grouped under each Goal, with corresponding draft **actions** developed to help guide Middlesex Centre’s transportation system toward its desired future.



Action Development



Study Purpose and Objectives

The TMP will:

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



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

TMP VISION AND GOALS

The Vision and Goals were updated based on your feedback during the first round of engagement, where they were well supported.

A Vision for Transportation

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

3 MOBILITY GOALS: ACHIEVABLE THROUGH MODE-SPECIFIC ACTIONS

PROVIDES SAFE AND EFFICIENT CONNECTIVITY

Supports safe, efficient and dependable personal (passenger) travel between, to and from Middlesex Centre communities and activities.

PROMOTES HEALTHY LOCAL MOBILITY

Provides safe, accessible and convenient mobility options to connect between daily activities within local communities.

SUPPORTS LOCAL INDUSTRY

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

3 SUPPORTING GOALS: OVERARCHING TO ALL RECOMMENDATIONS

SENSITIVE TO LOCAL CHARACTER AND QUALITY OF LIFE

Provides transportation solutions that reduce the negative impacts of transportation on local rural communities and urban centres, settlements and hamlets.

PROTECTS THE NATURAL ENVIRONMENT

Minimizes disruption of local habitats, waterways, agricultural land and natural heritage features, and reduces non-renewable energy use and pollutants arising from transportation.

EXERCISES FISCAL RESPONSIBILITY

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

Recommended Actions



GOAL 1: Provides Safe and Efficient Connectivity



Supports safe, efficient and dependable personal (passenger) travel between, to and from Middlesex Centre communities and activities.

SURVEY RESULTS

ROAD NEEDS AND OPPORTUNITIES

Respond to anticipated capacity constraints along County roads into the future. (No Municipality roads were found to require capacity expansions over the TMP planning horizon.)

Clarify the role and function of individual Middlesex Centre roads to facilitate decision-making and design.

Create a better balance of County vs. Middlesex Centre priorities for County roads in settlement areas.

Plan for the increasing importance of Oxbow Drive in northern Komoka-Kilworth as a multi-modal corridor.

SAFETY NEEDS AND OPPORTUNITIES

Respond to driver behaviour concerns, such as speeding, to improve safety.

Address infrastructure factors that may affect traffic collisions.

Ensure at-grade rail crossing safety in view of updated guidelines.

ACTIONS INCLUDE...

- Support and collaborate with Middlesex County on **Glendon Drive capacity improvements** (in progress).
- Adopt a **new road classification framework** and map including designations for urban and rural roads.
- Encourage the County to update **County functional road classification** and associated design standards to distinguish between urban and rural contexts.
- Develop a plan for **multi-modal improvements along Oxbow Drive** to account for anticipated growth in Komoka-Kilworth as well as the route's role on the Province's planned cycling network.

ACTIONS INCLUDE...

- Continue **Vision Zero** campaign and related initiatives.
- Advocate for **safety improvements and traffic calming** along County roads through urban areas.
- **Improve safety at top collision locations** (improved sight lines, high visibility road paint, better lighting).
- Apply measures to **reduce risk of wildlife collisions**.
- **Review at-grade railway crossing warrants** against the latest best practices and update if required.



48% of respondents think improved road operations and safety are the most important transportation issues in Middlesex Centre.

The most important transportation issue is the flow of traffic in and out of London as more and more population depends on it. Control speed on Komoka road.

- Komoka-Kilworth resident

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.

- Delaware resident

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.

- Ilderton resident

FUNCTIONAL ROAD CLASSIFICATION

Roads can be classified according to the services they provide: prioritizing traffic movement vs. local property access, their role in the larger transportation network connectivity, and their local context.

A proposed road classification framework for Middlesex Centre roads reflects road function and context, and also the road network part of the broader road hierarchy, with County roads and Provincial highways placing highest priority on traffic flow. The framework outlines the desired characteristics of each road class (e.g. speed, traffic volume, land access restrictions), and helps to guide the types of facilities to include for pedestrians, cyclists, transit and parking.

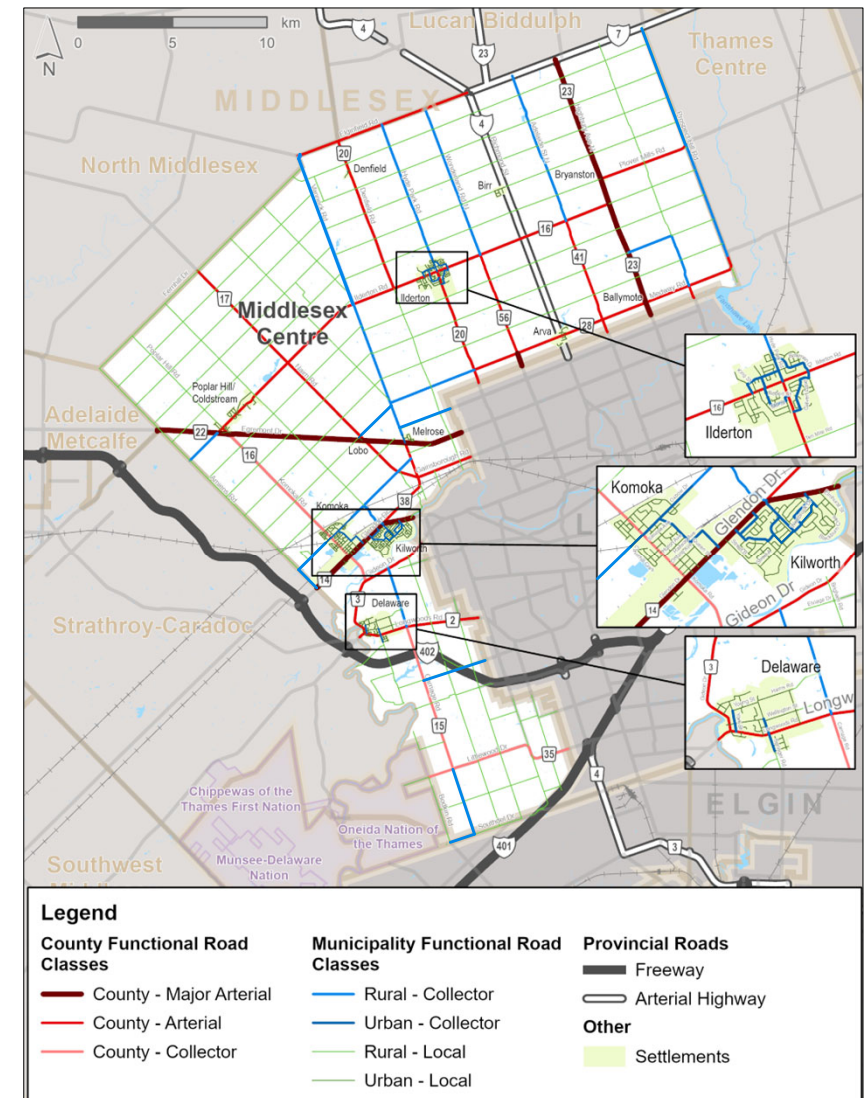
FUNCTIONAL ROAD CLASSIFICATION

- Arterial:** In Middlesex Centre, this role is served by County roads and Provincial highways. Traffic flow and regional network connectivity are the primary concern and therefore the roads tend to carry the highest volumes of traffic. Access to private properties is restricted to limit traffic conflicts. Active transportation facilities should be separated from vehicular traffic.
- Collector:** Traffic flow and land access are of equal priority, with some limits on adjacent land access. Collectors provide connectivity between arterial roads and local roads, and carry moderate volumes of traffic. In urban areas, sidewalks should be provided on both sides, and cycling facilities should generally have a degree of separation from vehicular traffic.
- Local:** Local roads prioritize property access, and function at lower speeds and carry lower volumes of traffic. Sidewalks should generally be provided on at least one side of the road in urban areas. Given their lower traffic volumes and operating speeds, shared cycling facilities are appropriate.

URBAN VS. RURAL CONTEXT

- Urban roads** have the context of increased density of adjacent development, and increased volumes of pedestrians, cyclists, and cars, trucks and transit. They typically have lower posted and design speeds, sidewalks, cycling lanes, and may have roadside parking provision.
- Rural roads** tend to serve longer distance travel at higher speeds, and may have a higher proportion of trucks and farm equipment. Paved road surfaces may not always be feasible where traffic volumes are very low.

Recommended Road Classification



GOAL 1: Provides Safe and Efficient Connectivity (continued)



Supports safe, efficient and dependable personal (passenger) travel between, to and from Middlesex Centre communities and activities.

SURVEY RESULTS

TRANSIT NEEDS AND OPPORTUNITIES

Address the transportation needs of those who are unable to or choose not to drive.

Continue to cooperate with and support the Middlesex County Connect transit service.

Leverage established municipal transit systems operating near or through Middlesex Centre as additional partnership opportunities.

Leverage population growth in urban settlement areas that will increasingly support transit operations.

Provide transit services appropriate to demand levels.

ACTIONS INCLUDE...

- **Support and promote Middlesex County transit** for Middlesex Centre residents and visitors. Provide barrier-free access to stops, as well as amenities at stops (e.g. benches, shelter).
- In cooperation with the County, **partner with London Transit** to extend routes to nearby settlements of Komoka-Kilworth, Arva, Delaware and Ilderton as they continue to grow.
- In cooperation with the County, **partner with Perth County Connect** to add stops along existing routes that pass through Arva and Birr.
- Promote connections into the broader region with a **focus on service to employment centres** (e.g. new Amazon distribution centre in Elgin County).
- **Maintain up to date one-stop source for transit information** in and around Middlesex Centre to improve ease and convenience of the transit systems serving residents.



30% of respondents would like to see transit provided or extended to Middlesex Centre.

Public transit connecting to London would be nice for teens and post secondary students

- *Komoka-Kilworth resident*

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 our budget. We need a bus to London ASAP.

- *Ilderton resident*

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.

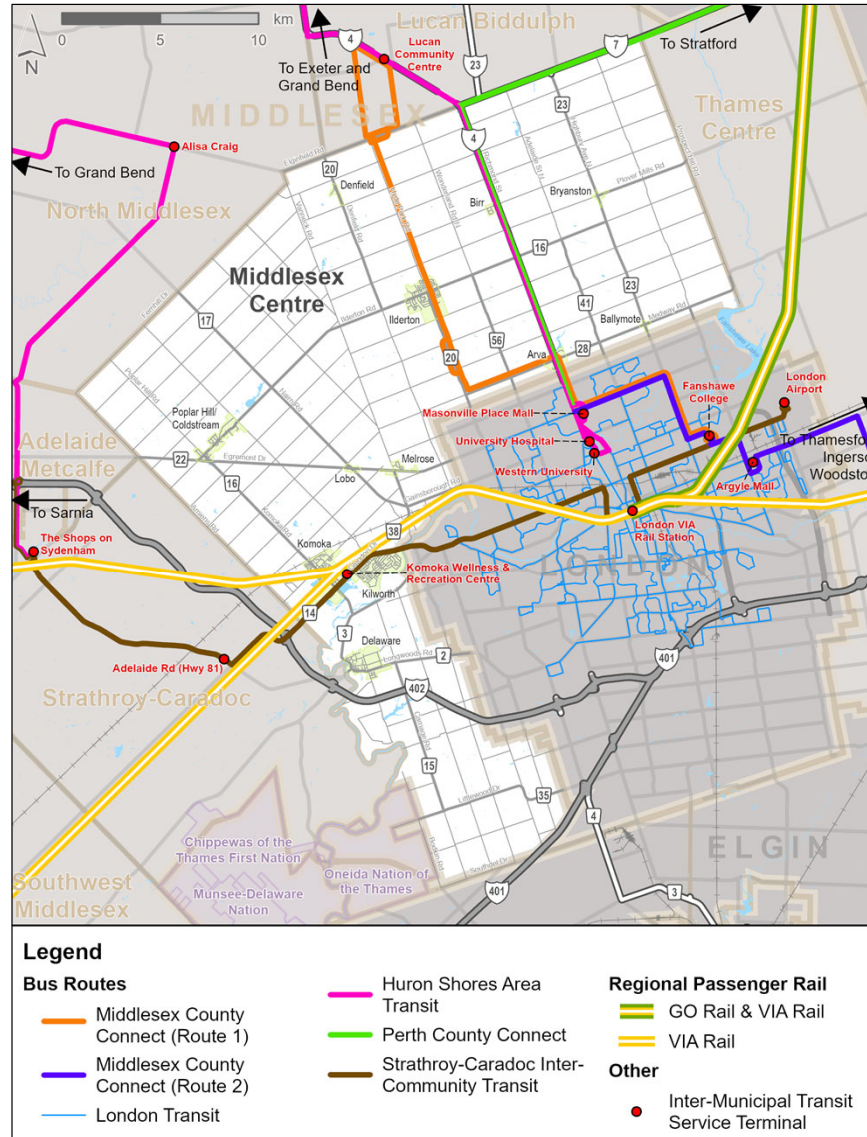
- *Delaware resident*

TRANSIT

Partnering to Build on and Expand Existing Services

The most feasible way for Middlesex Centre to improve its transit network is to form partnerships with the County and with neighbouring transit service providers, which include:

- Middlesex County Connect** – as of May 29, 2023, services now include:
 - Route 1 – Lucan – Ilderton – Arva – London: two trips on weekdays
 - Route 2 – Woodstock – Ingersoll – Putnam – Dorchester – London: one trip on weekdays
- Strathroy-Caradoc Inter-Community Transit** – 2-3 daily trips between Sarnia and London, with a stop at the Komoka Wellness Centre
- London Transit** – a rich network of services is currently provided entirely within City boundaries
- Perth County Connect** – three trips weekly from London to Waterloo, with no stops while passing through Middlesex Centre
- Huron Shores Area Transit** – two routes each run two trips daily, with no stops while passing through Middlesex Centre



Priority Transit Connections

While continuing to promote Middlesex County Transit services, below are priority transit service expansions for the Municipality to explore with other service providers, in cooperation with the County:

- Partnering with **London Transit** to extend routes to nearby settlement of Komoka-Kilworth. Connections to Delaware, Ilderton and Arva can also be explored as these settlements continue to grow.
- Partnering with **Perth County Connect** and **Huron Shores Area Transit** to add stops in Middlesex Centre along existing routes that pass through the Municipality
- Partnering with service providers (London, St. Thomas, Elgin, etc.) for connections into the broader region with a focus on service to **employment centres** (e.g. new Amazon distribution centre in Elgin County).

GOAL 2: Promotes Healthy Local Mobility



Provides safe, accessible and convenient mobility options to connect between daily activities within local communities.

SURVEY RESULTS

WALKING NEEDS AND OPPORTUNITIES

Respond to a lack of safe pedestrian road crossings across busy roadways.

Implement safe walking routes between homes and schools.

Improve network connections for pedestrian activity in settlement areas.

Prioritize a network of sidewalks and trails in new developments in Middlesex Centre.

Remove barriers to building sidewalks in existing neighbourhoods.

ACTIONS INCLUDE...

- Continue to follow Ontario Traffic Manual guidance for the **implementation of safer pedestrian crossings** on Municipal roadways where needed.
- **Upgrade school crossings** at strategic locations on County roads to reflect latest best practices.
- Encourage the County to **prioritize implementation of its planned network along Ilderton Road**. This would allow for safer cycling/walking to Oxbow Public School.
- Formalize a **framework to prioritize sidewalks gaps** based on road classification, proximity to schools, transit, parks, community facilities, etc.
- Adopt road classification framework to **emphasize safety while meeting the needs of all road users** throughout communities, and apply guidance for sidewalks along different roadway classes.
- Implement a **connected sidewalk network**, including pedestrian lighting and amenities such as benches where needed, consistent with AODA requirements.
- Update by-laws and relevant policies to **require new developments include sidewalks or trails** consistent with the road classification framework.
- Update design guidelines to include **alternative sidewalk designs and placement** to facilitate sidewalk retrofits along existing roads.



41% of respondents would walk to local destinations more often if safer and more pedestrian crossings were available.

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.

- Komoka-Kilworth resident

Crosswalks / lights would be of value on Ilderton Road to improve pedestrian safety.

- Ilderton resident

More sidewalks in Delaware. Also proper road lighting in residential areas.

- Delaware resident

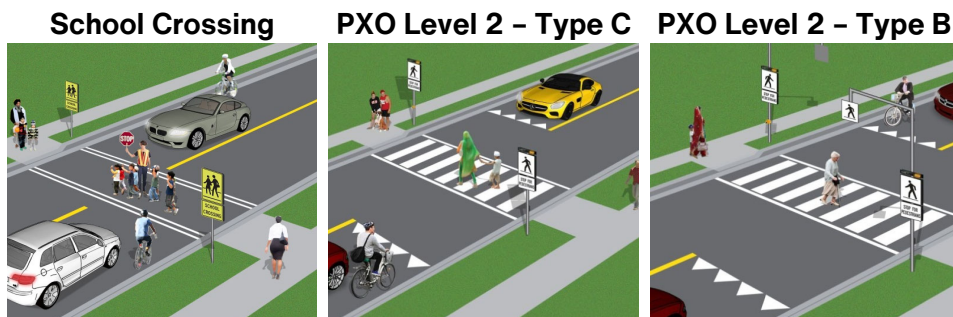
PEDESTRIAN STRATEGY

Pedestrian Crossings Overview

There are two main types of mid-block crossings:

- **School Crossing:** Drivers are required to stop only when a crossing guard is present with their stop sign. School crossings provide safe passage during peak hours but are not in force the rest of the time, limiting their utility. Provincial guidelines limit these crossings to streets with speed limits no higher than 60 km/h.
- **Pedestrian Crossover (PXO):** Drivers must always yield to pedestrians and wait until they clear the roadway before proceeding. PXOs provide on-demand safe crossing for pedestrians at all hours, while limiting impacts to traffic flow only to the times where pedestrians are present. PXOs include signs and may include pavement markings, lights, and/or pedestrian push buttons.

School Crossing and examples of PXOs, selected based on traffic volumes, speeds and number of lanes to cross.



Source: Ministry of Transportation of Ontario,
<https://www.ontario.ca/page/driving-near-pedestrian-crossovers-and-school-crossings>

Sidewalks

A formalized policy with the following elements would guide the provision of sidewalks in urban areas of the Municipality, with the following elements:

- **Functional Road Classification:** Providing a framework for sidewalk coverage, outlining which types of roads should be supplied with sidewalks on one or both sides.
- **Prioritizing Sidewalk Gaps:** Adopting a framework based on criteria such as road classification, proximity to schools, transit, parks, community facilities, etc.
- **Updating By-laws:** New policies for new developments to follow the road classification sidewalks requirements.
- **Updating Design Guidelines:** Reduce barriers to implementing sidewalks along existing roadways with minimal property impacts.

Gap Analysis

Applying the policy approach, two initial priority locations for sidewalk installation/expansion include Queen Street (Komoka) and Westbrook Drive (Kilworth), both roads serving an urban collector road function.

Recommended Actions: Work with Middlesex County to upgrade existing school crossings on County roads to PXOs to increase crossing safety. Continue to follow Ontario Traffic Manual guidance to install pedestrian crossovers where appropriate along Municipality roads.

GOAL 2: Promotes Healthy Local Mobility (continued)



Provides safe, accessible and convenient mobility options to connect between daily activities within local communities.

SURVEY RESULTS

CYCLING NEEDS AND OPPORTUNITIES

Increase separation between vehicles and cyclists, where appropriate and feasible, to improve safety for both cyclists and motorists.

Continue to support the County in the implementation of its planned cycling network.

Review County's cycling network for routes along Middlesex Centre roads.

Leverage increasing interest in cycling for recreation, while expanding cycling for utilitarian purposes.

Continue to leverage broader cycling network connectivity opportunities.

Improve the alignment between the Trails Master Plan and the County's cycling network.

Continue to build upon and implement the Trails Master Plan network.

ACTIONS INCLUDE...

- Update design guidance to reflect **latest best practices for cycling facility types** (e.g. bike lane, paved shoulder, multi-use path, etc.) provided by the Ontario Traffic Council.
- **Update the Trails Master Plan** (developed in 2014), coordinating with the County and adjacent municipalities for regional connectivity. The plan would build on and connect with the County's planned cycling network to provide connections to local destinations, points of interest and natural areas.
- Provide **safe crossings at intersections** and at locations where trails cross roadways.
- **Support updates to the County Cycling Network Plan** – this includes upgraded facility (route) types or moving cycling routes to calmer roadways parallel to Wonderland Road, Adelaide Street, Oxbow Road and Carriage Road where traffic is expected to increase.
- Work with London and Middlesex County to **provide a cycling connection between Komoka-Kilworth and London over the Thames River**, preferably over the Glendon Drive bridge.
- Advocate for **safe and direct cycling routes between Ilderton and London.**



48% of respondents would cycle more if increased separation from traffic was provided.

Middlesex Centre is a hotspot for cyclists and there should be cycling paths away from the high-speed roads.

- *Melrose resident*

Provide cycle routes that are not on roadways but still offer the same destination.

- *Rural resident*

Middlesex Centre will see increased walking and using bikes for transportation that should be safely separated from road traffic.

- *Komoka-Kilworth resident*

COUNTY CYCLING NETWORK REVIEW

Facility (Route) Type Review

A review of the 2018 County cycling network plan indicates updates needed to Municipality and County facility types to meet revised Provincial guidelines.

Adelaide Street: Traffic volumes and speeds will require buffered paved shoulders or alternate routing.

Wonderland Road: Traffic volumes and speeds will require buffered paved shoulders or alternate routing.

Oxbow Drive: Current traffic levels and anticipated growth will require rural paved shoulders and urban cycling lanes.

County Road 15 (Carriage Road): A future interchange at Highway 402 and Carriage Road, which would increase vehicular traffic on the route and will require buffered paved shoulders or an alternative cycling route.

Cycling Facility (Route) Type Selection Criteria

Rural Roadway

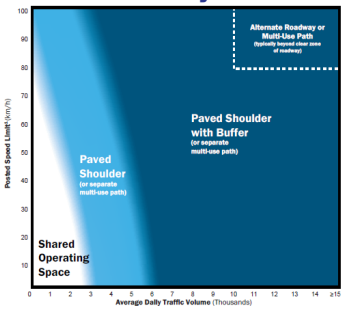
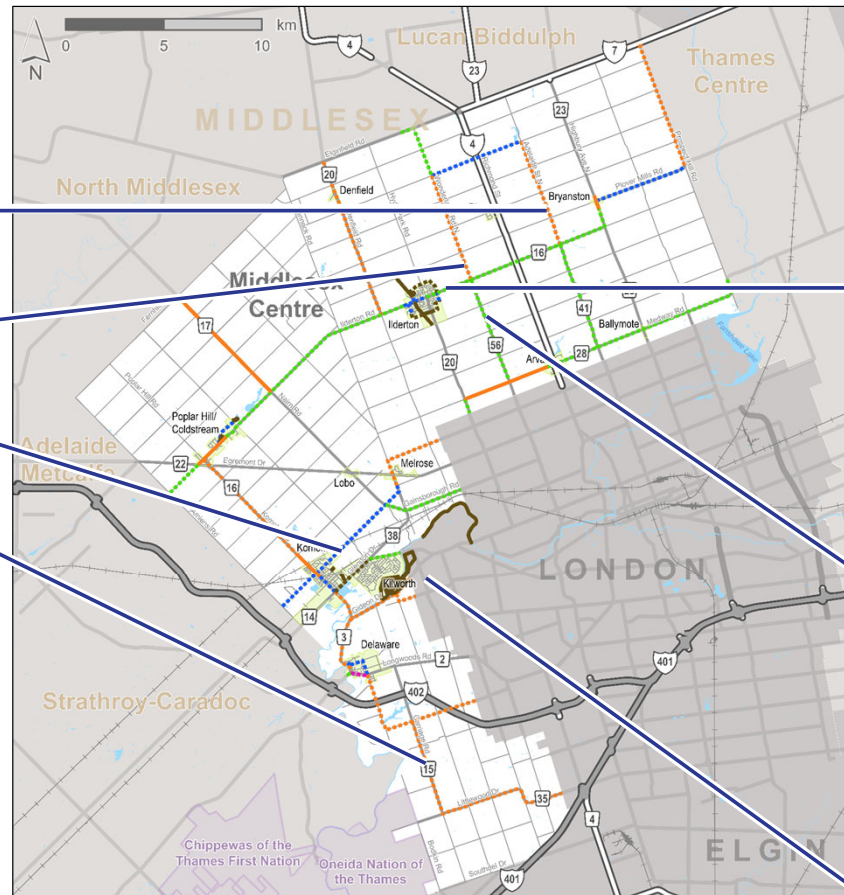
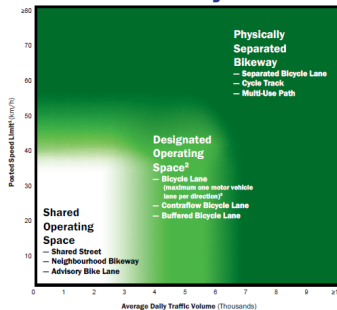


Image source: Ontario Traffic Manual - Book 18 - Cycling Facilities (2021)

Urban Roadway



Legend

Proposed Facility Types	Existing Trails	Municipality Road Network
Buffered Paved Shoulder	Paved Shoulder	Provincial Freeway
Cycle Track	Off-Road Trail	Provincial Arterial Highway
Multi-use Trail	Other	County Road
Paved Shoulder	Settlements	Local
Signed Route		

Priority Connections

Draft actions include the Municipality advocating for Middlesex County and the City of London to advance the implementation of selected key cycling routes.

County Road 16 (Ilderton Road): This is part of a key connection to London (via Wonderland Road). The ability to walk or cycle more safely between Ilderton and Oxbow Public School is a top priority for the Municipality.

County Road 56 (Wonderland Road): County Road 16 is part of a key connection between Ilderton and London and should be prioritized, with a direct connection to London. The rail trail is an alternative connection.

County Road 14/Oxford Street bridge: This would provide a key direct connection. (The City has also recently added paved shoulders along Gideon Drive to the south.)

GOAL 3: Supports Local Industry



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

SURVEY RESULTS

GOODS NEEDS AND OPPORTUNITIES

Continue to plan for the efficient and reliable movement of goods.

Address challenges to the movement of trucks and agricultural equipment.

Create a direct road connection between the planned employment area in Delaware and Highway 402.

Continue to collaborate toward implementing a road-rail freight transfer opportunity in Middlesex Centre.

RESILIENCY NEEDS AND OPPORTUNITIES

Review standards for bridges and culvert design.

Review and address design and maintenance concerns regarding gravel roads.

Consider transportation demand management (TDM) strategies.

Address the lack of electric vehicle charging infrastructure in Middlesex Centre.

ACTIONS INCLUDE...

- Ensure that **farm equipment is considered** in the design of rural roads.
- Explore the use of **laybys** on roads with high volumes of farm vehicles, implementing a pilot project on selected roadways used by farm equipment.
- Together with the County, advocate for a **new interchange at Highway 402 and Carriage Road**.
- Work with partners (e.g. CN, CPKC) to explore the feasibility of a **road-rail transfer station**.

ACTIONS INCLUDE...

- Update **standards for bridges and culverts** based on increased frequency and magnitude of extreme weather.
- Implement **updated stormwater management strategy**.
- Review **gravel road conversion policy**.
- Develop and implement a **travel demand management strategy** to reduce demand for road capacity.
- Develop and implement a **strategy for electric vehicle charging stations**.



41% respondents would like to see improved road design of key routes to better support or manage goods movement and local businesses.

Agriculture requires roads that are built and maintained to adequately allow movement of agricultural products safely.

- Rural resident

Continue to support infrastructure needed for large farm machinery, and improve conditions for shared-use, multi-modal transport.

- Rural resident

Address electrification of grid to support move to electric vehicles.

- Komoka-Kilworth resident

Some gravel sideroads ... [are] too narrow for farm trucks

- Birr resident

SUPPORTING GOALS

The Supporting Goals inform the development and implementation of the Mobility Goals actions as noted below.



GOAL 4: SENSITIVE TO LOCAL CHARACTER AND QUALITY OF LIFE

Provides transportation solutions that reduce the negative impacts of transportation on local rural communities and urban centres, settlements and hamlets.

- Given the importance of inter-regional connectivity to London and high through traffic volumes, interregional and heavy vehicle traffic are encouraged to use appropriate routes, e.g. increased clarity on the role and function of each road in the network toward appropriate design, and continuing to work with the County to ensure County roads are appropriately expanded where needed.
- TMP actions work toward a better balance of County vs. Municipal priorities on urban County roads.
- Infrastructure will continue to be sensitive to rural/small town character, where appropriate, e.g. dark-sky streetlights, and appropriate sidewalk and road drainage designs.



GOAL 5: PROTECTS THE NATURAL ENVIRONMENT

Minimizes disruption of local habitats, waterways, agricultural land and natural heritage features, and reduces non-renewable energy use and pollutants arising from transportation.

- Disruption of agricultural lands, waterways, habitats and natural heritage features is reduced by optimizing the use of existing infrastructure rather than new infrastructure, where feasible.
- Safety for wildlife is increased through exploring and implementing ways to reduce wildlife collisions.
- Non-renewable energy use and the production of anthropogenic pollutants is reduced by supporting cycling, walking, and transit use, as well as by providing electric vehicle charging infrastructure.



GOAL 6: EXERCISES FISCAL RESPONSIBILITY

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

- Municipal resources are used cost-effectively, focusing spending on actions with tangible impact.
- Transportation spending is kept within Municipal budget limitations.
- Municipal funds are leveraged through partnerships and access to federal and provincial grants where possible.

SURVEY RESULTS

“Connectivity” should not override the quality of life that originally brought current home-owners to Ilderton. The reduction in noise pollution, the emphasis on nature, the element of privacy, etc.

- *Ilderton resident*

Some areas are unique and that uniqueness needs to be preserved as much as possible.

- *Komoka-Kilworth resident*

Do not spend agricultural tax dollars on what we do not need. - *Rural resident*

Please do not install sidewalks in established neighbourhoods that have low traffic flow. A waste of taxpayers' money.

- *Ilderton resident*

More emphasis on ... protecting the local landscape and environment, managing growth in a much more controlled manner. One that our infrastructure can readily support.

- *Rural resident*

Next Steps



NEXT STEPS

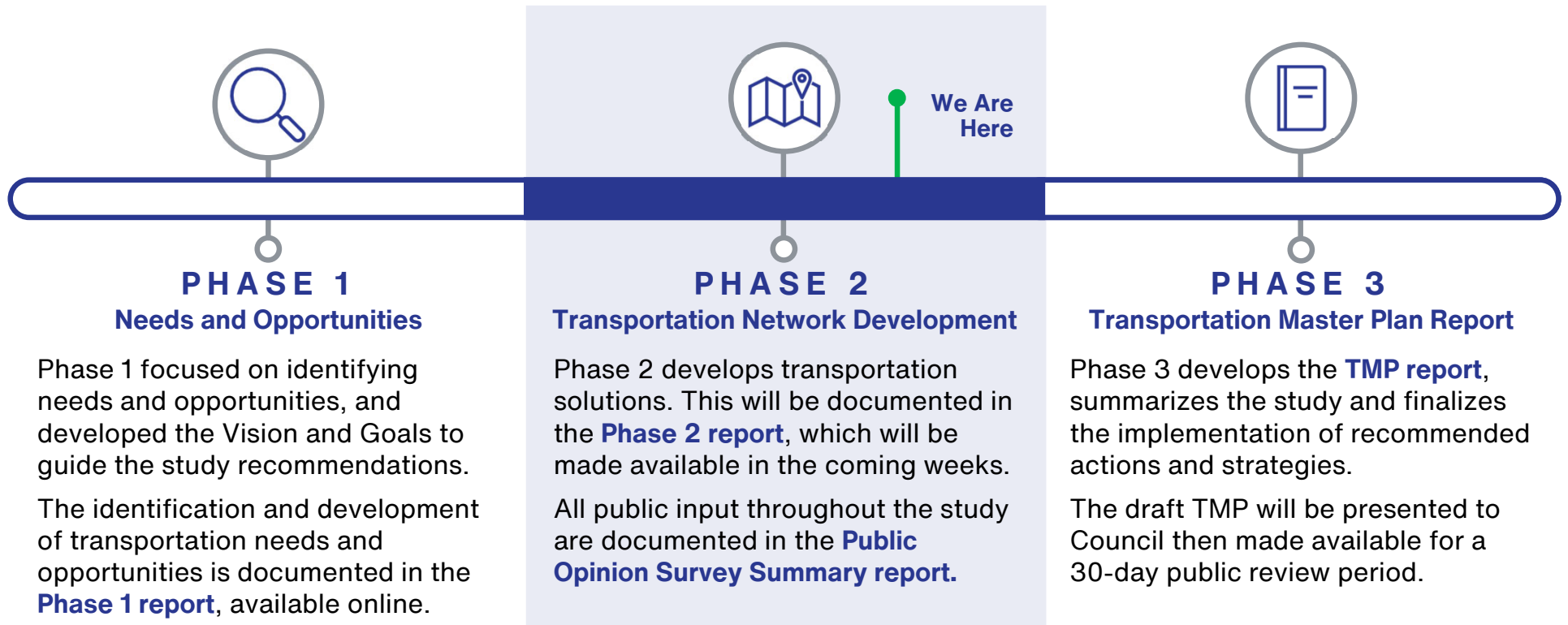
What's Next in the TMP Study?

Learn more about the study and what to expect in the coming months below. Following this round of engagement, which also includes stakeholder consultation, we will:

- Review your feedback to understand if any changes to the actions and strategies are required
- Develop a phased implementation plan and costing



Remember to share your input. Provide feedback and complete the survey online: middlesexcentre.ca/tmp



Appendix C: Stakeholder Materials and Input

DRAFT REPORT
ENGAGEMENT SUMMARY

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Stakeholder Materials and Input

The following Technical Advisory Committee meeting materials and stakeholder input are included in the subsequent pages:

- Technical Advisory Committee meeting presentation
- Technical Advisory Committee meeting minutes
- Stakeholder emails



IBI GROUP

Municipality of Middlesex Centre Transportation Master Plan Technical Advisory Committee Meeting 1

PRESENTED BY ARCADIS IBI GROUP

FEBRUARY 22, 2023



Land Acknowledgement

The Municipality of Middlesex Centre recognizes that we are gathering on the traditional territory of the Anishinaabe, Haudenosaunee, and Leni-Lunape Peoples. We acknowledge the enduring presence of First Nation, Métis and Inuit people on this land and are committed to moving forward in the spirit of reconciliation and respect.

Our neighbouring First Nations communities which continue to live as sovereign Nations include the Chippewas of the Thames First Nation, Oneida Nation of the Thames, and Munsee Delaware Nation.



Agenda



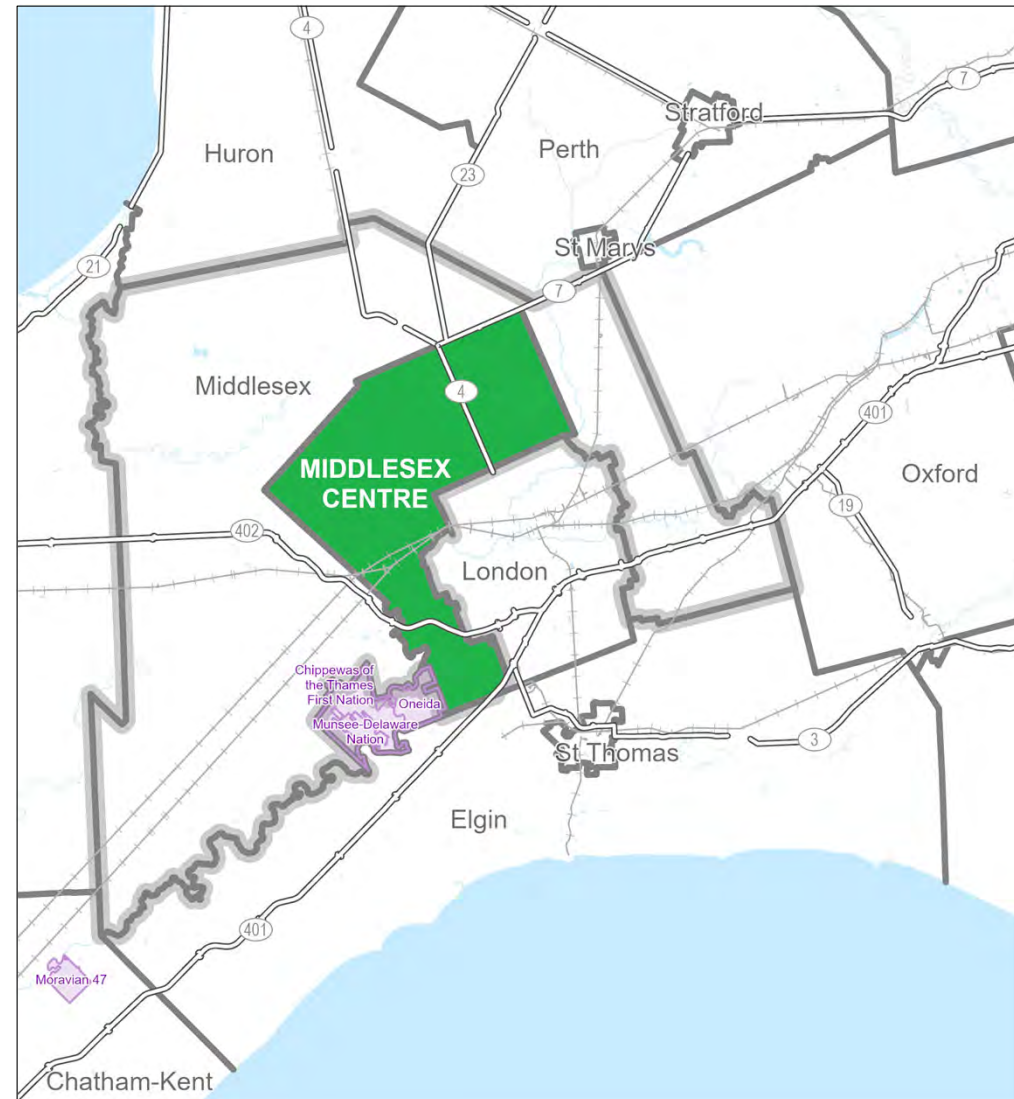
- 1. Welcome and Introductions**
- 2. TMP Study Overview**
- 3. Public Information Centre Overview**
- 4. Needs and Opportunities**
- 5. Potential Actions and Supporting Strategies**
- 6. Next Steps and Closing**



1. Welcome and Introductions

Introductions

- Arcadis IBI Group Team
- Municipality of Middlesex Centre Team
- Stakeholders

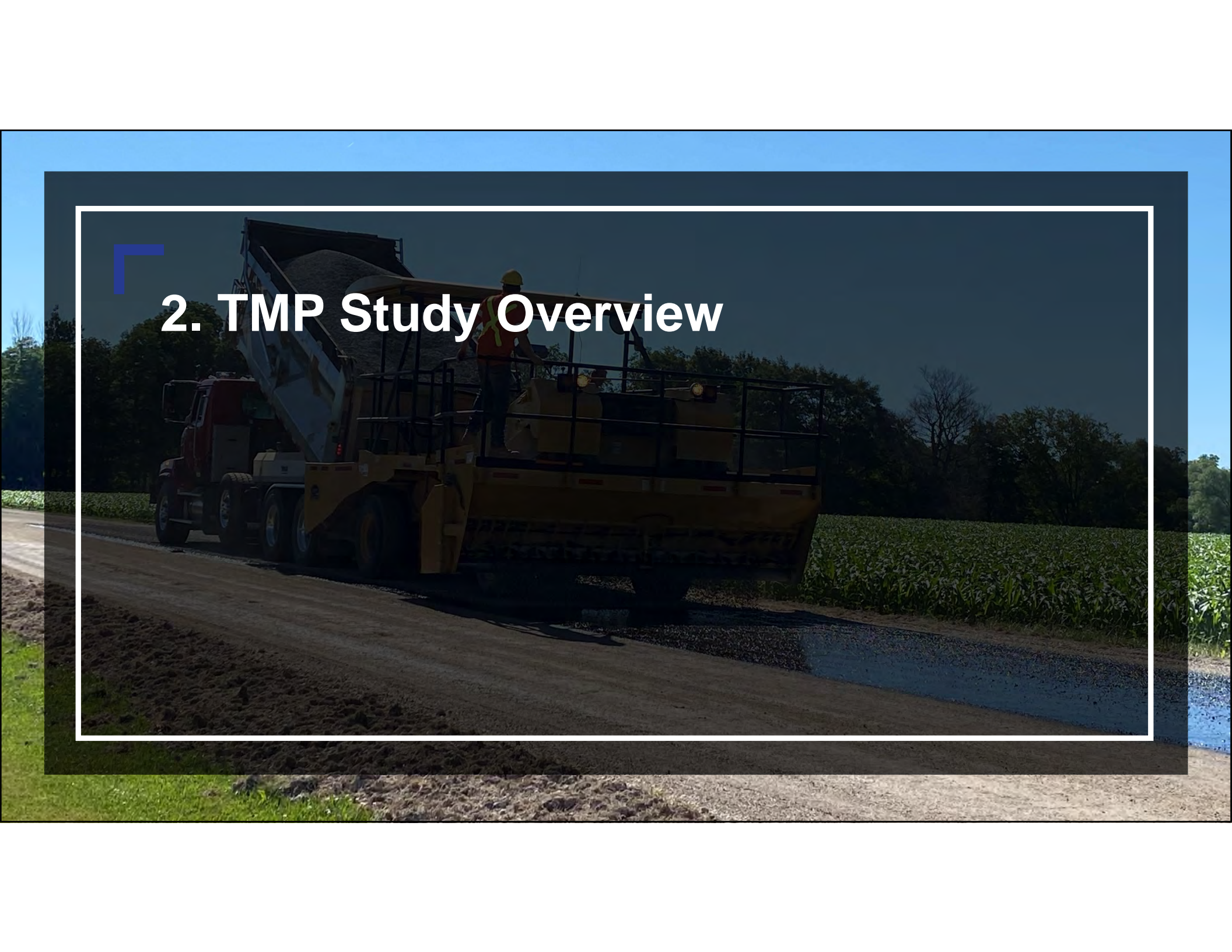


Purpose of the Technical Advisory Committee

Transportation Master Plan (TMP): a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the Municipality of Middlesex Centre

Transportation Advisory Committee (TAC) purpose and objectives:

- Identify key considerations and opportunities to be addressed by the TMP
- Ensure that important context, plans, policies and other considerations are reviewed and taken into account in TMP development
- Provide opportunities for feedback on the TMP's Vision and Goals, emerging directions and policies, and preferred networks
- Recognize and respect different perspectives and values in TMP development

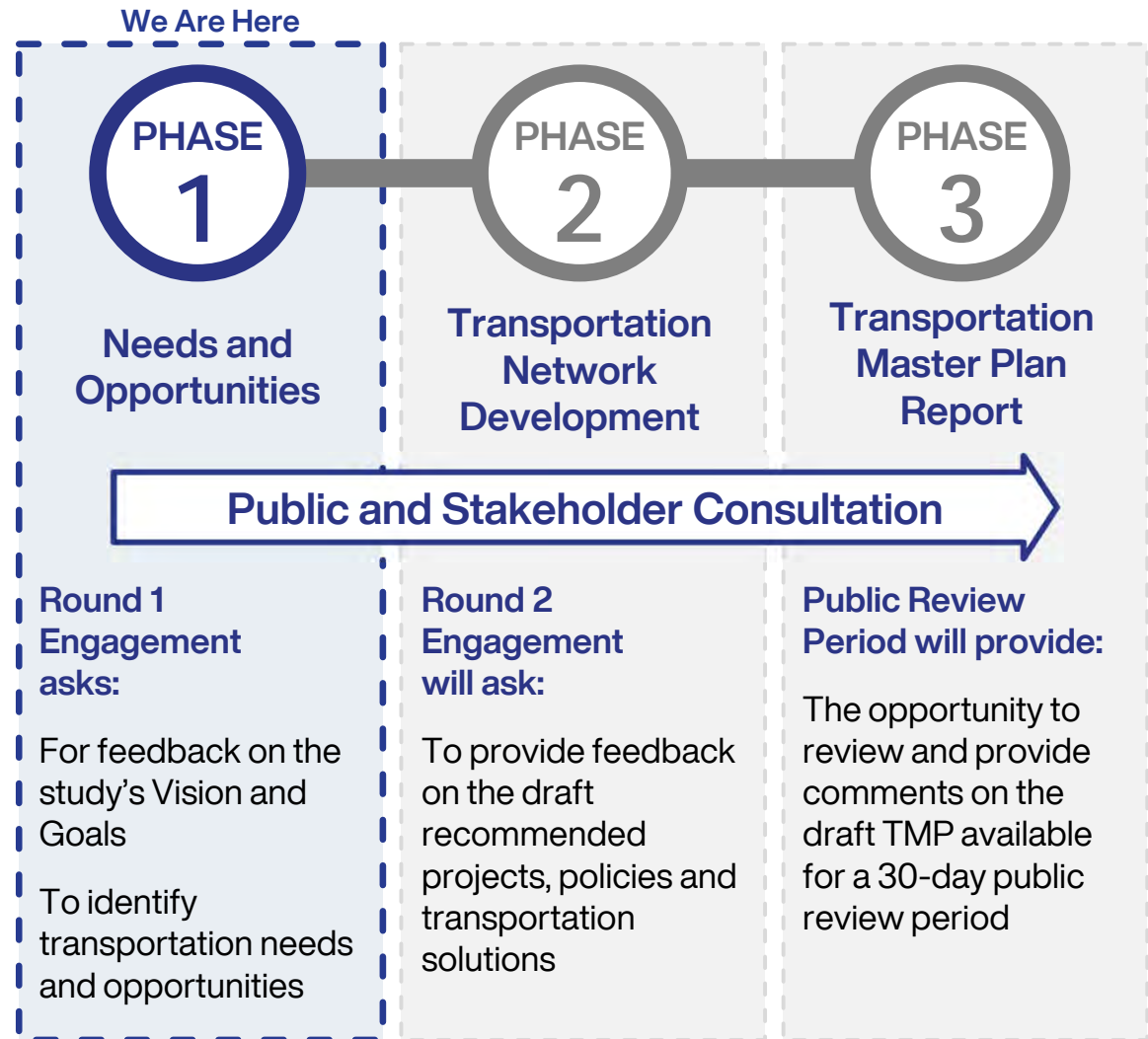


2. TMP Study Overview

Study Process

The Middlesex Centre TMP will:

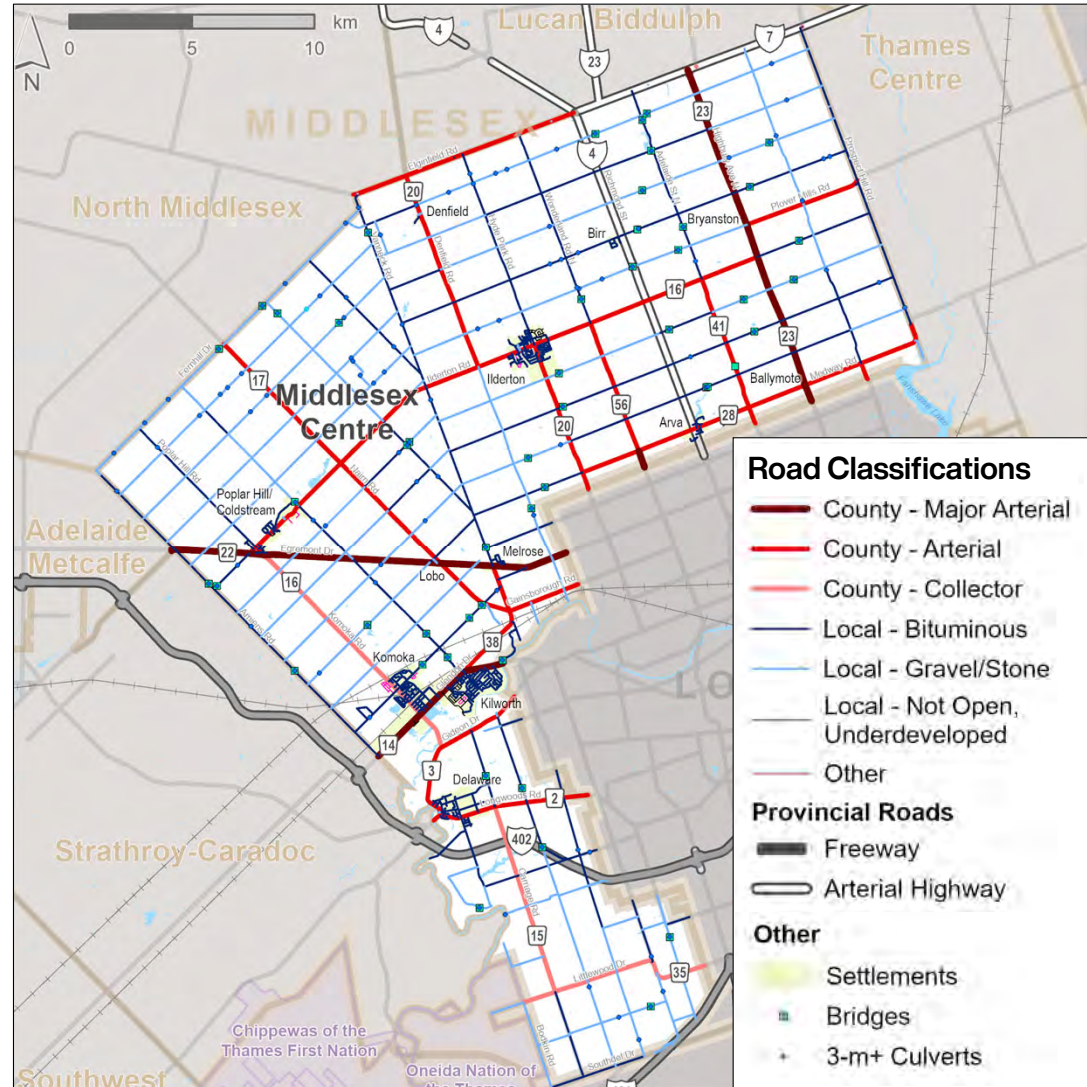
- Set the direction for developing the Municipality’s multi-modal transportation system
- Lead the Municipality toward a more safe, accessible, equitable and sustainable transportation network, supporting local and inter-regional connections for all travel modes while strengthening local economic opportunities
- Align with the Municipality’s Strategic Plan and Official Plan, provide policy directions and inform long-range financial planning



Road Network

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

Middlesex Centre Road Classification and Infrastructure



Forecasted Population Growth

Settlement	2016 Population	2046 Population	2016-2046 Population Growth	Growth Allocation	Annual Growth Rate
Urban Settlement Areas	8,100	23,000	14,900	84%	3.5%
Ilderton	3,500	7,100	3,600	20%	2.4%
Komoka-Kilworth	4,600	15,900	11,300	63%	4.2%
Community Settlement Areas	2,100	4,600	2,500	14%	2.6%
Arva	500	1,000	500	3%	2.3%
Delaware	1,600	3,600	2,000	11%	2.7%
Hamlets/Remaining Rural Areas	7,600	8,000	400	2%	0.2%
Municipality of Middlesex Centre	17,800	35,600	17,800	100%	2.3%

Source: Watson & Associates Economists Ltd. *Official Plan Review – Growth Management Strategy Technical Report (2022)*, Figure 6-2

Transportation Vision

- The draft **Transportation Vision** states the desired future state of Middlesex Centre as it relates to its transportation system.
- Recommendations within the TMP will be developed to help progress toward achieving the Vision.

Do you agree with the Vision statement as worded?



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.

Study Goals

- The draft Goals break down the Vision into a set of desired outcomes, and will be used to evaluate potential recommendations later in the study.

Do you think this is an appropriate set of Goals to direct the development of the TMP?



Provides Safe and Efficient Connectivity

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



Protects the Natural Environment

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



Promotes Healthy Mobility

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



Supports Local Industry

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



Preserves Local Character

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



Exercises Fiscal Responsibility

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

A photograph of a road intersection with a white text box overlay. The road is paved and has some construction equipment and orange traffic cones in the distance. The background shows a line of trees and a clear blue sky. A green street sign is visible on the right side of the road.

3. Public Information Centre Overview

Public Information Centre 1

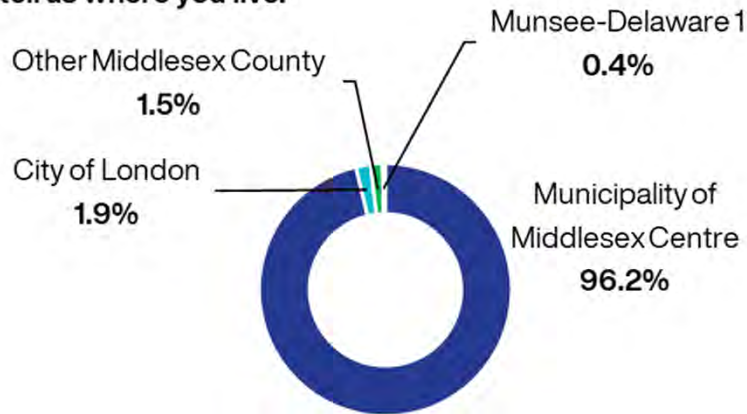
- Public Information Centre (PIC) 1 launched January 11, 2023 on middlesexcentre.ca/tmp
- PIC kicked-off with a live public meeting, introducing the TMP to the public and requesting their input on transportation needs and opportunities, as well as on the draft Vision and Goals
- PIC consisted of a virtual open house with:
 - Presentation boards
 - Public online survey
 - Interactive mapping tool
 - Project contact info



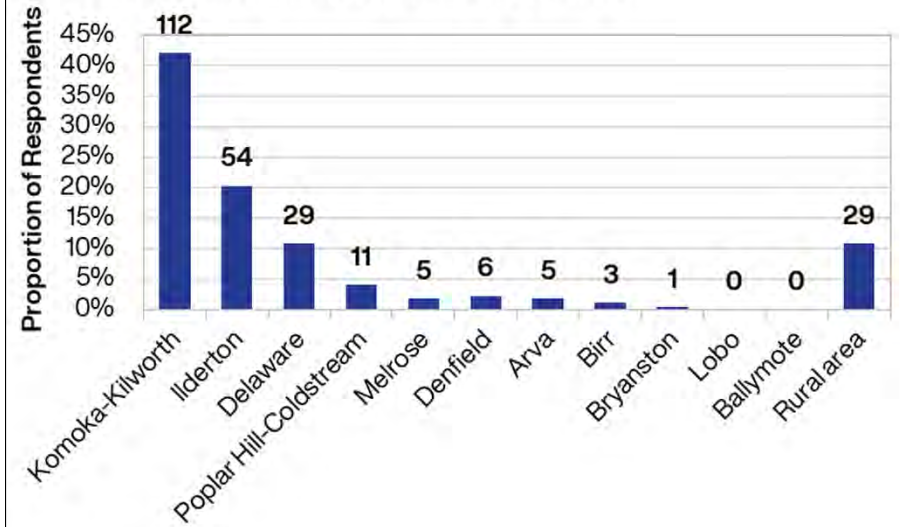
Feedback Received – Public Survey

- 266 completed survey submissions
- Majority of respondents live in Komoka-Kilworth, Ilderton and Delaware
- Largest age cohort is the 60-69 group (28%)

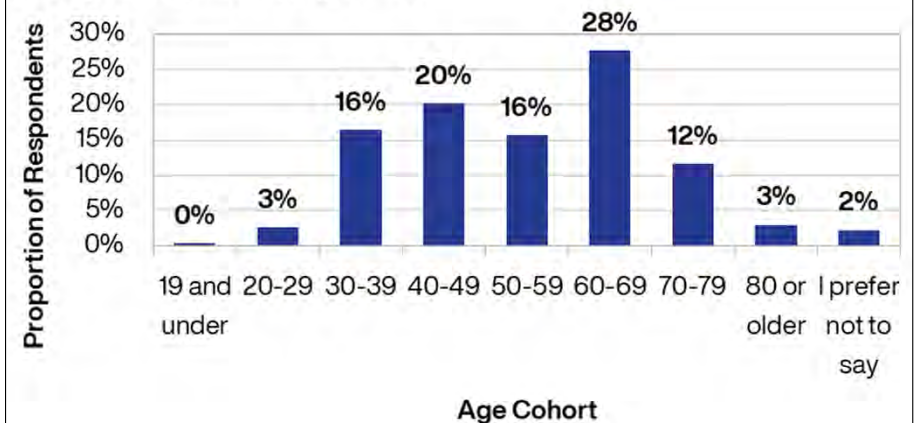
Please tell us where you live.



Which settlement in Middlesex Centre do you live in?



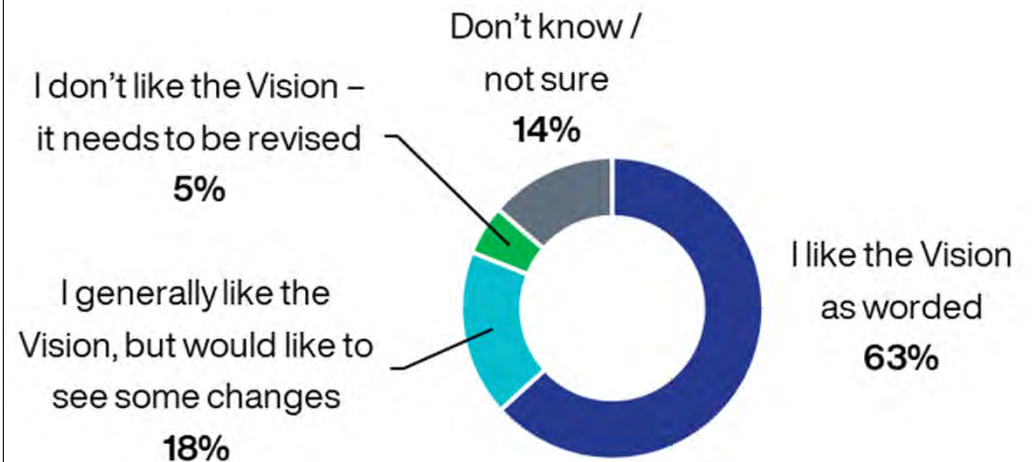
Survey Participation by Age Cohort



Draft Vision

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

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



Draft Goals

Provides Safe and Efficient Connectivity

Promotes Healthy Mobility

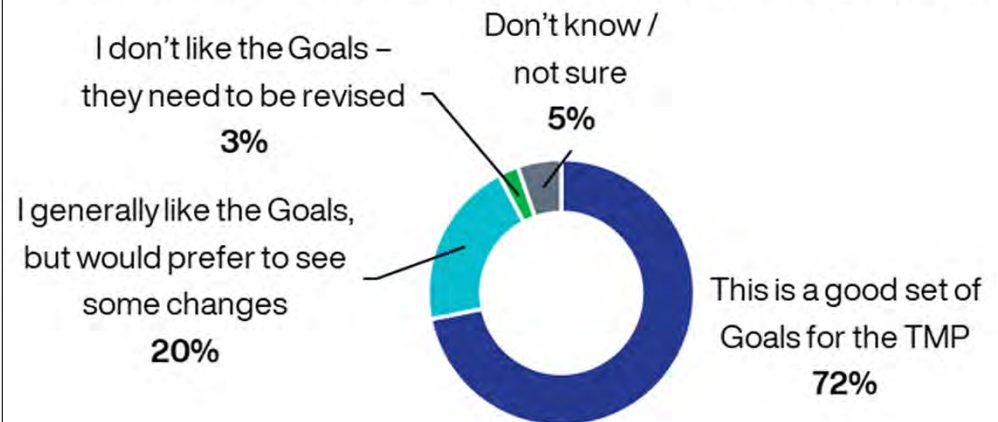
Preserves Local Character

Protects the Natural Environment

Supports Local Industry

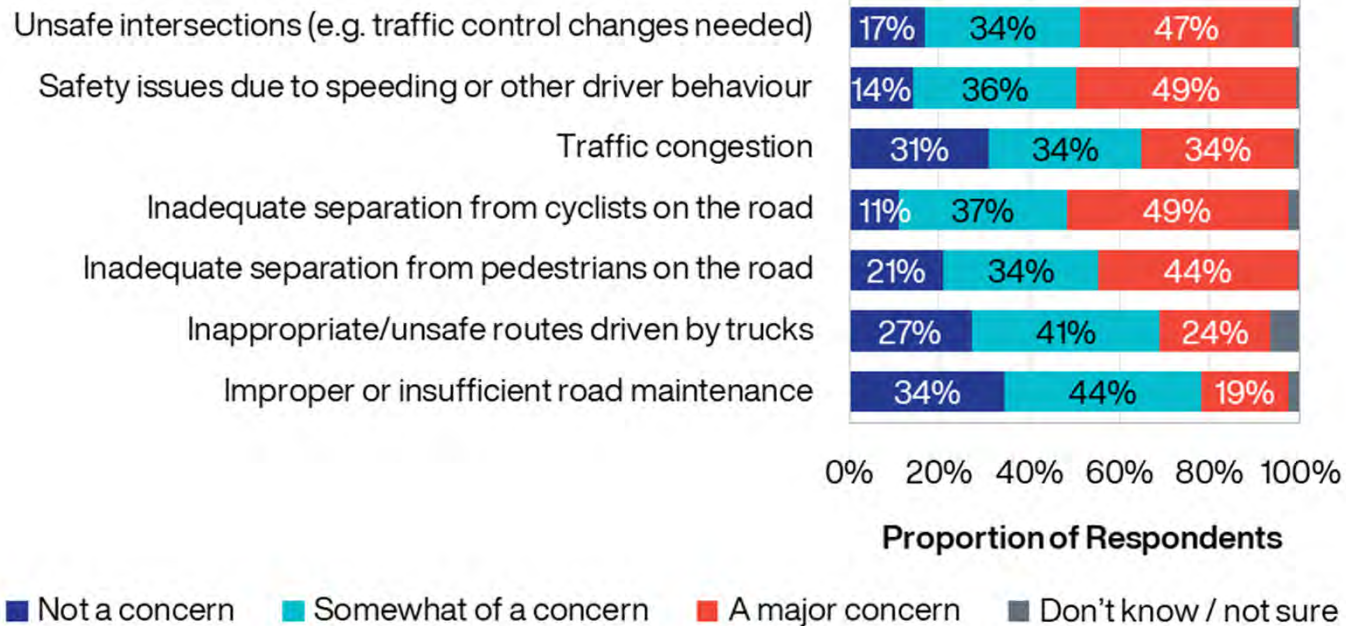
Exercises Fiscal Responsibility

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



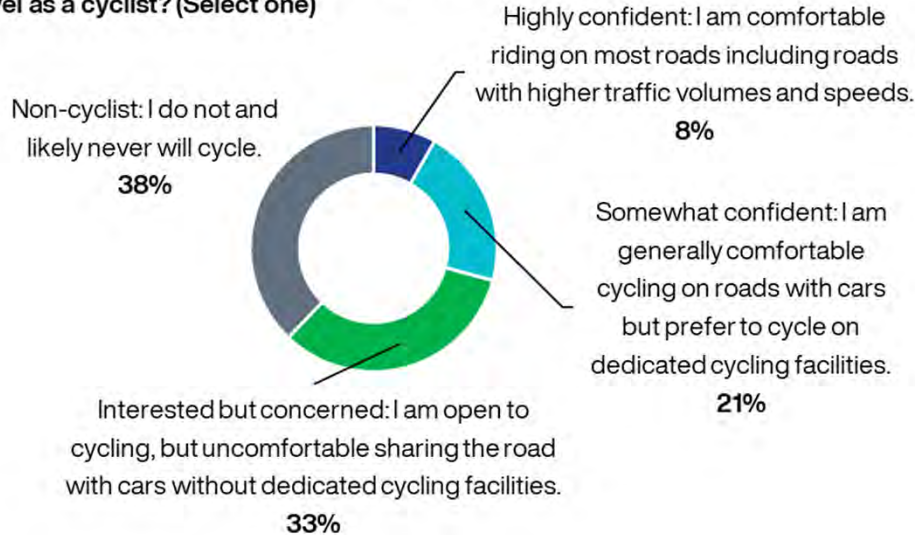
Car Driver or Passenger Concerns

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 (i.e. neither County roads nor Ontario highways)?

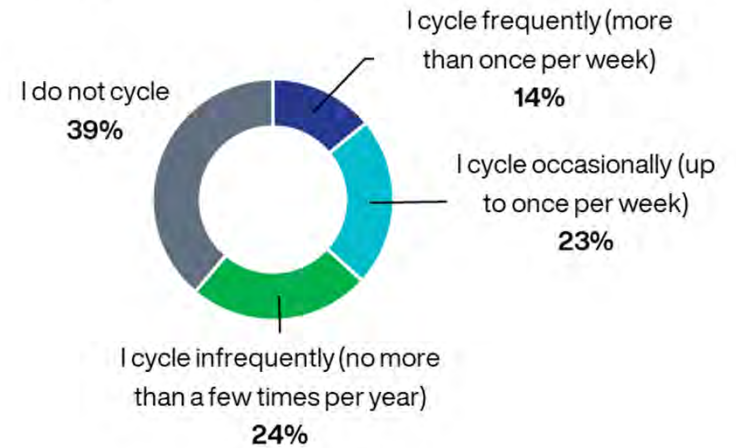


Cycling

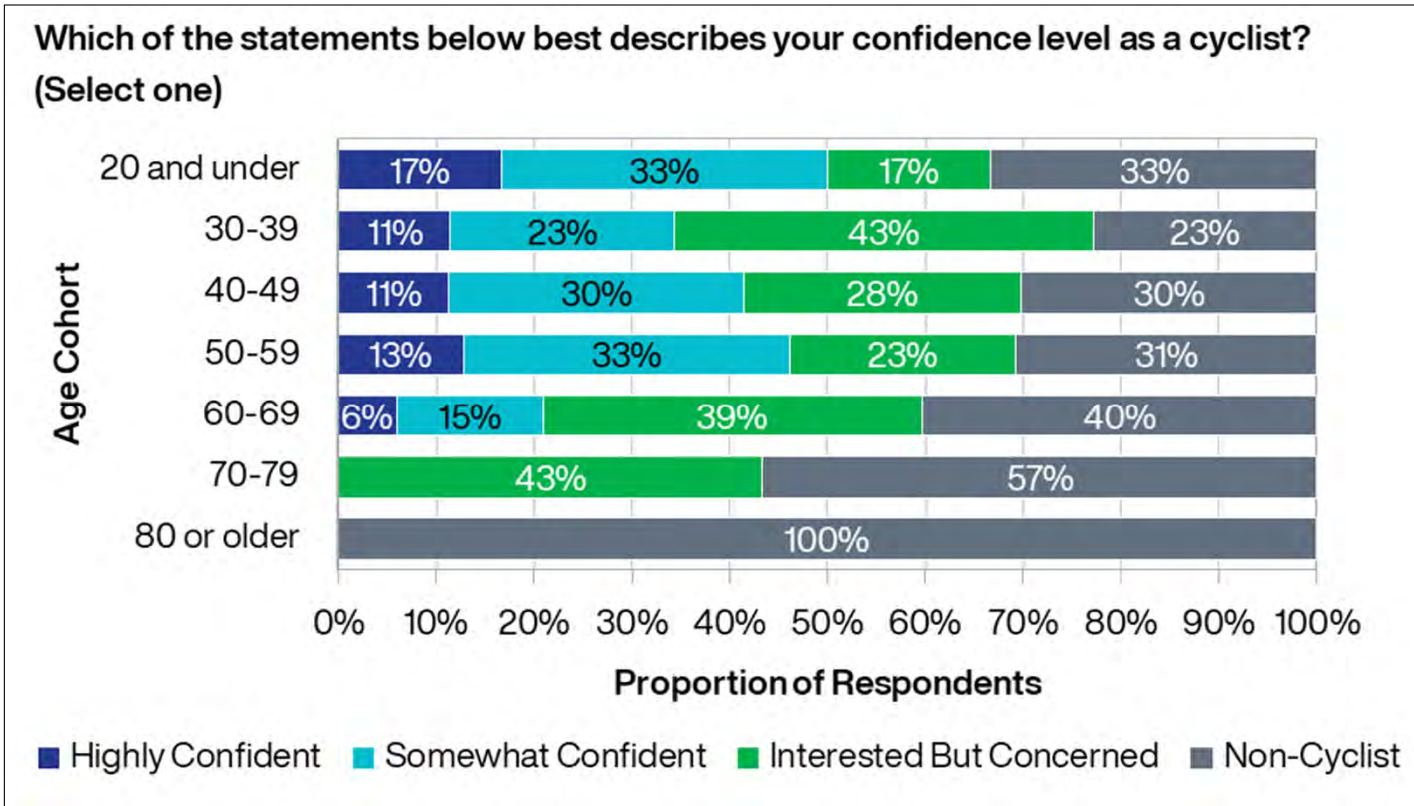
Which of the statements below best describes your confidence level as a cyclist? (Select one)



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

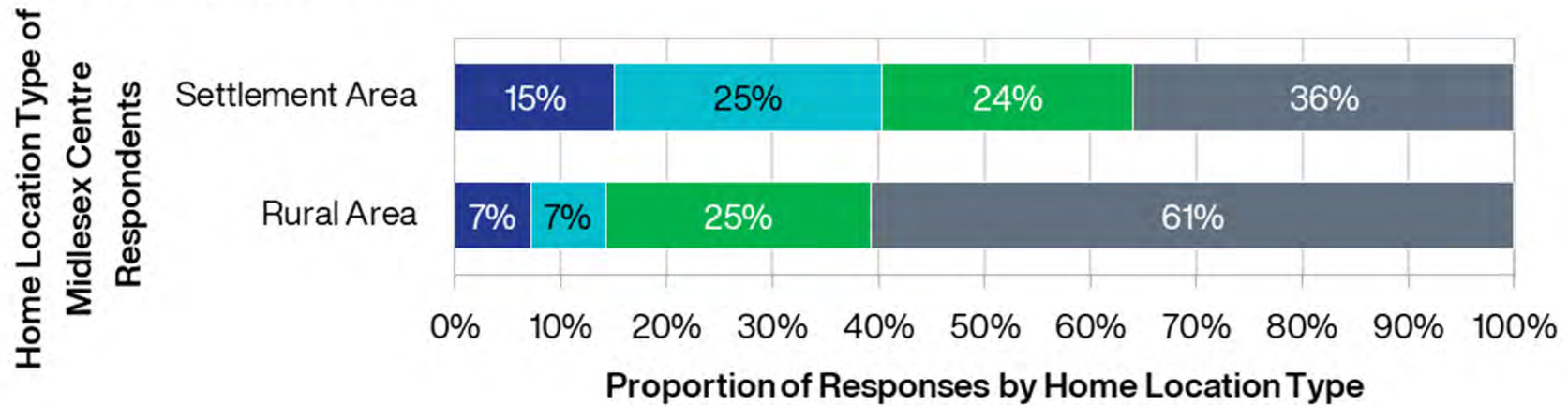


Cycling – Further Detail



Cycling – Further Detail

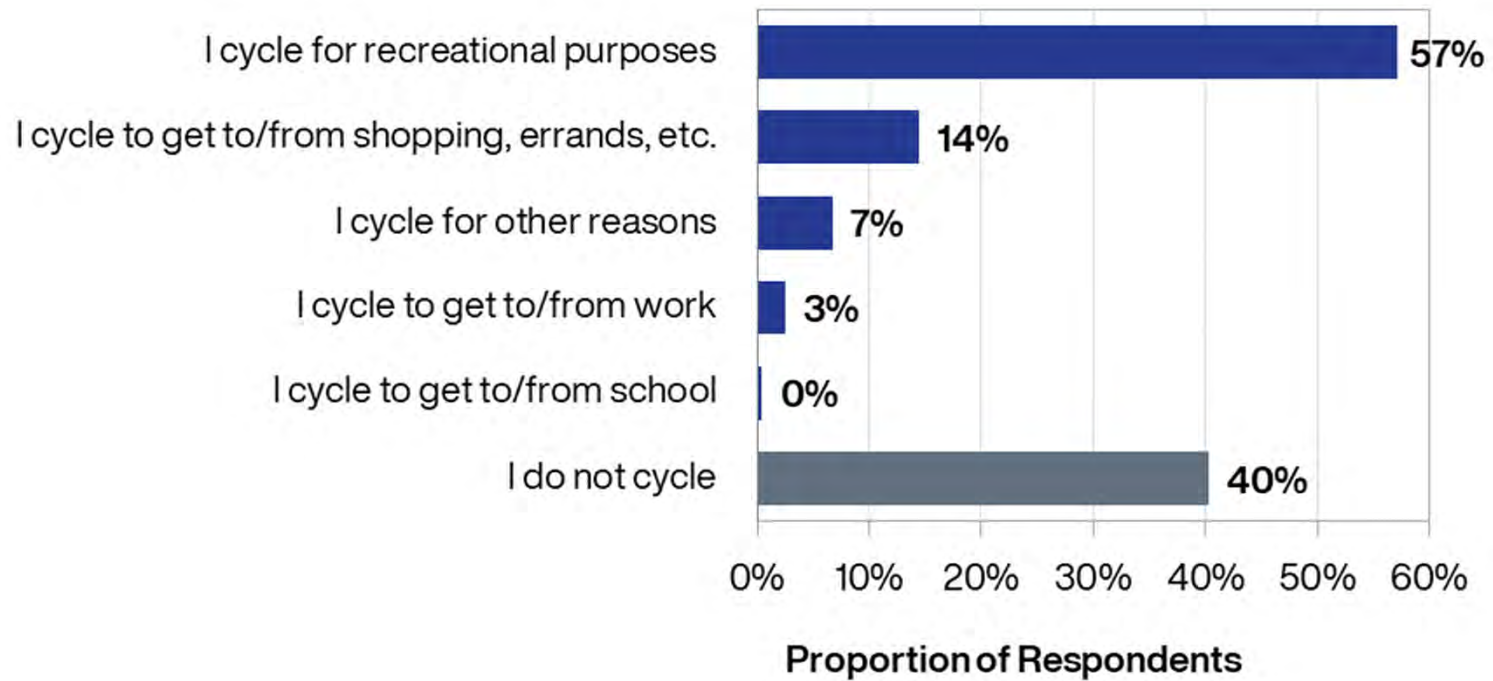
Which statement below best describes how often you typically cycle during Spring, Summer and Fall? (Select one)



- 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

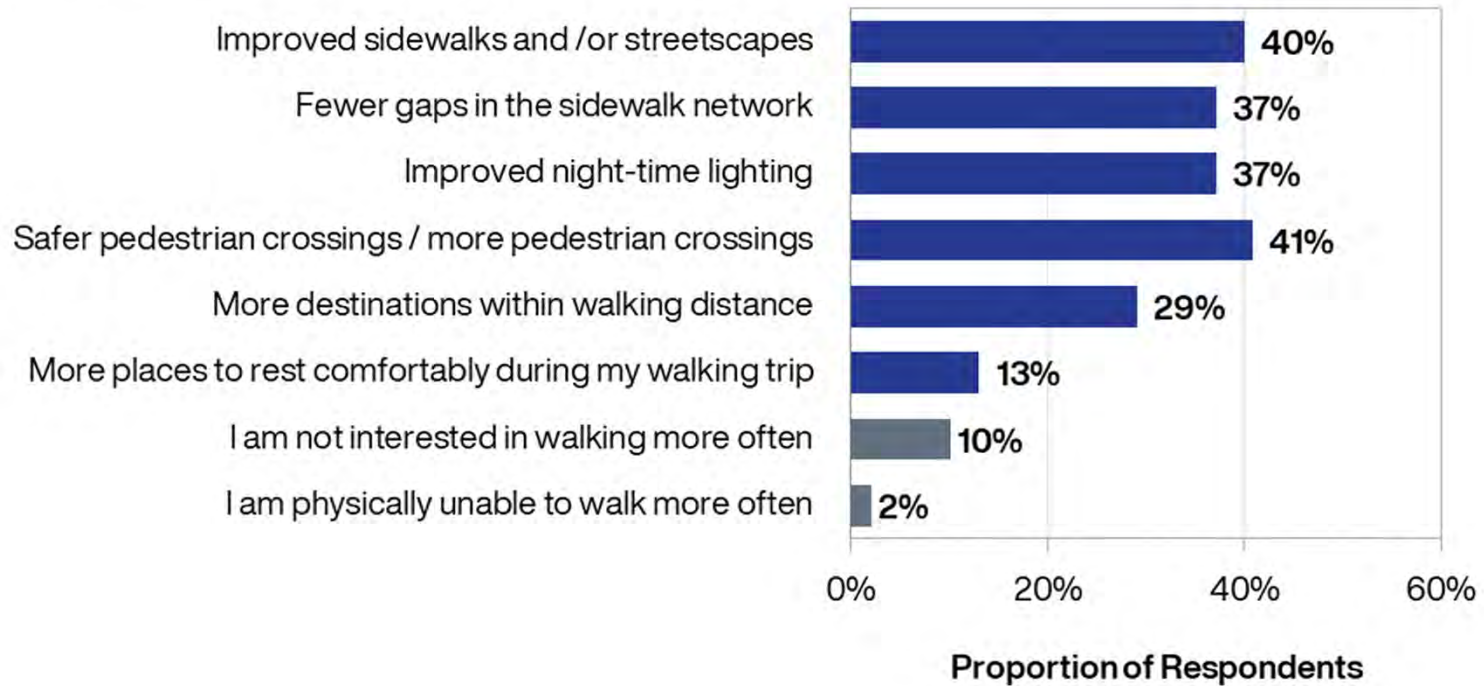
Cycling (continued)

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



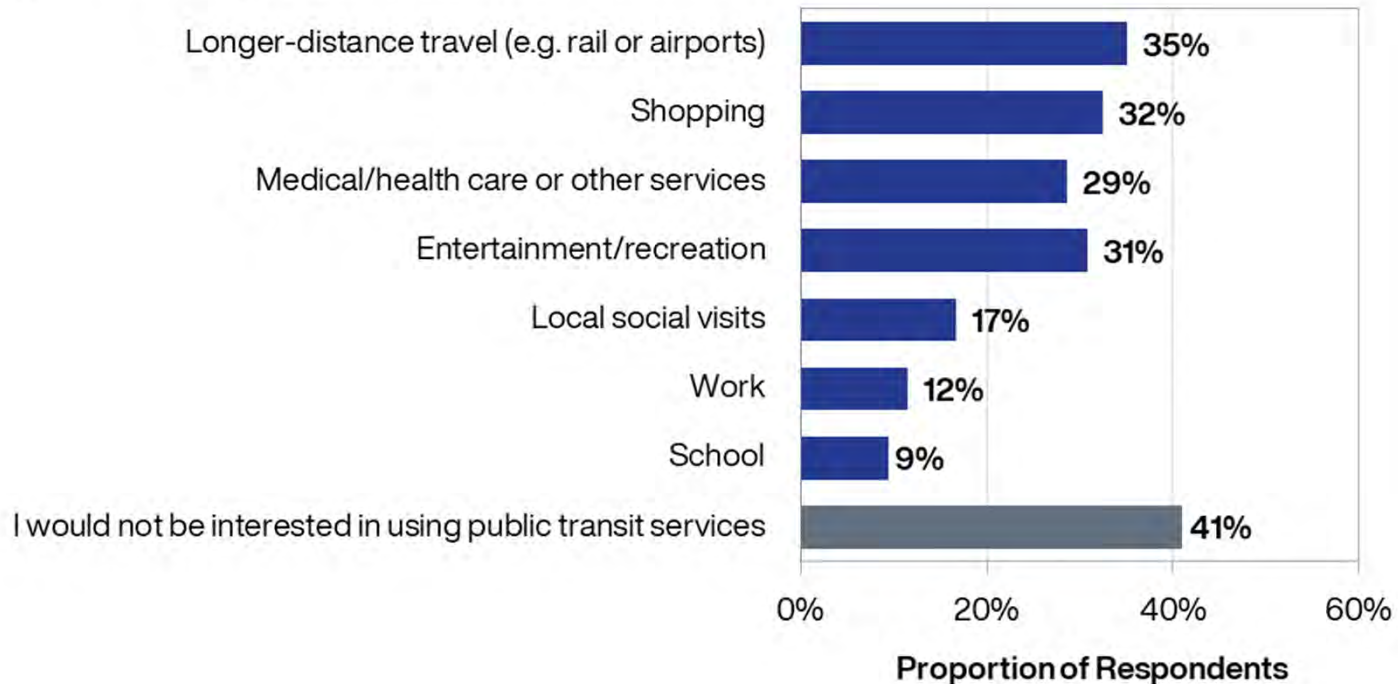
Walking

What factors would encourage you to walk to local destinations more often?
(Select all that apply)



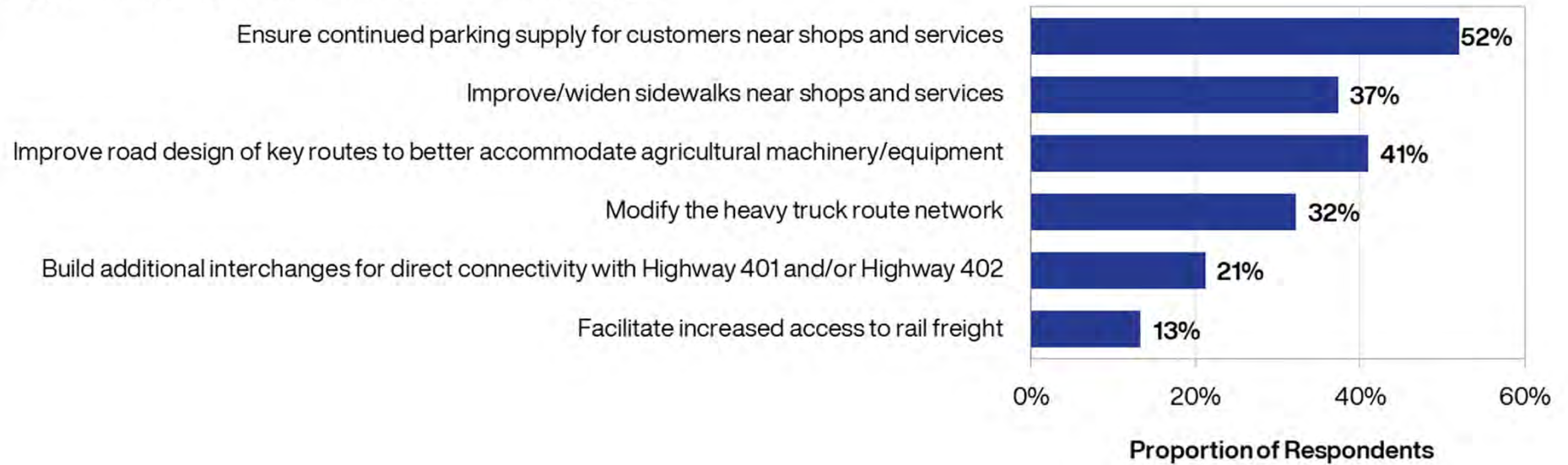
Transit

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)



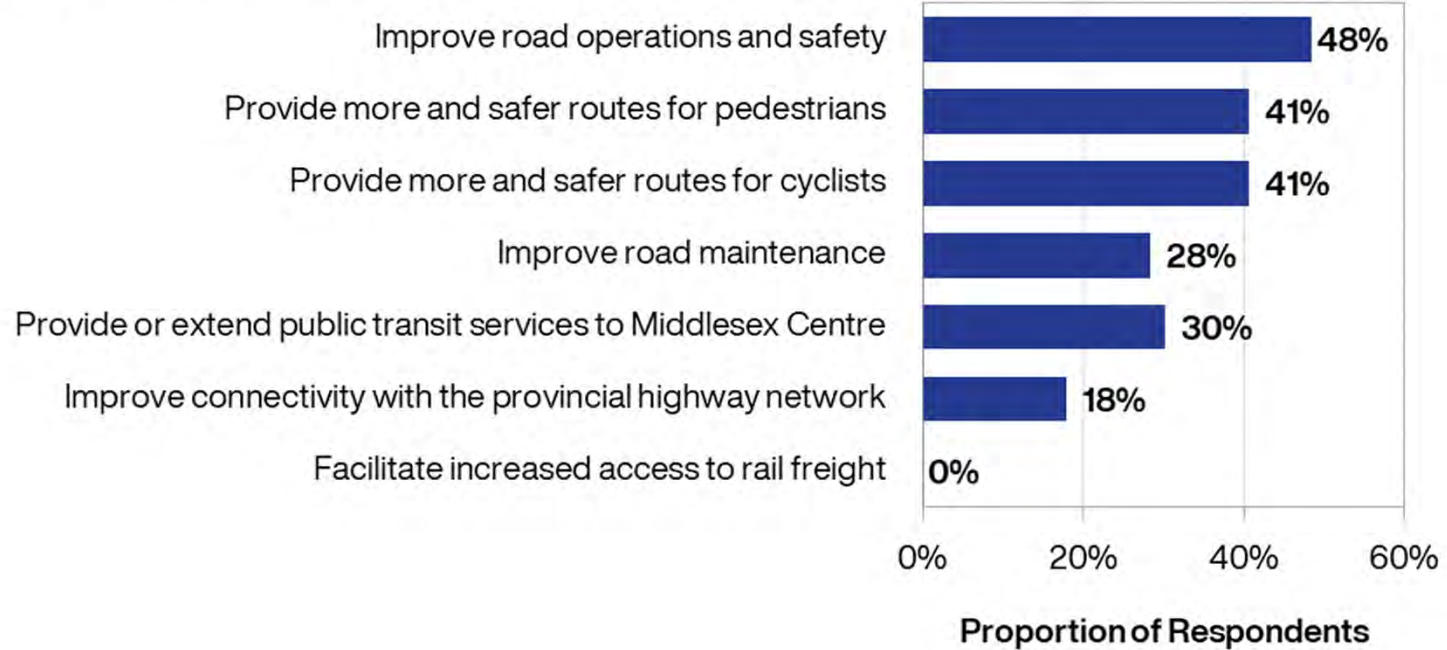
Business and Goods Movement

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)?



Transportation Priorities

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)








Interactive Map: Public Feedback Received to Date

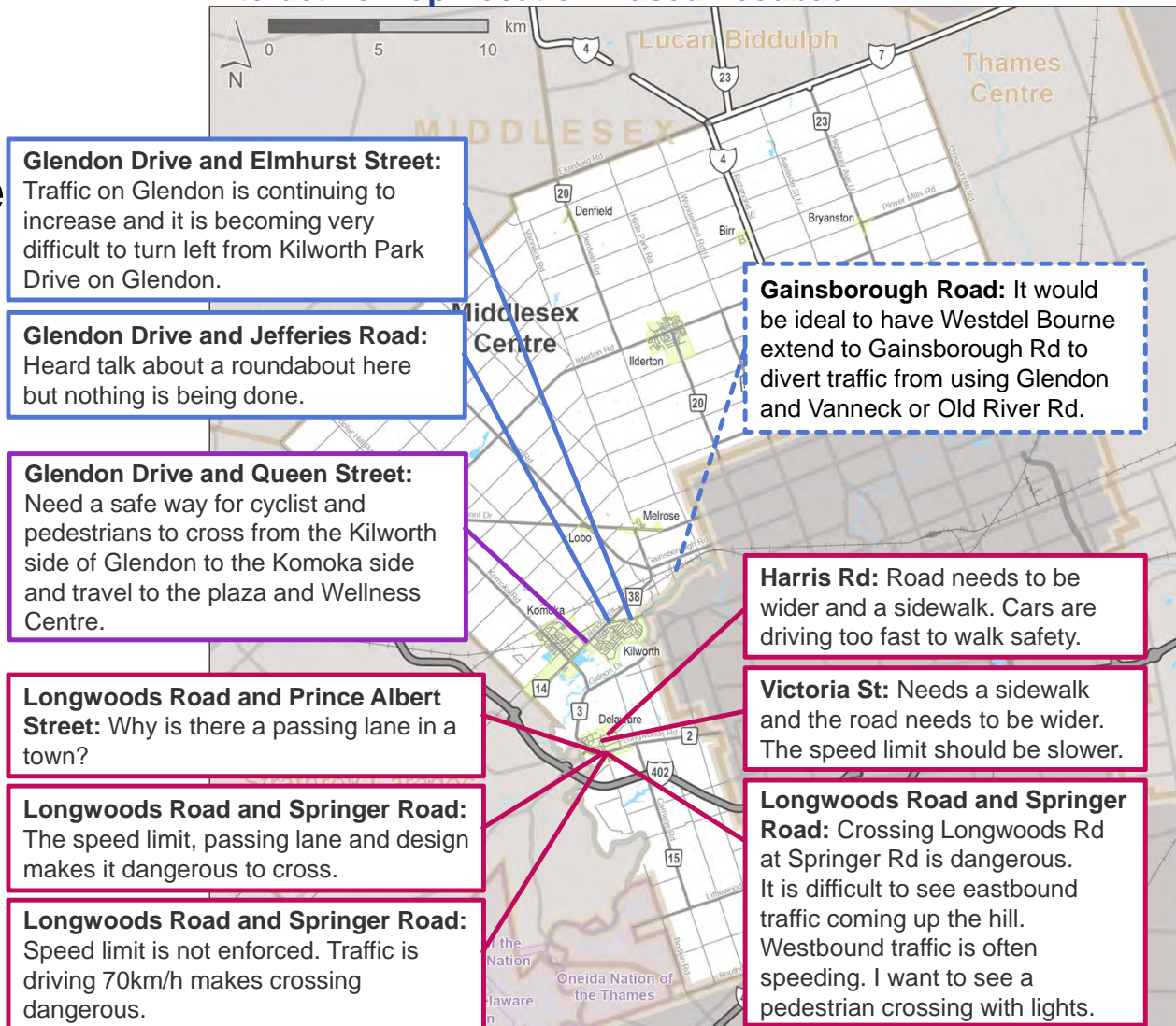
- 10 comments received to date

Note: comments shown do not necessarily reflect TMP team views

- Mapping tool to remain available throughout Phase 1
- Users can submit a comment relating to the following themes:

-  Middlesex Centre road
-  Walking
-  Cycling
-  Public transit
-  Other

Interactive Map Location-Based Feedback



A red Kenworth concrete mixer truck is driving on a dirt road. The truck is a large, multi-axle vehicle with a prominent chrome grille and a large cylindrical mixer drum. The license plate is PA14429. The background shows a rural landscape with green fields, trees, and a utility pole under a cloudy sky. A blue L-shaped graphic is in the top left corner.

4. Needs and Opportunities

Planning and Policy Review and Alignment

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



Middlesex Centre Plans and Policies

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



Middlesex County Plans and Policies

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



Plans and Policies of Other Governments

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

Selected Middlesex Centre Official Plan policies:

5.0 Settlement Area Policies and Land Use Designations

The Growth Management Hierarchy, consistent with the County Official Plan, consists of the following settlement areas:

- **Urban Settlement Areas:** Ilderton, Komoka-Kilworth
- **Community Settlement Areas:** Arva, Delaware
- **Hamlet Settlement Areas:** Ballymote, Birr, Bryanston, Denfield, Lobo, Melrose, Poplar Hill-Coldstream

9.4.2 Municipal Transportation Structure

Existing roads within the Municipality are separated into Provincial highways, County roads, and Municipal roads. [...] Within settlement areas, Municipal roads may be further defined into arterial streets, collector streets and local streets. Regardless of further classification, Municipal roads are intended to carry low volumes of traffic, and provide access to abutting properties.

Selected Middlesex County Official Plan policies:

2.3.4 Economic Development

- g) encourage local municipalities to promote a high standard of urban design by prioritizing principles such as **pedestrianization, compact form**, mixed-use high quality functional space that include natural and built features, accessibility and universal design, to create **healthy vibrant communities** which attract investment
- e) Support local municipalities to promote **economic development opportunities adjacent to Provincial 400 series highways** ...

2.3.5 Transportation System

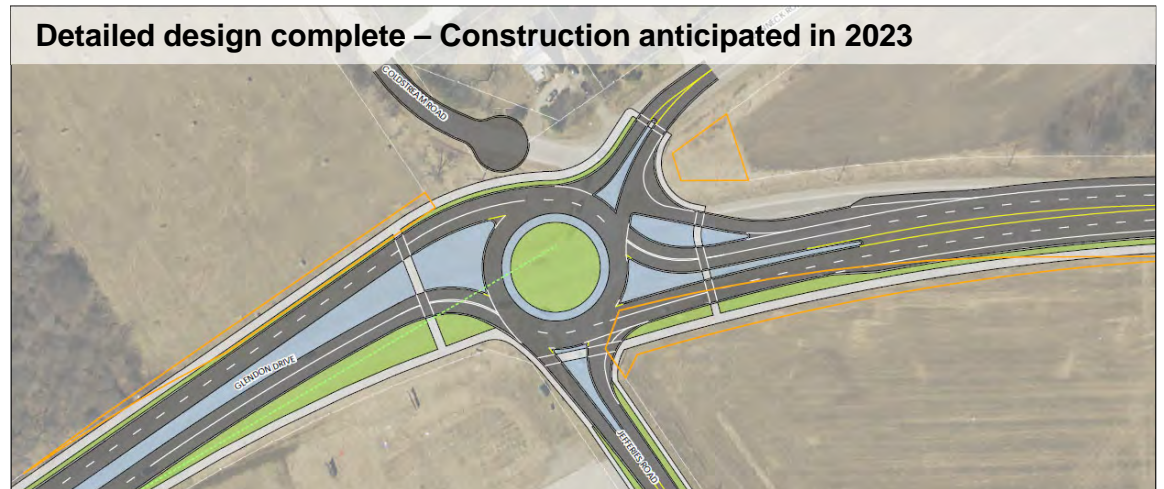
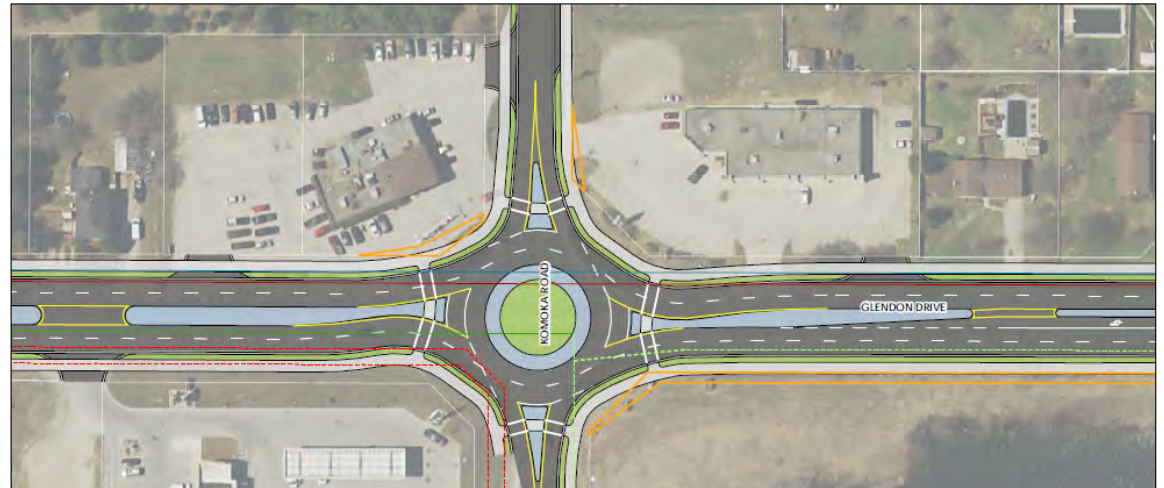
- a) Minimize conflict between local and non-local traffic by defining a **hierarchy of roads** within the County ...
- d) Encourage the development and maintenance of an **integrated transportation system** that supports a variety of safe, sustainable and energy-efficient **modes** of transportation

Selected Middlesex County Official Plan policies (continued)

- e) Review transportation corridors ... to determine if a change in classification is necessary. Transfer of road jurisdiction to the County shall not require an amendment to the County Official Plan ...
- f) Encourage safe, convenient and visually appealing pedestrian and cycling infrastructure for all ages and abilities
- g) Limit direct vehicular access to County roads where access is available by a local road
- j) Encourage the preservation and reuse of abandoned railway corridors ...
- k) Ensure where possible, compatible land uses adjacent to railway corridors and rail terminal facilities ...
- m) Address the matter of cross boundary traffic ... by establishing a planned network of roads which considers and coordinates the road hierarchy across municipal boundaries
- o) Encourage consideration for accommodating the movement of agricultural equipment ...
- p) Implement the recommendations of the Middlesex County Cycling Strategy
- q) Encourage greater electric vehicle usage through the provision of ... charging infrastructure

Glendon Drive EA

- Class C Environmental Assessment for Glendon Drive between Highway 402 and London completed in 2018
- EA recommends:
 - Widening of the roadway to 4-5 lanes
 - Roundabout at Vanneck Road and Coldstream Road/Jefferies Road
 - Roundabout at Komoka Road
 - New signalized intersections
 - Sidewalks and cycling facilities along segments of the roadway



Source: Glendon Drive Environmental Study Report Corridor Drawings (Stantec, 2018)

Discussion

Does your municipality / organization have transportation plans or policies in place that should be considered in the development of the Middlesex Centre TMP?

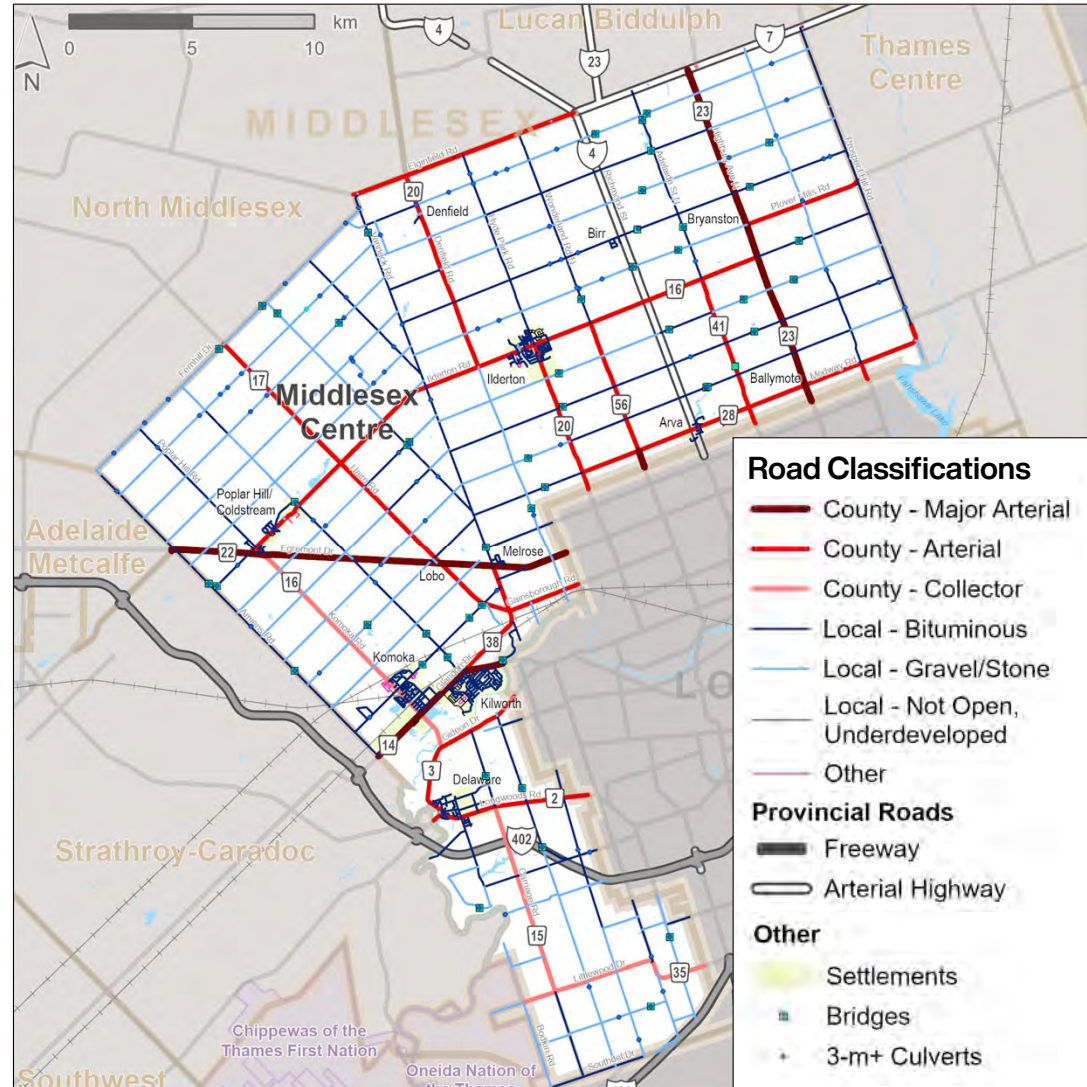
What specific elements are particularly relevant?

Local Road Network

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

Please let us know of any needs, issues or opportunities your organization may have related to Middlesex Centre roads.

Middlesex Centre Road Classification and Infrastructure

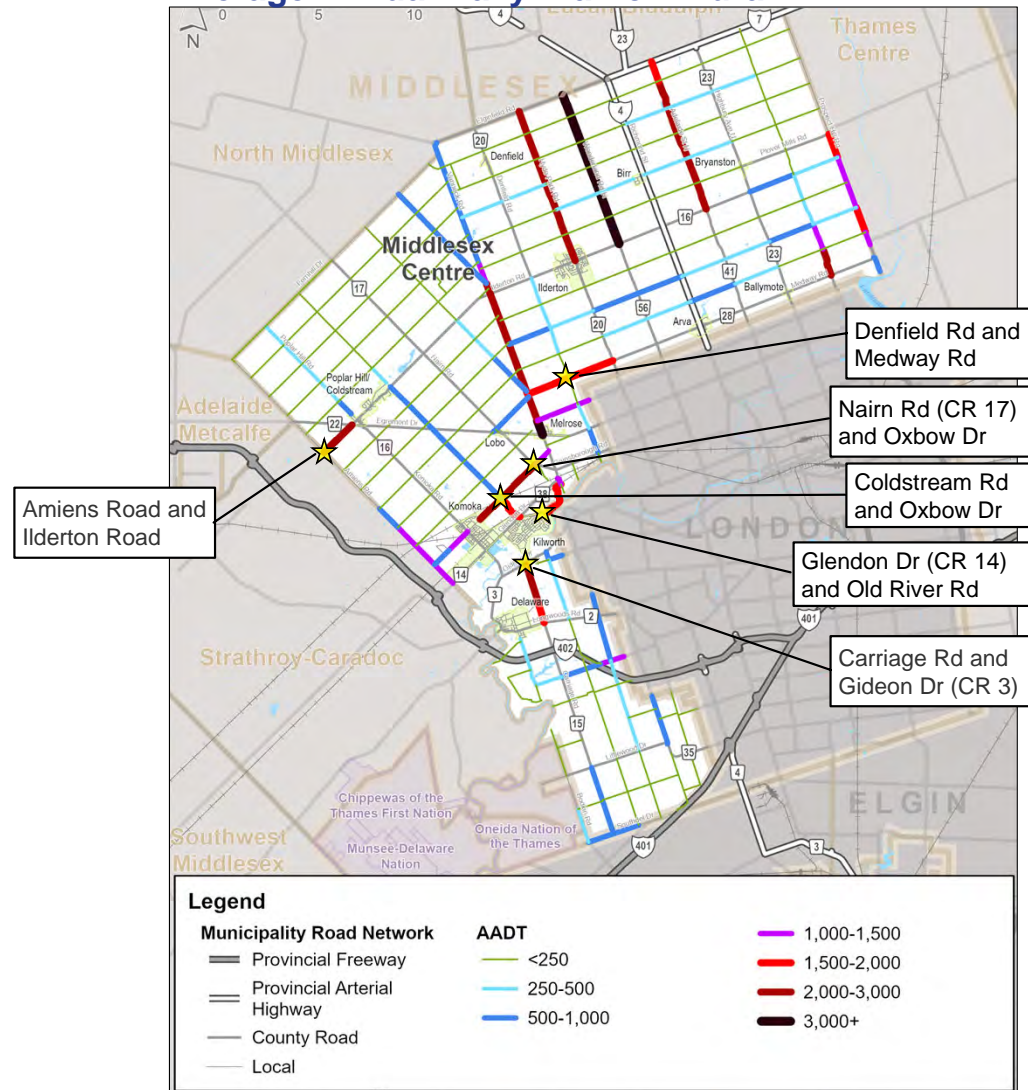


Traffic Volumes

- Middlesex Centre conducts AADT counts throughout their road network annually, covering a selection of road segments each year
- This plot generally represents the latest typical volumes that represent pre-pandemic conditions or post-pandemic recovery, as available

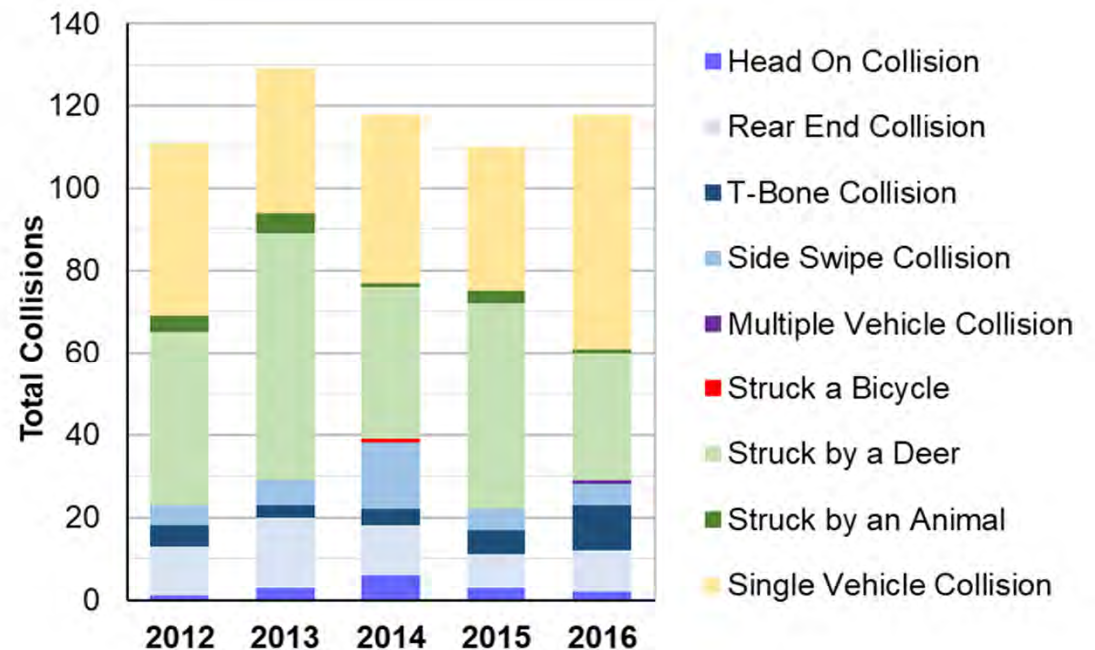
★ 6 Municipal road intersections with highest number of total collisions 2012-2016

Average Annual Daily Traffic – Rural



Collision Analysis Findings (2012-2016)

- Average of 115 reported collisions/year on Provincial arterial, County and Municipality roads (2012-2016)
- Collisions involving deer or other animals represent 40% of collisions
- 36% of collisions are other single-vehicle collisions
- T-bone collisions seemed to show an increasing trend

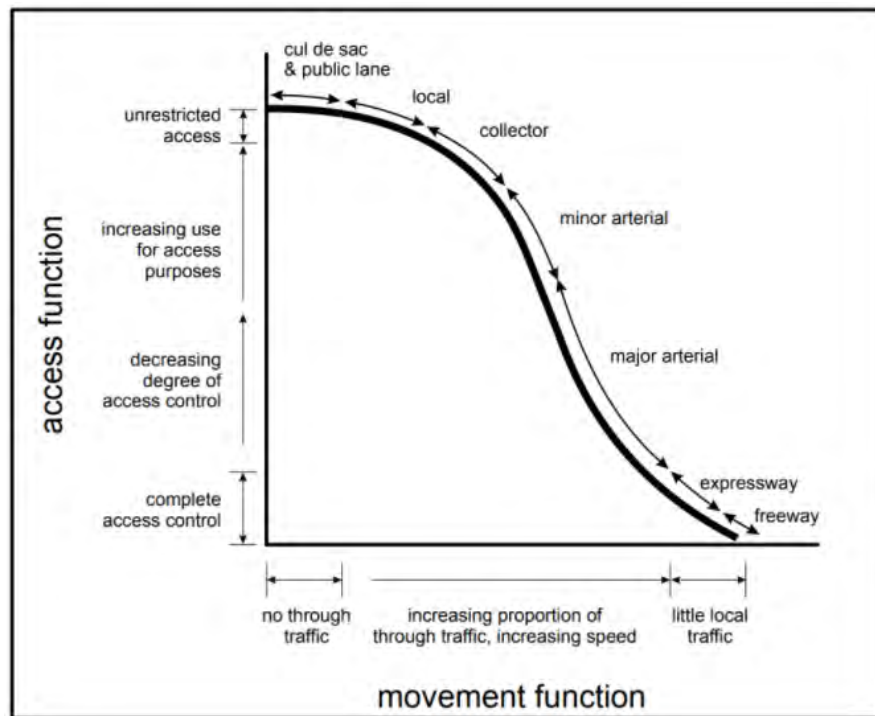


Municipal Road Intersections with Highest Total Collisions

Municipal Ranking	Intersection	2012-2016 Collisions	Notes
1	Coldstream Rd and Oxbow Dr	21	Relatively high volumes
2	Denfield Rd and Medway Rd	21	Relatively high volumes
	Hyde Park Rd (CR 20) and Medway Rd (CR 28)	14	
3	Amiens Rd and Ilderton Rd	13	
4	Glendon Dr (CR 14) and Old River Rd	10	Relatively high volumes, potential visibility concerns
5	Carriage Rd and Gideon Dr (CR 3)	8	Relatively high volumes, potential visibility
5	Nairn Rd (CR 17) and Oxbow Dr	8	
	Egremont Dr (CR 22) and Ilderton Rd (CR 16)	8	
7	Adelaide St N and Thirteen Mile Rd	7	
7	Adelaide St N and Twelve Mile Rd	7	
7	Hyde Park Rd and Fourteen Mile Rd	7	
7	Hyde Park Rd and Thirteen Mile Rd	7	
	Ilderton Rd (CR 16) and Richmond St (Hwy 4)	6	
11	Sunningdale Rd W and Vanneck Rd	6	
11	Medway Rd and Vanneck Rd	6	
11	Amiens Rd and Oxbow Dr	6	
11	Old River Rd and Pulham Rd	6	
11	Longwoods Rd (CR 2) and Woodhull Rd	6	
11	Carriage Rd and Harris Rd	6	
11	Richmond St (Hwy 4) and Eight Mile Rd	6	
	Richmond St (Hwy 4) and Medway Rd (CR 28)	5	
	Ilderton Rd (CR 16) and Wonderland Rd (CR 56)	5	
	Carriage Rd (CR 15) and Longwoods Rd (CR 2)	5	
18	Vanneck Rd (CR 38) and Coldstream Rd	5	Roundabout planned at Glendon Dr (CR 14) will close off Coldstream Rd link
18	Denfield Rd and Sunningdale Rd W	5	
18	Richmond St (Hwy 4) and Fourteen Mile Rd	5	
18	Longwoods Rd (CR 2) and Brigham Rd	5	

Functional Road Classification

Road Functions



Source: TAC Geometric Design Guide for Canadian Roads (2017), Figure 2.6.1

Sample potential Municipal **Collector** road:
Jefferies Rd in Komoka-Kilworth

- Moderate through traffic volumes
- Very limited driveways/access
- Sidewalks on both sides
- Potential routes for transit or cycling facilities



Source: Google Maps – July 2016 image capture

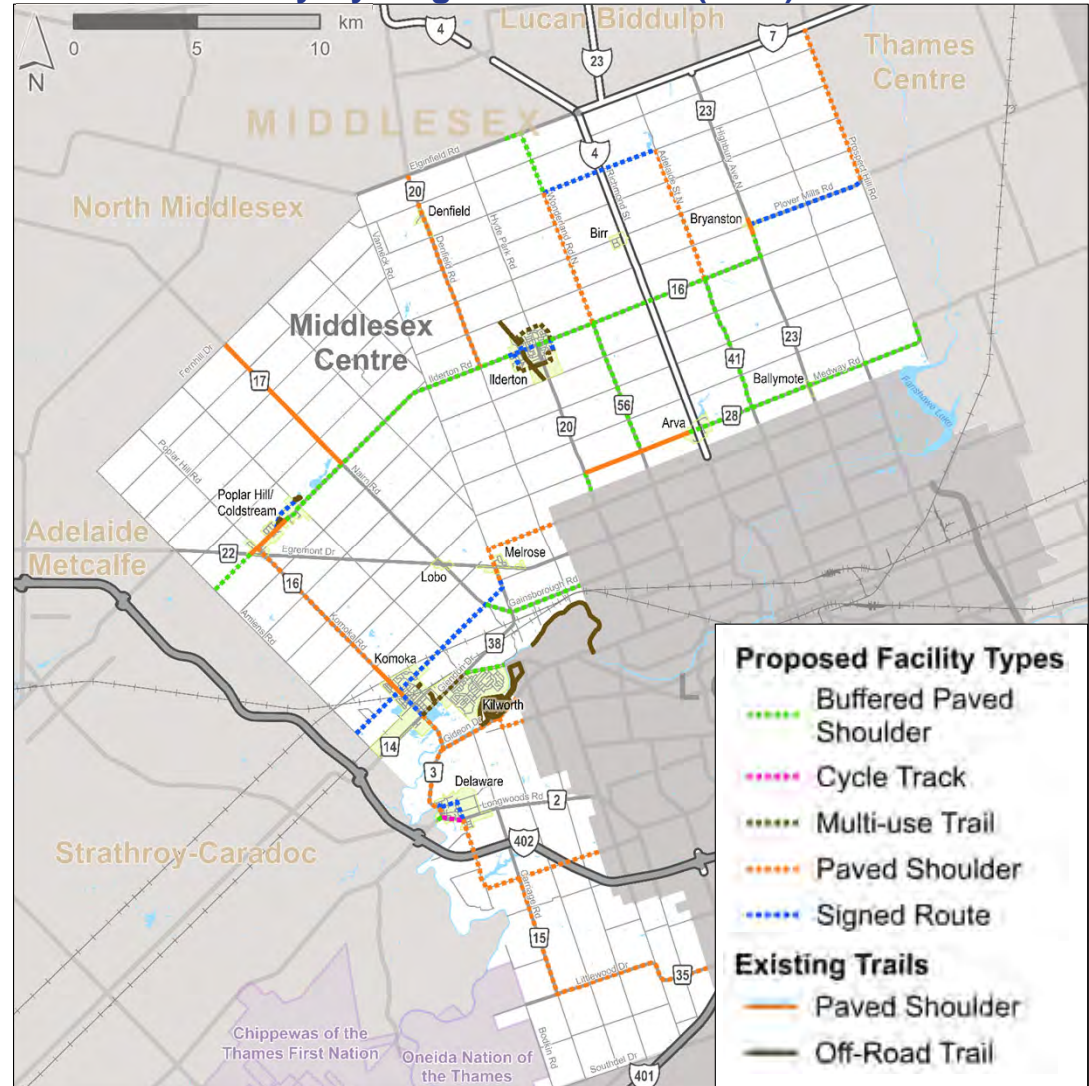
Cycling

- Middlesex County's Cycling Strategy was developed in 2018 and is supported by its OP
- To manage costs, the Municipality and the County plan to implement the Cycling network at the same time as road rehabilitation and resurfacing
- Facility types to be reviewed to ensure the identified type is still suitable



Please let us know of any needs, issues or opportunities your organization may have related to cycling in Middlesex Centre.

Middlesex County Cycling Network Plan (2018)

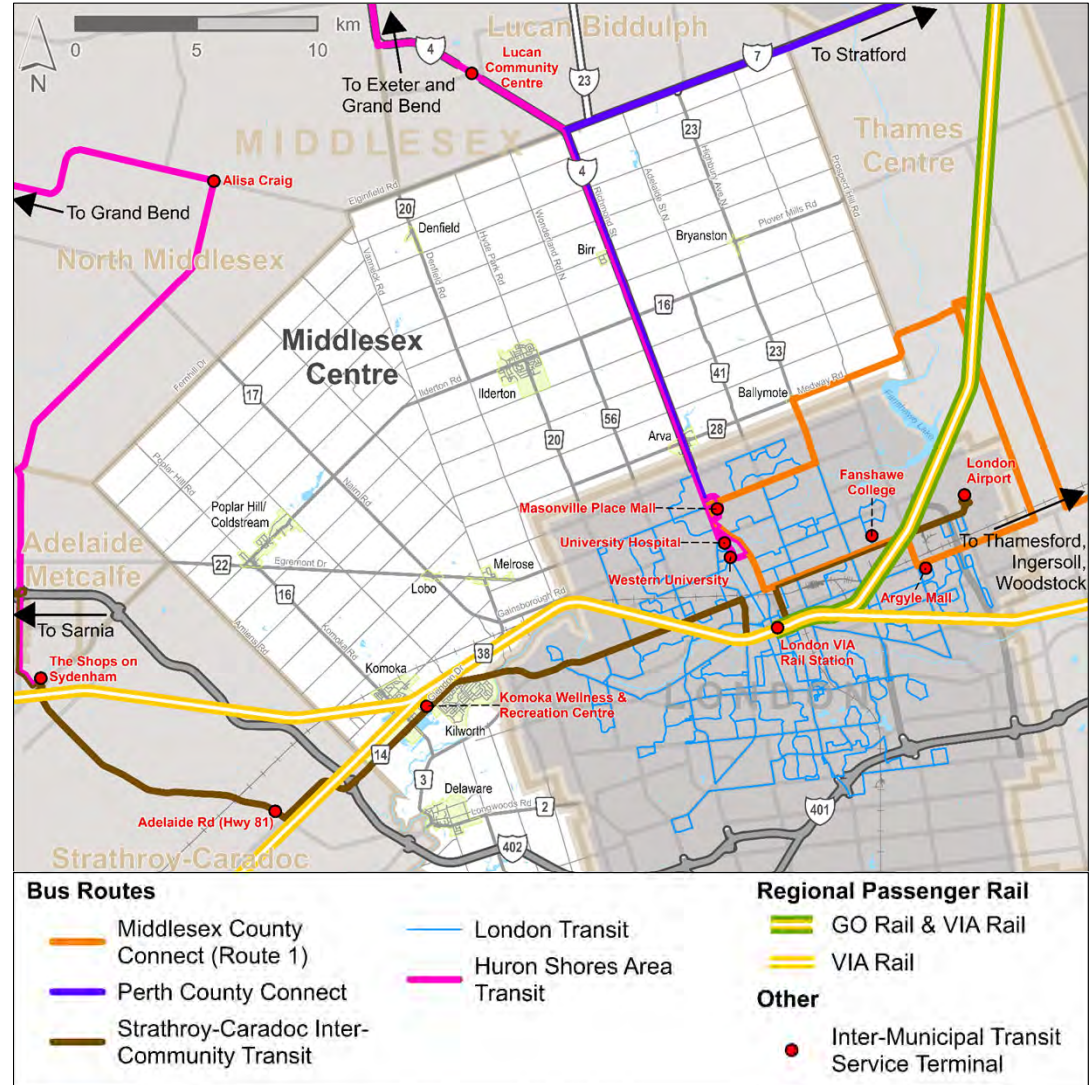


Transit

- Middlesex County is conducting a Public Transportation Needs Assessment Study (see next slide).
- The Middlesex Centre TMP will explore opportunities to improve public transit services, such as identifying potential partnerships with the London Transit Commission or others.

Are there any priority needs or considerations for your municipality or agency relating to local or regional transit connections?

Current Transit Services in and Near Middlesex Centre



Transit (continued)

County Public Transportation Needs Assessment Study:

- **Preliminary-only** County transit system as presented to the study working group
- to be presented to County Council next month and potentially refined

Proposed Service Concept

Post-2025 – Day One Fixed Route Network



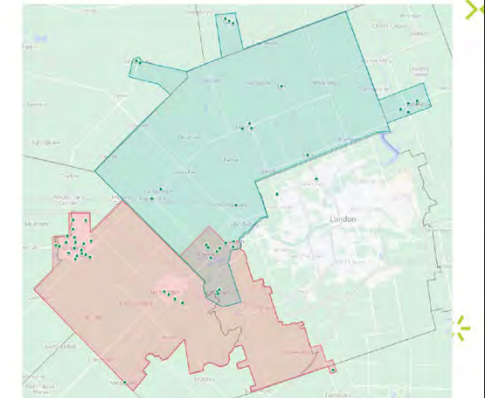
IBI GROUP MIDDLESEX COUNTY PUBLIC TRANSPORTATION NEEDS ASSESSMENT STUDY - TWG MEETING #3

Proposed Service Concept 24

Proposed Service Concept

Post-2025 – Day One On-Demand Zones

- Two overlapping on-demand zones which serve differing travel markets
- **Middlesex Centre Zone**
 - Komoka-Kilworth-Delaware, northern Middlesex Centre, Lucan, Ailsa Craig, Thorndale
 - Serves regional travel into London (Masonville Mall, Hyde Park SmartCentre)
- **Strathroy-Caradoc Zone**
 - Strathroy-Caradoc, Komoka-Kilworth-Delaware, southern Middlesex Centre, Talbotville (Amazon)
 - Serves internal travel within Strathroy as well as between neighbouring areas



Walking and Wheeling

Sidewalks

- The provision of sidewalks are the responsibility of the Municipality of Middlesex Centre, even along County roads.
- The Municipality currently maintains **35 km of sidewalks.**

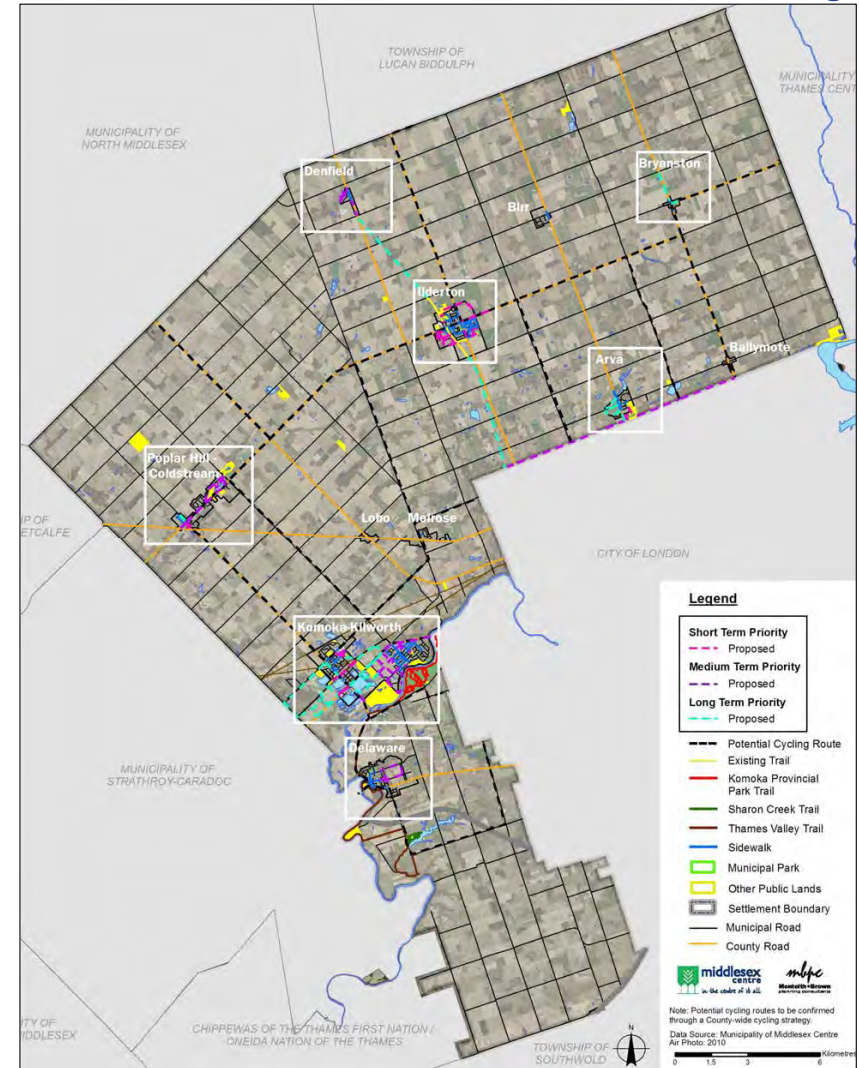
Trails

Middlesex Centre Trails Master Plan (2014) guides the development of future trails and supporting amenities, focusing on pedestrian pathways, sidewalks and trail connections.

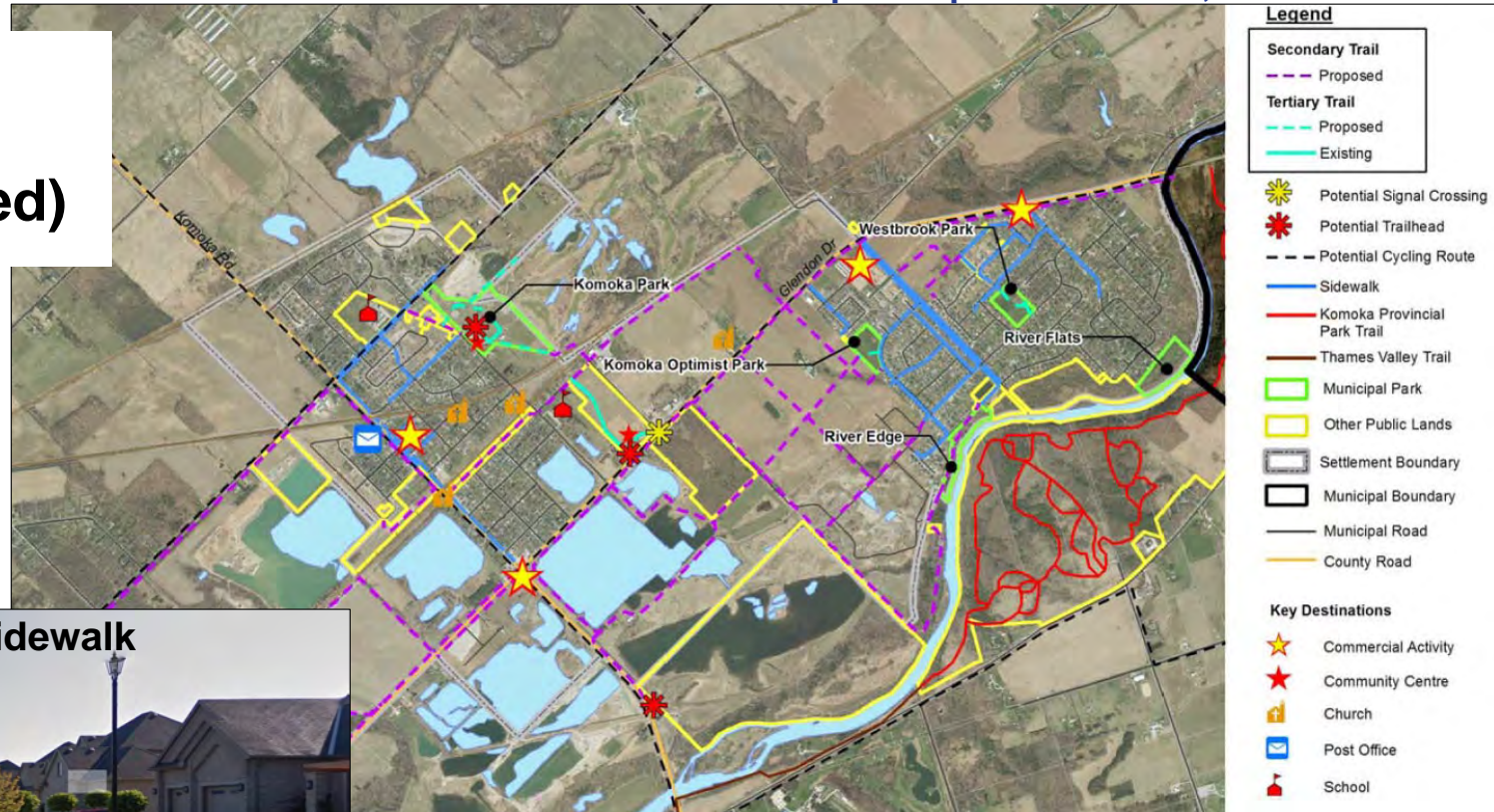
Recommended conceptual trail network developed to include 101 km of trails:

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

2014 Trails Master Plan Recommended Trail Phasing



Walking and Wheeling (continued)



Typical Middlesex Centre sidewalk



Source: Google Maps – August 2012 image capture

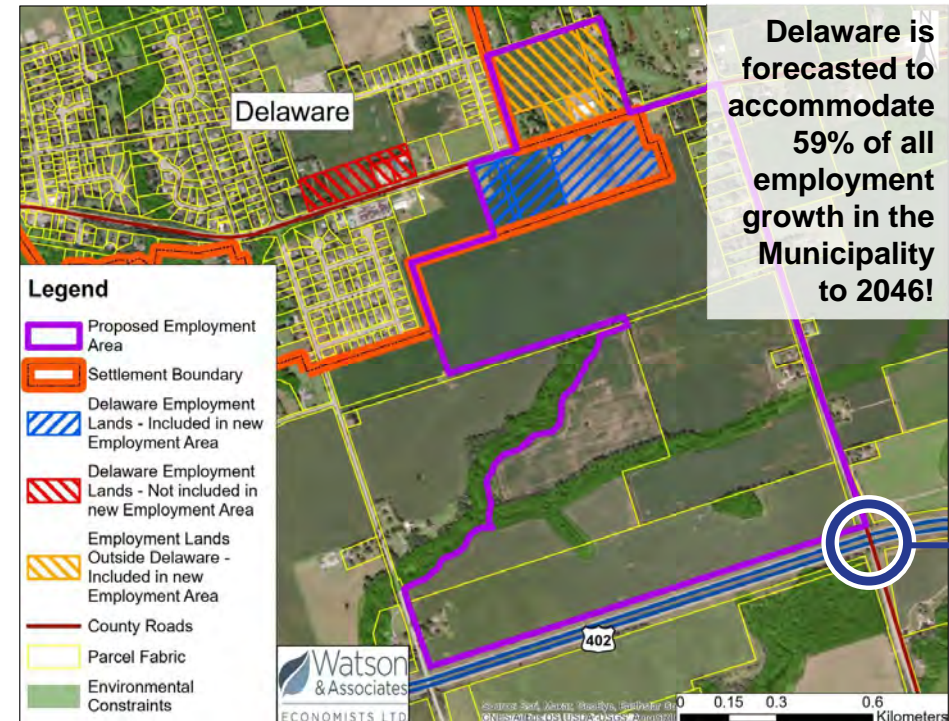
Please let us know of any needs, issues or opportunities your organization may have relating to walking and trails in Middlesex Centre

Business and Goods Movement

- Commercial Vehicles:** Direct connectivity with Ontario's highway network improves travel efficiencies for moving goods by truck. Note large-scale employment development planned near Delaware. An interchange at Highway 402 and Carriage Road would improve travel connectivity and efficiencies.
- Agriculture:** Most land is actively farmed, and the agriculture industry has specific needs, e.g. large machinery often has difficulty when using local roads.
- Rail Freight:** CN and CPR rail mainlines have freight rail stations at Komoka and Melrose. These and other nearby freight serve as an opportunity for local industries to move goods to markets farther afield.

Do you have suggestions for how the TMP can support local businesses while managing the negative impacts of goods movement?

Preferred Location for New Employment Area – Delaware



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

Suggested Highway 402 interchange location at Carriage Road



5. Potential Actions and Supporting Strategies


Potential Actions and Supporting Strategies

The TMP will recommend actions and will develop supporting strategies that direct transportation policy in Middlesex Centre into the future. These may include:

- Collaborate with MTO and the County toward construction of a Highway 402 and Carriage Road interchange - approximately 4 km east of Longwoods Rd (CR 2)
- Cycling network recommendations
- Identify priority locations for safety improvements
- Develop and apply a functional road classification framework
- Potential road jurisdiction transfers – *in consultation with the County*
- Stormwater – *review for a focus on climate resiliency*
- Road surface conversion policy – *review to ensure framework reflects all variables*
- Commuter and municipal parking strategy
- Network improvements based on forecasted traffic volumes

Discussion

Are there additional opportunities, or potential actions or strategies that you would like the TMP to consider?



6. Next Steps and Closing

Next Steps

- Arcadis IBI Group to share meeting slide deck and meeting minutes
- Meeting participants to provide additional input by email by March 8, 2023
- Project team to consider public and stakeholder input in understanding the Municipality's transportation needs and opportunities

- Next round of public consultation is planned for spring 2023
- Next Technical Advisory Committee Meeting planned for spring 2023

Thank You!



IBI GROUP

FOLLOW US



KEY CONTACT

Anna Mori
Project Manager
amori@ibigroup.com

Minutes

To/Attention Notes to File **Date** February 27, 2023
From IBI Group **Project No** 140193

Subject Municipality of Middlesex Centre Transportation Master Plan
Technical Advisory Committee Meeting 1
Microsoft Teams
February 22, 2023 - 2:00 p.m. to 3:30 p.m.

Present Andrew Giesen – Transportation Manager, Public Works and
Engineering, Municipality of Middlesex Centre
Robert Cascaden – Director of Public Works and Engineering,
Municipality of Middlesex Centre
Heather Kepran – Communications Specialist, Municipality of
Middlesex Centre
Anna Mori – Consultant Project Manager, Arcadis IBI Group
A. Galloro – Transportation Planner, Arcadis IBI Group
Bill Pigram – Manager, Community Employment Choices
Cara Finn – Director of Economic Development, Middlesex County
Christopher Harris – Planner, Thames Valley District School Board
Chris Traini – Deputy CAO/County Engineer, Middlesex County
Doug MacRae – Director of Transportation and Mobility, City of
London
Durk Vanderwerff – Director of Planning and Development,
Middlesex County
Elizabeth VanHooren – General Manager, Kettle Creek
Conservation Authority
Fred Tranquilli – CAO, Municipality of Strathroy-Caradoc
Jeremiah Johnston – Corridor Management Planner, Ministry of
Transportation of Ontario
Katie Burns – Director of Planning, London Transit Commission
Ken Phillips – General Manager, St Clair Region Conservation
Authority
Mei Jiang – Planning Analyst, Thames Valley District School Board
Morgan Calvert – CAO, Township of Adelaide Metcalfe
Nick Wolfs – Engineering Technologist, Municipality of North
Middlesex
Paul Van Vaerenbergh – Public Works, Township of Southwold

Item Discussed	Action By
<p>Peter Kavcic – Director of Infrastructure and Development Services, Township of Southwold Ron Reymer – CAO, Township of Lucan Biddulph Sarah Grady – Traffic and Transportation Engineer, City of London Scott Mairs – Director of Community Services, Middlesex Centre Valerie Towsley – Planner, Lower Thames Valley Conservation Authority</p>	
<p>Distribution Attendees</p>	
<p>Attachments The meeting slide deck was shared with meeting invitees after the meeting.</p>	

Item Discussed	Action By
<p>Anna Mori (Arcadis IBI Group) welcomed participants of the Technical Advisory Committee (TAC) for the Municipality of Middlesex Centre Transportation Master Plan (TMP), and presented the agenda for the meeting.</p> <p>A.Galloro (Arcadis IBI Group) provided a Land Acknowledgement.</p> <p>1. Welcome and Introductions</p> <p>Anna facilitated round-table introductions for meeting participants and presented the purpose of the committee.</p> <p>2. TMP Study Overview</p> <p>Anna provided a study overview, study context including anticipated population growth, and presented the draft TMP study Vision and Goals, noting generally favourable feedback received from the public.</p> <p>There were no questions or comments on these items; however, stakeholders were invited to submit input on the study Vision and Goals via email.</p> <p>3. Public Information Centre Overview</p> <p>Anna presented a summary of Public Information Centre (PIC) 1, which included an in-person online event on January 11, 2023. PIC1 information can be found at middlesexcentre.ca/tmp. Anna provided an overview of the public survey findings and mapping</p>	

Item Discussed

tool responses. The mapping tool remains open for additional public and stakeholder input.

4. Needs and Opportunities

Anna presented selected County plans and policies, including the County’s Glendon Drive EA and indicated some ways in which the TMP will align with these plans. She also provided a mode-by-mode review of preliminary needs and opportunities for the Municipality of Middlesex Centre’s transportation system.

Stakeholders were encouraged to share input throughout the meeting, as well as to provide feedback after the meeting once they have an opportunity to review the presented material.

Discussion comments:

- **Fred Tranquilli:** The Municipality of Strathroy-Caradoc will provide relevant plans, including a recent transportation master plan.
- **Chris Traini:** The County Road and Bridge Assumption Study will be of interest to the project team, as it outlines the decision matrix for roads assumed as part of the County road network.
- **Cara Finn:** Middlesex County’s public transit needs assessment will be an important consideration for the TMP.
- **Ron Reymer:** The Township of Lucan Biddulph does not currently have a TMP to share.
- **Sarah Grady** (noted during introductions): The City of London is in the process of preparing a Mobility Master Plan.
- **Doug MacRae:** Regarding the Glendon Drive EA recommendation of a four-lane road up to the City of London boundary, note that the City does not have plans to widen its roadway (Oxford Street west) that far west. This will leave a gap in four-laning. The City, County and Municipality may need to coordinate improvements. What is the timing for construction?
 - **Andrew Giesen:** The roundabout at Vanneck Road is planned for 2023, with subsequent phases of construction anticipated over multiple

Action By

Strathroy-Caradoc

Middlesex County

Item Discussed

years for the Komoka Road roundabout and roadway widening of Glendon Drive.

- **Anna Mori:** A review of Middlesex Centre’s functional road classification presents an important opportunity as development progresses in the Municipality. For example, considerations for wider rights-of-way for collector roads in new developments could better help accommodate multi-modal mobility options such as bike lanes.
- **Anna Mori:** The general strategy for implementing the County’s Cycling Strategy is to implement the of cycling facilities in tandem with road resurfacing or rehabilitation to manage costs. As the Cycling Strategy was developed in 2018, a review of the recommended facility types will be needed, as the Ontario Traffic Manual Book 18 has been updated with stronger guidance. It should also be noted that if the Province, County and Municipality agree to a new Highway 402 interchange at Carriage Road, higher traffic volumes would likely impact the suitability of a cycling route along Carriage Road.
- **Peter Kavcic:** An important opportunity that should be considered is the new Amazon distribution centre in Southwold near the boundary with Middlesex Centre. The plant employs workers throughout Southwold, Middlesex Centre and London, and ensuring adequate transit connections is important, especially as development in the area progresses.
- **Cara Finn:** The possibility of a rail transfer station in Middlesex Centre at the convergence of the CN and CPR rail lines has been a topic of discussion for some time. Business demand for the station is something to consider as employment land is expanded in Delaware.
- **Jeremiah Johnston:** The meeting presentation will be shared with other staff at MTO and we will provide comments after discussing internally.

Action By

MTO

5. Potential Actions and Supporting Strategies

Anna outlined potential actions and strategies that may be identified in Phase 2 of the study to support various aspects of the transportation system in Middlesex Centre into the future.

Item Discussed

Participants were asked whether there were additional actions or strategies that they would like the TMP to consider.

Discussion comments:

- **Doug MacRae:** Regarding a new potential interchange at Highway 402 and Carriage Road, I would envision support from the City of London. The new interchange would support employment growth and redistribute traffic that would cut through Lambeth to access Highway 402.

6. Next Steps and Closing

Anna provided an overview of the next steps and key project milestones. Of note, the next round of public and stakeholder engagement is planned for spring 2023.

Action: TAC members are invited to provide input to the TMP project team via email. Feedback is requested by March 8, 2023.

The meeting ended at 3:15 p.m.

Action By

TAC
Members

From: Walter Easter <weaster@strathroy-caradoc.ca>
Sent: Thursday, February 23, 2023 9:58 AM
To: Anna Mori
Subject: RE: Municipality of Middlesex Centre Transportation Master Plan: Phase 1 Needs and Opportunities – Technical Advisory Committee Meeting #1

*** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Hi Anna,

I have sent you Strathroy-Caradoc's transportation master plan via WeTransfer. The file bounced back when I tried to send it originally.

Thanks,

Walter Easter, C.E.T.
Manager of Public Works

Municipality of Strathroy-Caradoc
52 Frank Street | Strathroy, ON | N7G 2R4
Phone: 519-245-1105 x249
Visit us online at www.strathroy-caradoc.ca



From: Fred Tranquilli <ftranquilli@strathroy-caradoc.ca>
Sent: February 22, 2023 4:45 PM
To: Walter Easter <weaster@strathroy-caradoc.ca>; Jake Straus <jstraus@strathroy-caradoc.ca>; Jennifer Huff <jhuff@strathroy-caradoc.ca>
Subject: FW: Municipality of Middlesex Centre Transportation Master Plan: Phase 1 Needs and Opportunities – Technical Advisory Committee Meeting #1

Walter, Jake, Jenn,

Attached is the slide deck from MXC's kickoff of their Transportation Master Plan. If one of you has S-C's handy pls send it to Anna Mori, below.

Thanks.

F

From: Anna Mori <amori@IBIGroup.com>
Sent: February 22, 2023 3:54 PM
To: dilullo@middlesexcentre.ca; dvanderwerff@middlesex.ca; ctraini@middlesex.ca; cfinn@middlesex.ca; choward@middlesex.ca; ssavoie@middlesex.ca; gdales@london.ca; Grady, Sarah <sgrady@london.ca>;

From: Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>
Sent: Tuesday, March 21, 2023 5:24 PM
To: Anna Mori <amori@IBIGroup.com>
Cc: Khuskivadze, Olga (MTO) <Olga.Khuskivadze@ontario.ca>; Barber, Dan (MTO) <Dan.Barber@ontario.ca>; Lucente, Jodie (MTO) <Jodie.Lucente@ontario.ca>
Subject: RE: Municipality of Middlesex Centre Transportation Master Plan: Phase 1 Needs and Opportunities – Technical Advisory Committee Meeting #1

*** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Hello Anna,

1. Proposed I.C. at 402 and Carriage Road.

Given the proposed interchange would serve local growth and development needs, the municipality would be responsible for all costs associated with construction of a new interchange. This is consistent with other development driven highway interchange improvements that have been done across the province.

2. Middlesex County's Cycling Strategy

MTO have no operational or other concerns at this time, with the locations of the Cycling Network in the Municipality of Middlesex Center as identified in their Transportation Master Plan (TMP). Middlesex Center should be informed that as their plans progress to design MTO's Engineering office would like to be consulted (through the one window approach led by Corridor Management Office).

The following summarizes the cycling facilities as proposed that cross or intersect with the highway network:

Highway 4

- Medway Road in Arva, with a buffered and plain paved shoulder at a signalized intersection,
- Ilderton Road, with a buffered paved shoulder at a signalized intersection,
- 15 Mile Road, with a signed route at a stop-controlled intersection.

Highway 7

- Prospect Hill, with a paved shoulder at a stop controlled intersection.

Highway 402

- Sharon Drive, with a paved shoulder and a grade separated intersection,
- Springer Road, with a paved shoulder and a grade separated intersection.

MTO supports initiatives that align with current ministry policies related to cycling infrastructure and promote sustainable and safe transportation in our community.

MTO has noted that the TMP states that the Municipality and the County plan to implement the cycling network at the same time as road rehabilitation and resurfacing to manage costs.

3. Future Development

-
In addition to all applicable municipal requirements, development adjacent to or in proximity with a Provincial Highway may be subject to Ministry of Transportation permits and permit requirements pursuant to the *Public Transportation and Highway Improvement Act*. MTO permit requirements include, but are not limited to access management, traffic impact studies, storm water management reports, site/servicing plans and any other technical studies the Ministry of Transportation may require.

Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial requirements and long term transportation planning. Any new area within the Municipality of Middlesex Centre identified for future development that is located adjacent to or in the vicinity of a provincial highway or interchange / intersection within MTO's permit control area will be subject to MTO's policies , standards, and requirements.

Anna, going forward the MTO lead for this project will be from our Engineering office, Olga Khuskivadze who is CC'ed on this email. However you can also include myself on future emails and TAC meetings as I will still be involved from my office.

Thank you,

Jeremiah Johnston Corridor Management Planner
Corridor Management Section
Ministry of Transportation Operations Branch West
659 Exeter Road, London, ON N6E 1L3
M: (226)-980-6407

From: Anna Mori <amori@IBIGroup.com>

"Inspiring a Healthy Environment"

November 20, 2023

Arcadis
55 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 2Y7

Attention: Anna Mori, Project Manager - (sent via e-mail: anna.mori@arcadis.com)

**Re: Middlesex Centre Transportation Master Plan
Public Information Centre #2, October 2023
Municipality of Middlesex Centre**

Upper Thames River Conservation Authority (UTRCA) staff have reviewed the Middlesex Centre Transportation Master Plan (TMP) PowerPoint slide deck from the October 2023 Public Information Centre 2 prepared by Arcadis. We are of the understanding the purpose of the PIC#2 was to provide a study update and present the recommendations of the Transportation Master Plan. We are further of the understanding the TMP is being undertaken to guide decision-making relating to Middlesex Centre's transportation system over the next 25 years.

We offer the following comments under Ontario Regulation 157/06 and our responsibilities as a commenting agency providing technical review and advisement related to water resources, pollution prevention and natural hazard management pursuant to relevant legislation and policies set out in the UTRCA Planning Policy Manual (June 28, 2006):

General Comments

- 1) We would appreciate the opportunity for our technical staff to review and provide comments on any upcoming draft documents and proposed alternatives including any draft Transportation Master Plan. Please note that our scope of review is based on the policies set out in the Upper Thames River Conservation Authority Planning Policy Manual (June 28, 2006). TMP and subsequent detail design project review for site specific works would generally be guided by, but not limited to, natural hazard and pollution prevention areas of concern for lands regulated within our jurisdiction.

Conservation Authority Regulated Areas

- 2) Existing transportation corridors in Middlesex Centre traverse through natural hazard areas regulated by the Conservation Authority. The UTRCA regulates development

within the Regulation Limit in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. This regulation requires proponents to obtain written approval from the UTRCA prior to undertaking any works in the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland (including the removal of wetland vegetation).

- 3) Portions of the study area are regulated by the UTRCA due to the presence of: a) a variety of watercourses including the Thames River; b) riverine flooding and erosion hazard lands associated with these watercourses; c) Wetland (including wetlands that have been designated as Provincially or Locally Significant); and, d) the Area of Interference surrounding these wetland features.
- 4) Portions of the study area lie outside our watershed and instead fall within the jurisdiction of the Ausable Bayfield Conservation Authority (ABCA), the Kettle Creek Conservation Authority (KCCA), the St. Clair Region Conservation Authority (SCRCA) or the Lower Thames Valley Conservation Authority (LTVCA). We recommend you contact the other relevant Conservation Authorities directly regarding any works/plans proposed in their portions of the study area.

Digital Mapping

- 5) Our staff can provide digital mapping which outlines the approximate boundaries of the natural hazard features as well as Drinking Water Source Protection Areas present within the UTRCA portion of the study area. Our digital mapping may be obtained by contacting our GIS department (contact: Phil Simm, 519-451-2800 x 247). Generally there is a fee involved with obtaining digital mapping of our natural hazard features but this fee will be waived as the mapping is intended for use by one of our member municipalities for a Transportation Master Plan.

Hydrology/Hydraulic Considerations

- 6) Opportunities to reduce existing natural hazards such as existing flooding and erosion issues should be considered through this Master Plan.
- 7) We recommend the consideration be given to upgrading all watercourse crossings (especially those in well utilized transportation corridors).
- 8) Should bridge and/or culvert replacements be required at any of the watercrossing structures within the study area we recommend the detail design stage consider/evaluate potential bridge configurations with the hydraulic capacity to convey – at a minimum - the 250yr return period flows, with additional consideration of a factor of safety for ice/debris blockage and/or future unknowns such as climate change. The evaluation should consider the benefit of reducing flood risk/damages (upstream/downstream) with respect to the bridge hydraulic capacity.

Please note: In the case of riverine flood hazards, the Province has established the minimum Regulatory Flood Standard to be the 1:100 Year Flood. Although the 100 Year (1% risk of occurrence in any given year) is established as the minimum, the

Regulatory Flood Standard for the UTRCA is the 1937 Observed Flood (1:250 Year Flood or 0.4 % risk of occurrence in any given year) as approved by the Minister of Natural Resources in 1989.

- 9) The benefit of providing dry access for emergency vehicles along arterial roads for a 250yr return period flood event should be considered.
- 10) Please note that hydrology information may be available for some watercourses within the study area. HEC-RAS geometry and flow files may be obtained by contacting our Water Resource Engineering staff. Generally there is a fee involved with obtaining our HEC-RAS and flow files but those fees are waived if data is required by a member municipality for municipal projects.

Comments Specific to the Transportation Master Plan

(While it is anticipated that the majority of the comments in this section can be dealt with at the detail design stage we are providing them in advance of the TMP completion in order to facilitate early consultation.)

- 11) UTRCA is highly supportive of the proposed 'actions' identified in 'Goal 3' and specifically:
 - *Update standard for bridges and culverts based on increased frequency and magnitude of extreme weather events.*
 - *Implement updated Stormwater Management Strategies.*

Under separate cover the UTRCA provided stormwater management comments for the concurrently running Middlesex Centre Master Servicing Plan.

- 12) With respect to the action to *Develop and implement a strategy for electric vehicle charging stations* please keep in mind for the future locations of these stations that we would not be supportive of EV charging stations to be located in natural hazard lands and especially not floodplain lands given that water and electricity do not mix.

Existing and Proposed Recreational Trail Systems

- 13) The UTRCA is highly supportive of the Transportation Master Plan aligning with the Trails Master Plan - maintaining and/or enhancing recreational trail systems and access to these trails. We recommend the study include consideration to the creation of bike and pedestrian lanes along relevant roads as part of any proposed improvements as well as the provision of legal access and/or small parking areas (outside of hazard lands) to provide public access to recreational trail systems.

Drinking Water Source Protection

- 14) This Transportation Master Plan is the best time to consider regulatory requirements of the Ontario *Clean Water Act* and local Source Protection Plans as well as designated

vulnerable areas. The Master Planning process offers an excellent opportunity to document how these factors have been considered in assessing alternatives through the planning process.

- 15) When considering a project within a vulnerable area it is recommended that the alternatives considered be subject to a simple risk assessment and that this be included in the relative comparison of the alternatives. The tables of drinking water threats can be used to determine if an alternative involves significant, moderate or low drinking water threats. This risk assessment should also include whether design alternatives can reduce the level of risk or whether risk management measures can be implemented to manage the level of risk.
- 16) In the assessment of alternatives it will be important to consider the impacts on vulnerable areas. The comparison of alternatives should also consider whether there are any activities associated with the alternatives that would be threats to the drinking water sources. You may wish to engage your municipal Risk Management Official to identify activities, including those of private landowners who may be affected by the projects.
- 17) Some existing transportation routes appear to go through or near Wellhead Protection Areas (WHPA), Significant Groundwater Recharge Areas (SGRA) and/or Highly Vulnerable Aquifers (HVA). All of these vulnerable areas should be considered in the risk assessment however it is important to note that only some of these areas can have significant threats where policies in the proposed Source Protection Plan may have implications to the project. While it is crucial that significant threats get considered through the EA/Master Plan, the proponents are encouraged to take the opportunity to document how moderate and low threats were considered in the assessment of alternatives.
- 18) If the proponents have questions on how source protection and the local plan may affect the proposed alternatives they may contact UTRCA Drinking Water Source Protection (DWSP) staff or their municipal Risk Management Official (RMO).

Summary

Please note that given the broad concept proposal at this time, we are unable to provide detailed technical comments regarding the project. However, we appreciate being contacted early in the process and are always open to meeting with you to discuss and work through any concerns or complications along the way.

Our office would like to be included in future circulations regarding this project. We would appreciate receiving information and reports as they become available in order to ensure that we can meet the project deadlines with our comments.

If you have any questions regarding the above information, please contact the undersigned.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY



Karen Winfield
Land Use Regulations Officer
LB/EG/TK/CR/IS/JW/KW/kw

c.c. – Rob Cascaden, Middlesex Centre – (via e-mail: cascaden@middlesexcentre.ca)
Andrew Giesen, Middlesex Centre – (via e-mail: giesen@middlesexcentre.ca)
Laura Biancolin, UTRCA
Eric Gaskin, UTRCA
Cari Ramsey, UTRCA
Julie Welker, UTRCA
Geoff Cade, ABCA
Joe Gordon, KCCA
Melissa Diesley, SCRCA
Valerie Towsley, LTVCA

Appendix D: Public Opinion Survey 2

DRAFT REPORT
ENGAGEMENT SUMMARY

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Public Opinion Survey 2

The following Public Opinion Survey 2 materials are included in the subsequent pages:

- Survey Questionnaire
- Detailed listing of all survey comments



Public Opinion Survey

Transportation Master Plan - Phase 2: Transportation Network Development

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

The first phase of the study developed an understanding of transportation-related needs and opportunities. We are currently in the second phase of this study, developing draft actions and strategies in respond to these identified needs and opportunities, and that bring Middlesex Centre toward achieving its transportation vision and goals. This survey seeks feedback on these draft actions and strategies.

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

- 1. Online:** The survey can be completed online at <https://www.surveymonkey.com/r/MCTMP2023>
- 2. In person:** Please submit the completed survey at Public Information Centre 2 (October 19, 2023 at the Komoka Community Centre, 133 Queen St. Komoka, 4-7 p.m.)
- 3. Mail:** The survey can be mailed to:
Andrew Giesen, Transportation Manager /
Public Works and Engineering
Municipality of Middlesex Centre
10227 Ilderton Road
Ilderton, ON N0M 2A0
- 4. Email:** The completed survey can be scanned and emailed to giesen@middlesexcentre.ca

Please submit your response no later than NOVEMBER 1, 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

Mobility Goals and Draft Actions

The TMP has identified three mobility goals. For each goal, a list of draft actions has been developed to respond to the related needs and opportunities, and to progress toward the goal.



Goal 1: Provides Safe and Efficient Connectivity

Supports safe, efficient and dependable personal (passenger) travel between, to and from Middlesex Centre communities and activities.

Draft actions:

ROADS

- 1.1 Support and collaborate with Middlesex County on **Glendon Drive capacity improvements** (in progress).
- 1.2 Adopt **new road classification framework** and map including designations for urban and rural roads.
- 1.3 Encourage the County to update **County functional road classification** and associated design standards to distinguish between urban and rural contexts.
- 1.4 Develop a plan for **multi-modal improvements along Oxbow Drive** to account for anticipated growth in Komoka-Kilworth as well as the route's role on the Province's planned cycling network.

SAFETY

- 1.5 Continue **Vision Zero** campaign and related initiatives.
- 1.6 Advocate for **safety improvements and traffic calming** along County roads through urban areas.
- 1.7 **Improve safety at top collision locations** (improved sight lines, high visibility road paint, better lighting).
- 1.8 Apply measures to **reduce risk of wildlife collisions**.
- 1.9 Review **at-grade railway crossing warrants** against the latest best practices and update if required.

TRANSIT

- 1.10 **Support and promote Middlesex County transit** for Middlesex Centre residents and visitors. Provide barrier free access to stops, as well as amenities at stops (e.g. benches, shelter).

- 1.11 In cooperation with the County, **partner with London Transit** to extend routes to nearby settlements of Komoka-Kilworth, Delaware and Ilderton as they continue to grow.
- 1.12 In cooperation with the County, **partner with other services providers** to add stops along existing routes that pass through Middlesex Centre, e.g. at Arva and Birr.
- 1.13 Promote connections into the broader region with a **focus on service to employment centres** (e.g. new Amazon distribution centre in Elgin County).
- 1.14 **Maintain up to date one-stop source for transit information** in and around Middlesex Centre to improve ease and convenience of the transit systems serving residents.

3. Would you change or remove any actions under Goal 1? If so, which actions would you change, and how would you change them?

4. Are any important actions missing under Goal 1? If so, please let us know what you think is missing.



Goal 2: Promotes Healthy Mobility

Provides safe, accessible and convenient mobility options to connect between daily activities within local communities.

Draft actions:

WALKING

- 2.1 Continue to follow Ontario Traffic Manual guidance for the **implementation of safer pedestrian crossings** on Municipal roadways where needed.

2.2 **Upgrade school crossings** at strategic locations on County roads to reflect latest best practices.

2.3 Encourage the County to **prioritize implementation of its planned network along Ilderton Road**. This would allow for safer cycling/walking to Oxbow Public School.

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

2.5 Adopt road classification framework to **emphasize safety while meeting the needs of all road users** throughout communities, and apply guidance for sidewalks along different roadway classes.

2.6 Implement a **connected sidewalk network**, including pedestrian lighting and amenities such as benches where needed, consistent with AODA requirements.

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

2.8 Update design guidelines to include **alternative sidewalk designs and placement** to facilitate sidewalk retrofits along existing roads.

CYCLING

2.9 Update design guidance to reflect **latest best practices for cycling facility types** (e.g. bike lane, paved shoulder, multi-use path, etc.) provided by the Ontario Traffic Council.

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

2.11 Provide **safe crossings at intersections** and at locations where trails cross roadways.

2.12 **Support updates to the County Cycling Network Plan** – this includes upgraded facility (route) types or moving cycling routes to calmer roadways parallel to Wonderland Road, Adelaide Street, Oxbow Road and Carriage Road where traffic is expected to increase.

2.13 Work with London and Middlesex County **to provide a cycling connection between Komoka-Kilworth and London over the Thames River**, preferably over the Glendon Drive bridge.

2.14 Advocate for **safe and direct cycling routes between Ilderton and London**.

5. Would you change or remove any actions under Goal 2? If so, which actions would you change, and how would you change them?

6. Are any important actions missing under Goal 2? If so, please let us know what you think is missing.



Goal 3: Supports Local Industry

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

Draft actions:

GOODS MOVEMENT:

- 3.1 Ensure that **farm equipment is considered** in the design of rural roads.
- 3.2 Explore the use of **laybys** on roads with high volumes of farm vehicles, implementing a pilot project on selected roadways used by farm equipment.
- 3.3 Together with the County, advocate for a **new interchange at Highway 402 and Carriage Road**.
- 3.4 Work with partners (e.g. CN, CPKC) to explore the feasibility of a **road-rail transfer station**.

RESILIENCY

- 3.5 Update **standards for bridges and culverts** based on increased frequency and magnitude of extreme weather.
- 3.6 Implement **updated stormwater management strategy**.

3.7 Review **gravel road conversion policy**.

3.8 Develop and implement a **travel demand management strategy** to reduce demand for road capacity.

3.9 Develop and implement a **strategy for electric vehicle charging stations**.

7 Would you change or remove any actions under Goal 3? If so, which actions would you change, and how would you change them?

8 Are any important actions missing under Goal 3? If so, please let us know what you think is missing.

Supporting Goals

Three Supporting Goals inform the development and implementation of the Mobility Goals actions. They are as follows:



Goal 4: Sensitive to Local Character and Quality of Life
Provides transportation solutions that reduce the negative impacts of transportation on local rural communities and urban centres, settlements and hamlets.



Goal 5: Protects the Natural Environment
Minimizes disruption of local habitats, waterways, agricultural land and natural heritage features, and reduces non-renewable energy use and pollutants arising from transportation.



Goal 6: Exercises Fiscal Responsibility
Represents cost-effective Municipal spending on infrastructure and operations and takes advantage of partnership opportunities and external grants.

9 Would you change or remove any of the above actions (Goals 1-3) to better reflect Goals 4-6? If so, which actions would you change, and how would you change them?

10 Are any important actions missing that would more strongly reflect Goals 4-6? If so, please let us know what you think is missing.

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

Public Opinion Survey 2 Responses

The following table displays public responses to the free-form survey questions received as part of Round 2 Engagement of the TMP study.

Survey Question	Respondent Age	Respondent Home
Q.4. Would you change or remove any actions under Goal 1? If so, which actions would you change, and how would you change them?		
Consideration should be made for individuals currently living on secondary roads in Middlesex County, forcing individuals onto Glendon and eliminating access to Oxbow should not occur.	60-69	Komoka-Kilworth
Are any important actions missing under Goal 1? If so, please let us know what you think is missing.		
more consideration for people who do not drive into London every day	60-69	Komoka-Kilworth
Would you change or remove any actions under Goal 2? If so, which actions would you change, and how would you change them?		
I support a cycling route which is mainly for london inhabitants to get some exercise.It should not however be to the detriment of individuals who live in middlesex center and turn a 10 minute drive into a 20 minute drive.not exactly good for the enviroment	60-69	Komoka-Kilworth
Make the Trails Master Plan (developed in 2014) a priority. We were told in 2014 that a cycling network would link Komoka and Kilworth. Nothing has happened.	50-59	Komoka-Kilworth
Are any important actions missing under Goal 2? If so, please let us know what you think is missing.		
Encourage the County to prioritize implementation of sidewalks along Glendon Road in Komoka to link access from Glendon/Komoka Road intersection to Wellness Centre and Foodland plaza.	50-59	Komoka-Kilworth

Survey Question	Respondent Age	Respondent Home
<p>Would you change or remove any of the above actions (Goals 1-3) to better reflect Goals 4-6? If so, which actions would you change, and how would you change them?</p>		
<p>perhaps goal 4 should have a higher priority.Closing north south secondary roads because the city of london did not extend westdel bourne over the river is not appropriate</p>	<p>60-69</p>	<p>Komoka-Kilworth</p>

Appendix E: Council Presentation

DRAFT REPORT
ENGAGEMENT SUMMARY

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MIDDLESEX CENTRE TRANSPORTATION MASTER PLAN



COUNCIL PRESENTATION
December 13, 2023

AGENDA

- Study Overview and Process
- Policy and Planning Alignment
- Strategic Framework
- Recommended Actions
- Implementation
- Next Steps



Study Overview and Process

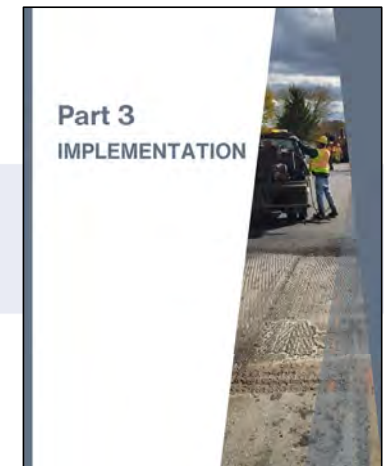
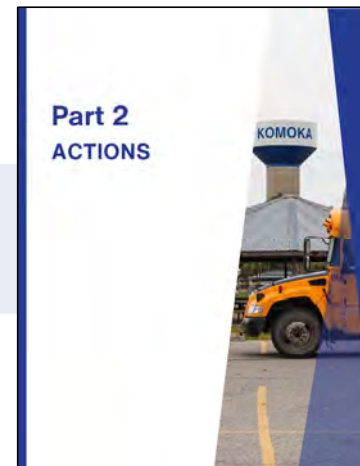


OVERVIEW

The Municipality's First Standalone Transportation Master Plan (TMP)

The TMP is a long-range strategic plan to guide transportation policies, infrastructure and services for the Municipality's transportation system through 2046.

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



STUDY PROCESS

PHASE 1 Needs and Opportunities



PHASE 2 Transportation Network Development



PHASE 3 Transportation Master Plan Report



We are
here

Round 1 Engagement January-February 2023

- Public Information Centre 1
- Public Opinion Survey 1
266 submissions received
- Interactive Mapping Tool
- Stakeholder Group Meeting

Round 2 Engagement October-November 2023

- Public Information Centre 2
- Public Opinion Survey 2

Council Approval and Public Review Period

- Council Presentation
- 30-Day Statutory Public Review Period



Public Information Centre 2

Common themes shared from the public and stakeholders:

Phase 1 Engagement:

Identified needs and opportunities:

- Need to accommodate growth well
- Glendon Drive operational concerns
- Safety issues such as speeding
- Safety concerns with pedestrian crossings of County roads
- Inadequate separation between vehicles and cyclists
- Mixed support for increased sidewalks
- Transit services would be helpful esp. for travel to London
- Support from City of London staff on new Highway 402 interchange

Phase 2 Engagement:

- General support of TMP goals
- Local small-town character is important
- Generally positive response to draft actions
- Progress on Glendon Drive improvements is top of mind
- Agreement with identified sidewalk infill priorities
- Cycling infrastructure is important, but should not impact driving times
- A new Highway 402 interchange would provide great value

Policy and Planning Alignment

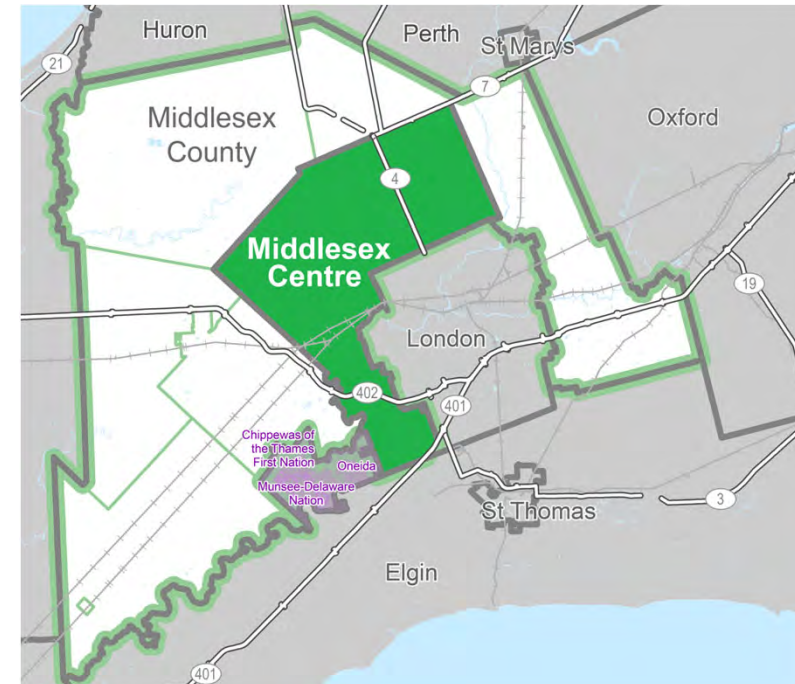


AN INTERCONNECTED NETWORK



A Municipal Transportation Network Interconnected with Broader Transportation Networks

While the focus of the TMP is on elements under Municipality jurisdiction, transportation in Middlesex Centre is integrated with and influenced by the broader transportation system.



How does the TMP study fit with the broader transportation system?



Province of Ontario

- Provincial Policy Statement
- Connecting the Southwest
- Provincial Cycling Network
- Conservation Authorities



Middlesex County

- Official Plan
- Cycling Strategy
- Glendon Drive ESR



Middlesex Centre

- Strategic Plan
- Official Plan
- Trails Master Plan
- Vision Zero
- Servicing Master Plan

ALIGNING WITH COUNCIL'S STRATEGIC PLAN

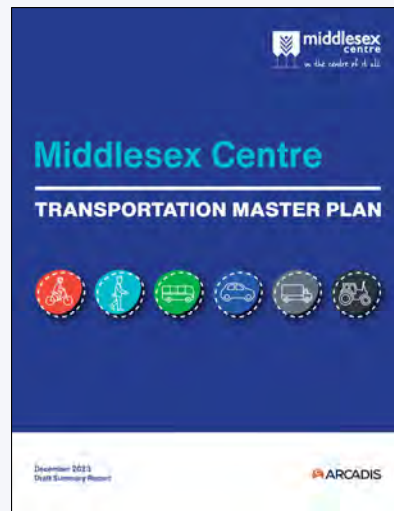
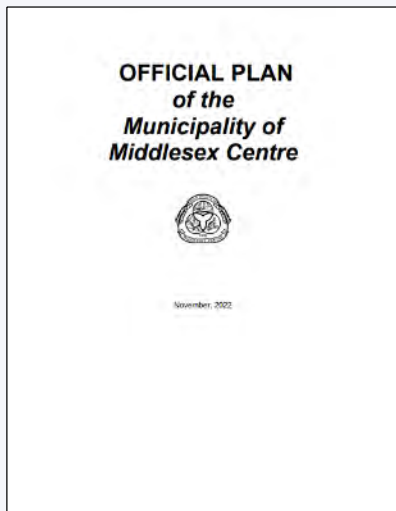
The TMP is informed by Middlesex Centre **Strategic Plan 2021-2026**

- Of the five **Strategic Priorities**, the TMP focus is **Sustainable Infrastructure and Services**, which includes the objective of improved safety for road users



ALIGNING WITH THE NEW OFFICIAL PLAN

Together, the OP and TMP provide a **blueprint for transportation** priorities and growth management, long-term planning, and funding of transportation networks.



The TMP alignment with OP policies includes:

- Promoting and protecting the **predominantly agricultural** character and economy
- Maintaining and improving network **efficiency** and **safety**
- Considering **bicycle** and **pedestrian** transportation options within and, where feasible, between settlement areas
- Direct connections to new **employment lands**
- Support of **urban areas** and **Village Centres** e.g. advocating for greater recognition of Municipality priorities along County roads

ALIGNING WITH COUNTY PRIORITIES

Transportation policies play a key role in the County's vision of its future. The County's **Official Plan** and **Cycling Strategy** and have informed the development of the Middlesex Centre TMP.



The TMP alignment with County initiatives and policies includes:

- Formalizing a **road hierarchy** integrated with County roads and Provincial highways
- Encouraging a high standard of urban design by prioritizing principles such as **pedestrianization**
- Facilitating **economic development** opportunities adjacent to Provincial 400-series highways (e.g. Delaware)
- Supporting and building on the **County Cycling Network Plan**
- Encouraging greater **electric vehicle usage** through the provision of charging infrastructure

Strategic Framework





A Vision for Transportation

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

TRANSPORTATION GOALS

3 OVERARCHING GOALS

Cross-cutting and inform all TMP recommendations



1. SENSITIVE TO LOCAL CHARACTER AND QUALITY OF LIFE



2. PROTECTS THE NATURAL ENVIRONMENT



3. EXERCISES FISCAL RESPONSIBILITY

3 MOBILITY GOALS

Achievable through mode-specific actions



4. PROVIDES SAFE AND EFFICIENT CONNECTIVITY



5. PROMOTES HEALTHY LOCAL MOBILITY



6. SUPPORTS LOCAL INDUSTRY

NETWORK DEVELOPMENT PROCESS

The development of transportation network recommendations followed a step-by-step process.



Actions vary in scope and include:

- New or expanded infrastructure
- Updated policies, strategies, guidelines and decision-making frameworks
- Collaborating with, seeking partnerships with and advocate to the County, the Province and adjacent municipalities

Recommended Actions



GOAL 4: Provides Safe and Efficient Connectivity



 Supports safe, efficient and dependable personal (passenger) travel between, to and from Middlesex Centre communities and activities

Road Design and Classification

- Road capacity improvements
- Municipal road classification
- County roads – urban context considerations

Road Safety

- Addressing driver behaviour concerns
- Collision review and mitigations
- At-grade rail crossing review

Passenger Transit Services

- Middlesex County Connect
- Other area passenger transit services
- Consolidated passenger transit information

Resiliency

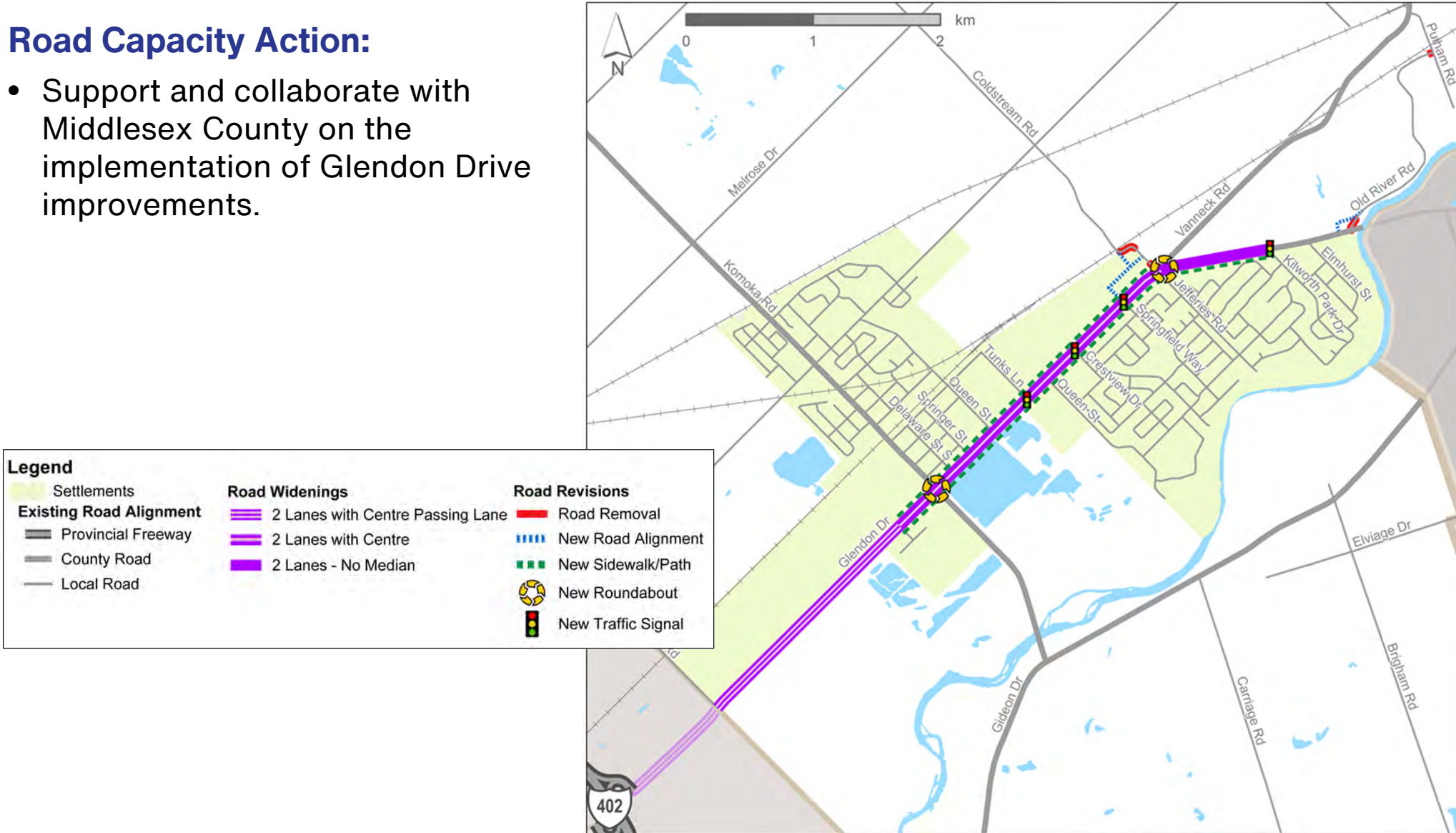
- Stormwater management
- Road surface conversion policy
- Electric vehicle charging infrastructure
- Travel Demand Management strategy

GOAL 4: Provides Safe and Efficient Connectivity (cont'd)



Road Capacity Action:

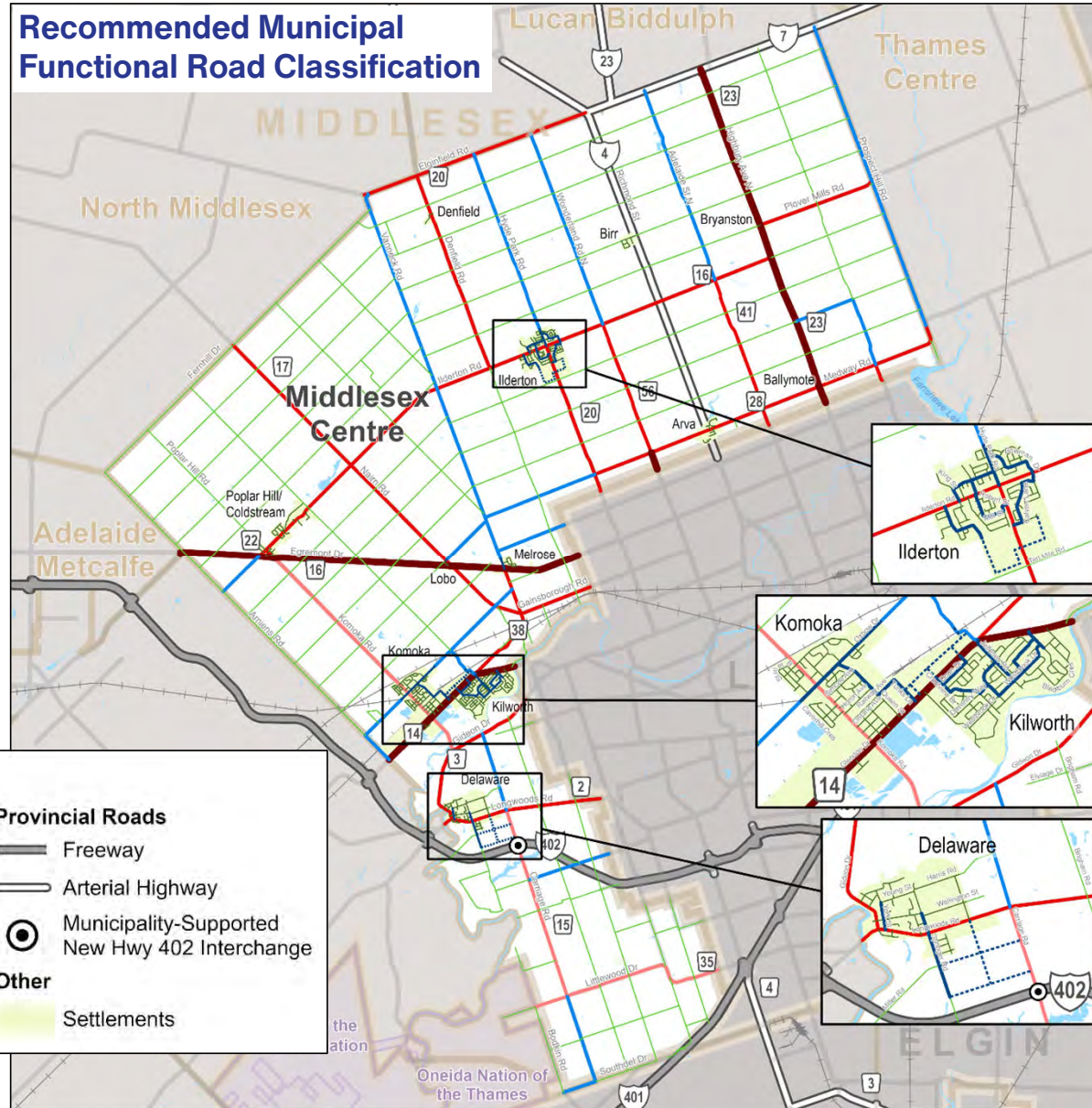
- Support and collaborate with Middlesex County on the implementation of Glendon Drive improvements.



GOAL 4: Provides Safe and Efficient Connectivity (cont'd)

Road Classification Actions:

- Adopt a new **road classification framework** and map including designations for urban and rural roads
- **Implement upgrades** to existing roads identified as collector roads
- Encourage the County to update County functional road classification and associated design standards for **greater recognition of Middlesex Centre priorities within urban contexts**



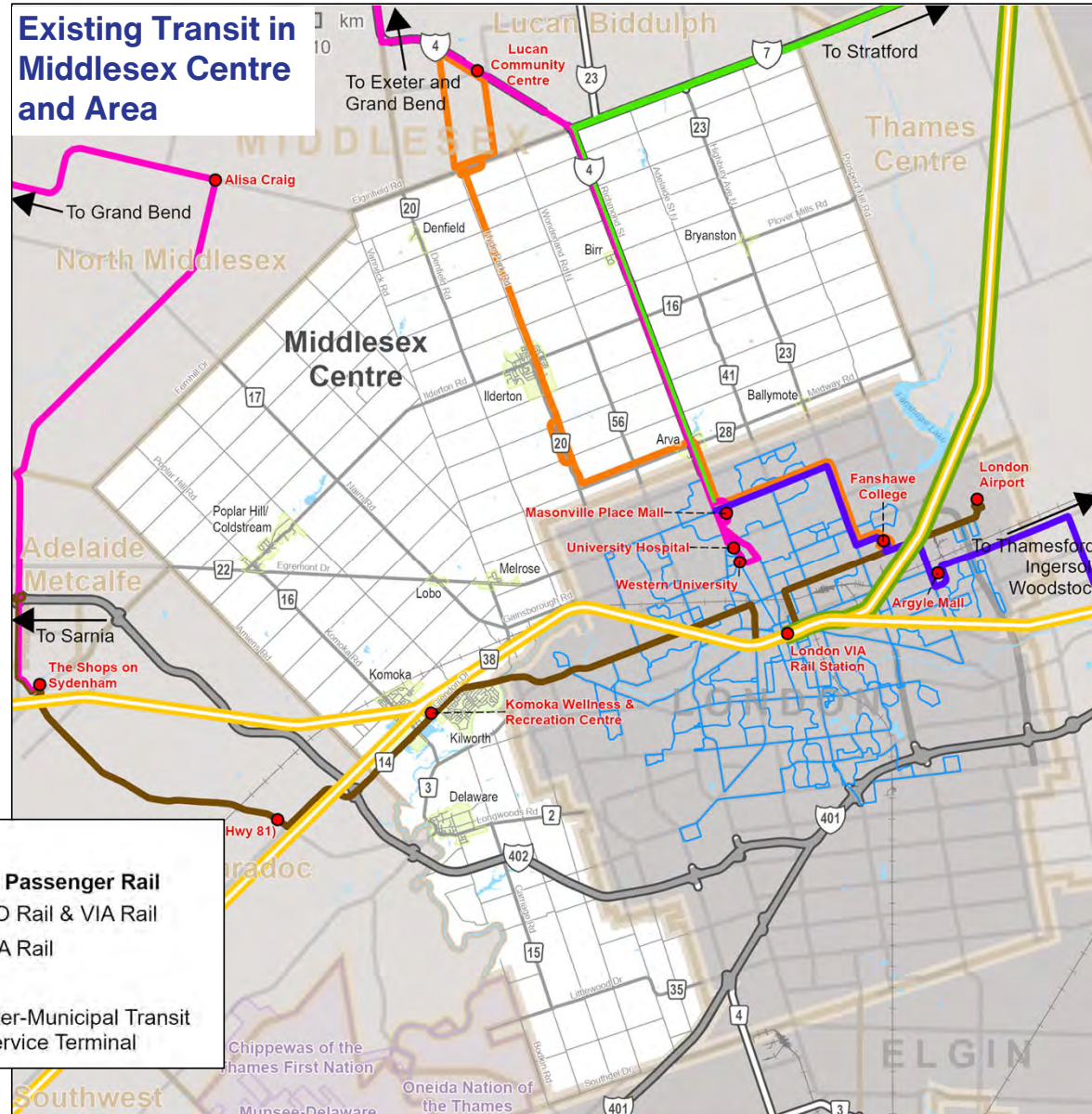
County Functional Road Classes	Municipality Functional Road Classes	Provincial Roads
County - Major Arterial	Rural - Collector	Freeway
County - Arterial	Urban - Collector	Arterial Highway
County - Collector	Rural - Local	Municipality-Supported New Hwy 402 Interchange
	Urban - Local	Other
	Future Urban - Collector	Settlements

GOAL 4: Provides Safe and Efficient Connectivity (cont'd)



Passenger Transit Services Actions:

- Support and promote **Middlesex County Connect** transit services
- Seek **partnerships** with London Transit Commission, Perth, Huron etc. to **expand existing services**
- Develop and maintain an up-to-date **one-stop source for transit information** in and around Middlesex Centre



Legend		
Bus Routes		
	Middlesex County Connect (Route 1)	
	Middlesex County Connect (Route 2)	
	London Transit	
	Huron Shores Area Transit	
	Perth County Connect	
	Strathroy-Caradoc Inter-Community Transit	
Regional Passenger Rail		
	GO Rail & VIA Rail	
	VIA Rail	
Other		
	Inter-Municipal Transit Service Terminal	

GOAL 4: Provides Safe and Efficient Connectivity (cont'd)

Road Safety Actions

- Continue **Vision Zero** campaign
- Continue to collaborate on **County Road safety improvements** (e.g. speeding in settlement areas)
- Apply mitigating measures at top ten **collision locations**
- Apply measures to reduce risk of **wildlife collisions**
- Review **rail signal warrants** and placement of warning signals when road conditions change (e.g. Oxbow Drive)
- Remove vegetation at at-grade crossings to **improve sightlines**

Resiliency

- Update **standards for bridges and culverts** due to increased extreme weather events



- Continue to apply **road surface conversion policy** (per 2023 Road Needs Study)
- Develop and implement a strategy for **electric vehicle charging** stations
- Develop and implement a **travel demand management strategy** to reduce demand for vehicular road capacity

GOAL 5: Promotes Healthy Local Mobility



Provides safe, accessible and convenient mobility options to connect between daily activities within local communities.

Cycling

- Cycling facility (route) type guidance
- County Cycling plan: review of routes under municipality jurisdiction
- Prioritization of area cycling connections
- Trails Master Plan update

Pedestrians

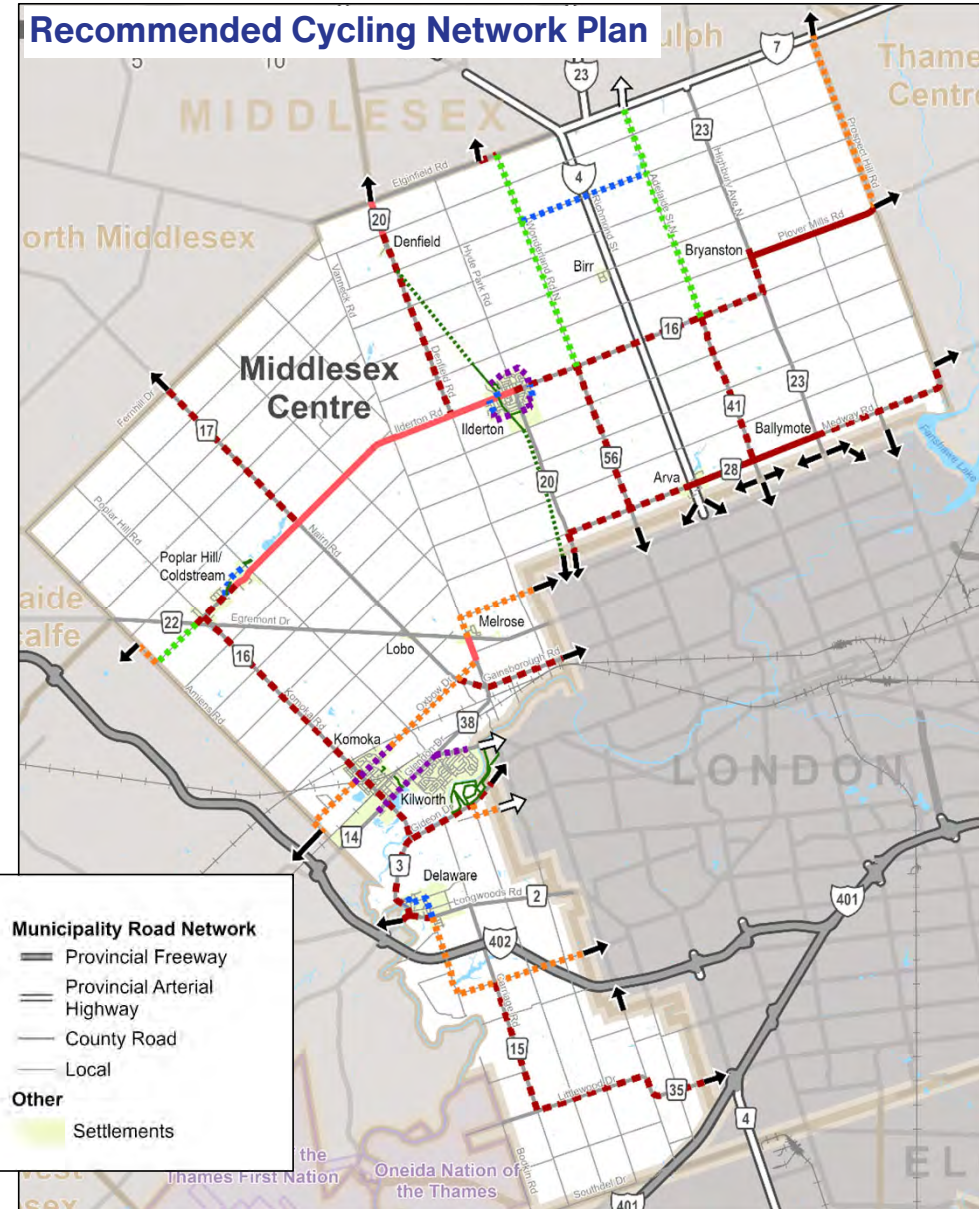
- Pedestrian crossing guidance and implementation
- Sidewalk implementation and prioritization

GOAL 5: Promotes Healthy Local Mobility (cont'd)



Cycling Actions:

- Update **design guidelines** to latest Provincial guidance (OTM Book 18)
- Adopt the updates to the **County Cycling Network Plan** – Municipality routes
- Support **County Road** cycling implementation
- Advancing **cycling network priorities**:
 - Ilderton Road (CR 16) between Ilderton and Oxbow Public School
 - Ilderton to London via Ilderton Road (CR 16) and Wonderland Road (CR 56)
 - Connection between Komoka-Kilworth and London over the Thames River
- Provide **safe crossings** where trails cross roads
- Update the **Trails Master Plan (2014)**



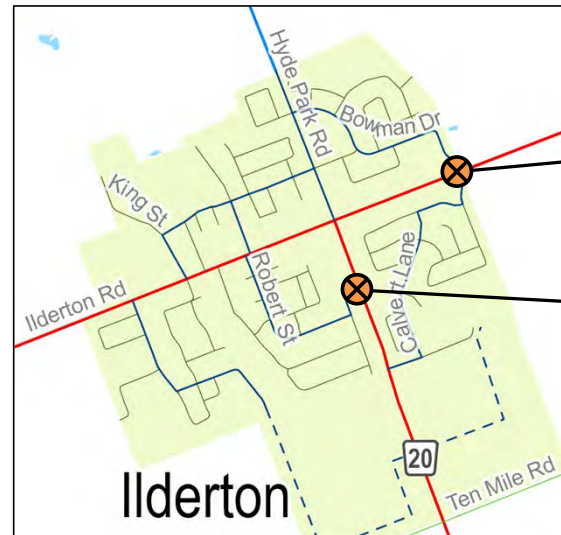
GOAL 5: Promotes Healthy Local Mobility (cont'd)



Pedestrians – Actions:

- Continue to follow Province’s **guidance** for implementing pedestrian crossings
- In collaboration with the County, upgrade pedestrian crossings from school crossings to **pedestrian crossovers**

Candidate Pedestrian Crossover Locations



CR 16 at Bowman Drive/
Willow Ridge Road

CR 20 at Heritage Drive



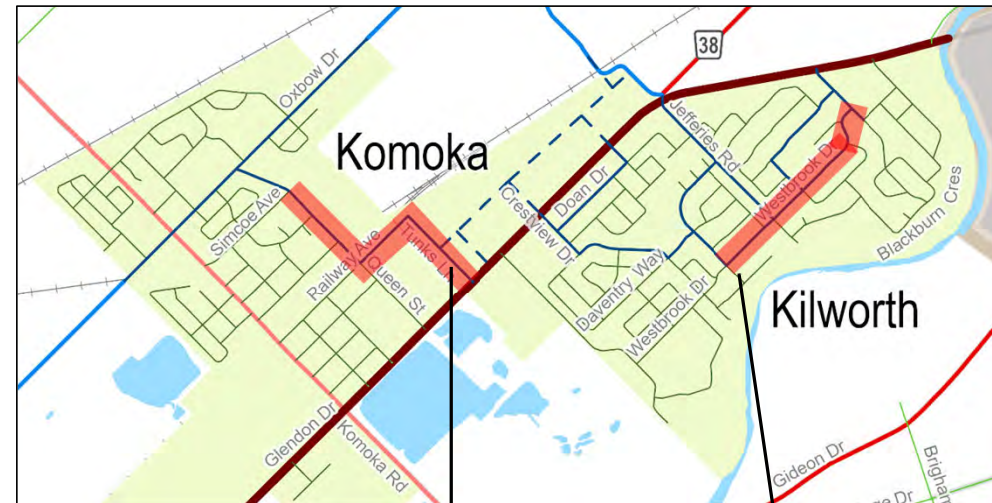
CR 2 at Springer Road/
Victoria Street

GOAL 5: Promotes Healthy Local Mobility (cont'd)

Sidewalks – Actions:

- Formalize a **prioritization framework** for infilling sidewalks gaps; factors include:
 - road classification
 - proximity to schools, transit, parks, community facilities
- Require **new developments** to include sidewalks or trails consistent with the road classification framework
- **Implement a connected sidewalk network** using a sidewalk prioritization framework for guidance in filling network gaps, and including amenities
- Update guidance to include **alternative sidewalk designs** to facilitate sidewalk retrofits

Example Sidewalk Infill Priorities



Queen St from Simcoe Ave to Railway Ave
Railway Ave from Queen St to Tunks Ln
Tunks Ln from Railway Ave to CR 14

Westbrook Drive
between Jeffries Road
and Kilworth Park Drive

GOAL 6: Supports Local Industry



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

Goods Movement

- More-direct Highway 402 connectivity
- Agricultural equipment on public roads
- Rail transload opportunities

Parking Supply

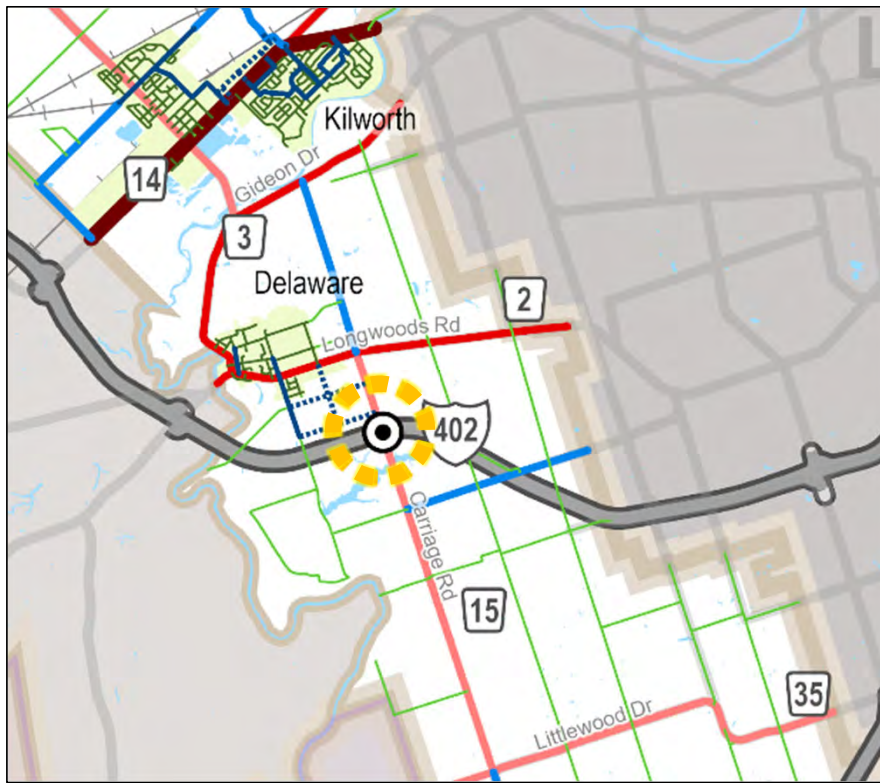
- Municipal Parking Supply

GOAL 6: Supports Local Industry (cont'd)

Goods Movement Actions:

- Collaborate with the County and Province toward **a new Highway 402 interchange** at Carriage Road

Support for New Highway 402 Interchange



- Work with partners (e.g. CN, CPKC) to explore the feasibility of a **road-rail transload station**.
- Consider **farm equipment** in the design and maintenance of rural roads



GOAL 6: Supports Local Industry (cont'd)

Parking Supply Action:

- Continue to plan for **municipal parking provision in or near Village Centres** to support local businesses as well as other municipal objectives (e.g. electric vehicle charging, supporting carpooling and supporting transit services), and implement as needed

Candidate Municipal Parking Location - Delaware



Map Data: Google ©2023 CNES / Airbus, First Base Solutions, Maxar Technologies, SWOOP

Implementation



ACTION PLAN AND PHASING






The Action Plan outlines an implementation plan for all 37 actions across three phases, for example:

Action	Short-Term Targets (2024 to 2026)	Medium-Term Targets (2027 to 2031)	Long-Term Targets (2032 to 2046)
A13. In cooperation with the County, seek partnerships with LTC to extend routes to nearby settlements of Komoka-Kilworth, Arva, Delaware and Ilderton as they continue to grow.	Together with the County, discussions with LTC on partnering to expanded services into Middlesex Centre have been initiated	Expansion of LTC service into Middlesex Centre, if partnership is reached Services and cost pending agreements	Ongoing Services and cost pending agreements
A29. In collaboration with the County, upgrade pedestrian crossings from school crossings to pedestrian crossovers at strategic locations along County roads to reflect latest best practices.	Priority pedestrian crossings or improvements implemented Medium Cost	Implementation of new or improved pedestrian crossings completed Medium Cost	Continued review and implementation of pedestrian crossings or improvements as needed

COSTING

- High-level cost estimates are provided for higher-cost items only: collector road upgrades, cycling and pedestrian infrastructure, larger studies
- Significant cost uncertainty due to potential partnerships and cost-sharing
- Land acquisition costs are not included

Phase	Goal 4 	Goal 5 	Goal 6 	Total
Short-Term (2024 to 2026)	\$3.3 M	\$2.13 M	-	\$5.43 M
Medium-Term (2027 to 2031)	\$6.9 M	\$2.4 M	\$0.1 M	\$9.4 M
Long-Term (2032 to 2046)	\$11.9 M	\$7.3 M	\$0.1 M*	\$19.3 M
Total	\$22.1 M	\$11.83 M	\$0.2M	\$34.1 M

*\$25 M Highway 402 interchange costs not included in totals due to uncertainties in County share and Province's contribution.

Next Steps



NEXT STEPS

- Council to **accept** report
- Publish **Notice of Study Completion**
- Begin **30-Day Public Review Period**
- Update with any required changes
- Return to Council to **approve** the final Transportation Master Plan
- Begin implementation
- Monitor implementation of the plan on an ongoing basis

Study web page:

<https://www.middlesexcentre.on.ca/articles/transportation-master-plan>





MIDDLESEX CENTRE TRANSPORTATION MASTER PLAN

QUESTIONS AND COMMENTS



Appendix F: 30-Day Public Review Comments

DRAFT REPORT
ENGAGEMENT SUMMARY

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