

MIDDLESEX CENTRE ACTIVE TRANSPORTATION PLAN



Public Information Centre 1 – November 11, 2025

ACTIVE TRANSPORTATION PRIORITIES

WELCOME

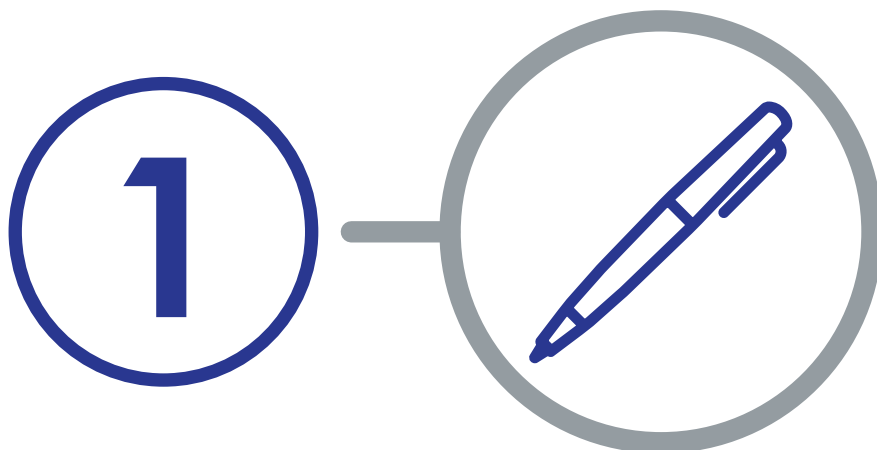


Thank you for attending the Public Information Centre for the Middlesex Centre **Active Transportation Plan!**



Active transportation refers to walking or cycling, as well as the use of human-powered or hybrid mobility aids such as wheelchairs, scooters, skateboards, rollerblades, e-scooters and e-bicycles.

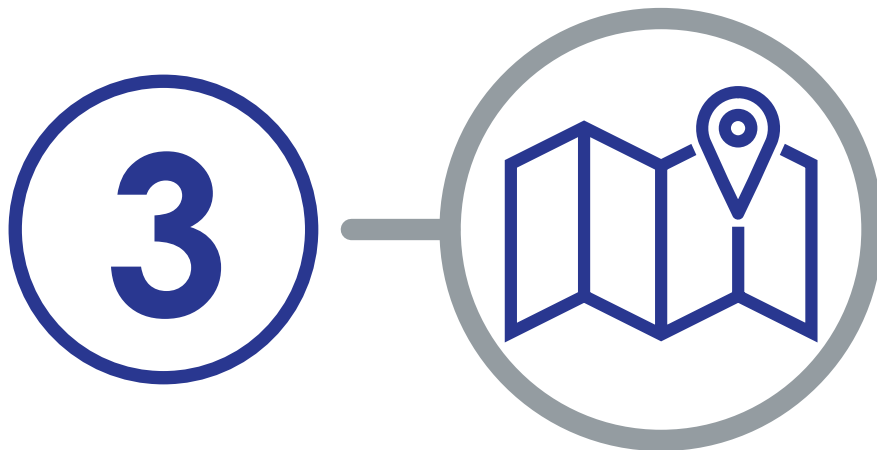
Please take this opportunity to learn about study progress and share your input.



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.



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



Share your input. Confirm or “top up” our understanding of community priorities by providing your input on the maps or on comment cards.



MIDDLESEX CENTRE ACTIVE TRANSPORTATION PLAN

Contact Information

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

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STUDY OVERVIEW

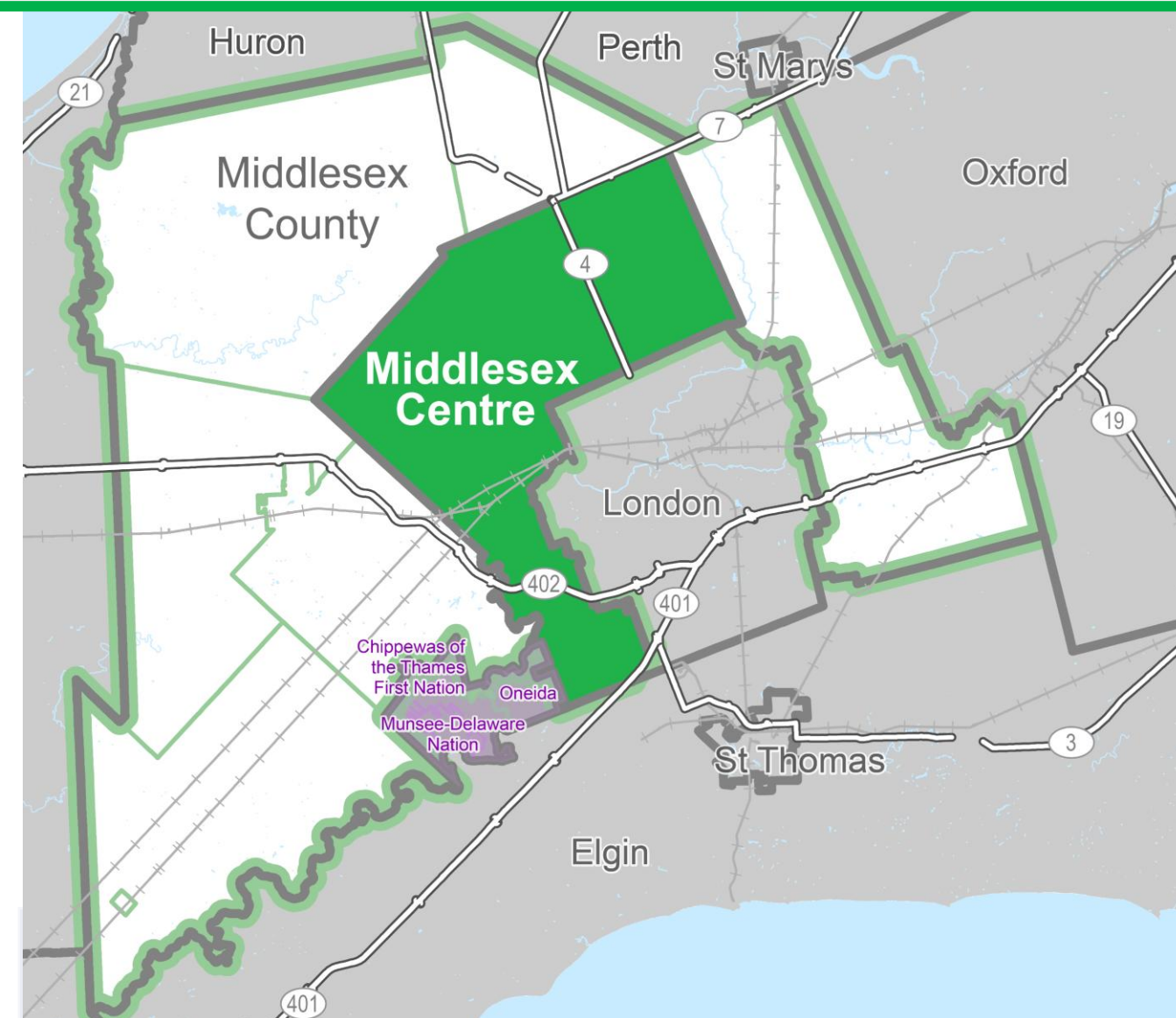


What is the Active Transportation Plan?

The Municipality of Middlesex Centre has embarked on an Active Transportation Plan (ATP) to guide the implementation of active transportation networks – **cycling, trails, sidewalks and pedestrian crossings** – as part of the municipality’s broader multi-modal transportation system.

At the point in the study, we are:

- Establishing municipality objectives for active transportation
- Confirming existing active transportation infrastructure and context
- “Topping up” our understanding of key active transportation network gaps, needs and priorities
- Identifying where design guideline updates are needed to better support the safety and comfort of active transportation modes



Study Timeline



EXISTING CONTEXT AND PRIORITIES

PUBLIC CONSULTATION 1 – NOW



DESIGN GUIDELINES

FALL 2025



NETWORK DEVELOPMENT

PUBLIC CONSULTATION 2 – JANUARY 2026



NETWORK PHASING AND FINAL PLAN

MARCH 2026

Study information and consultation materials are available at

middlesexcentre.ca/atp



Public Consultation 1

To help plan for new sidewalks, pedestrian crossings, trails, and cycling routes, a mapping activity was hosted online from Sept. 20 to Oct. 20, 2025.



135 participants took part in this activity, pinpointing hundreds of priority active transportation locations for consideration.

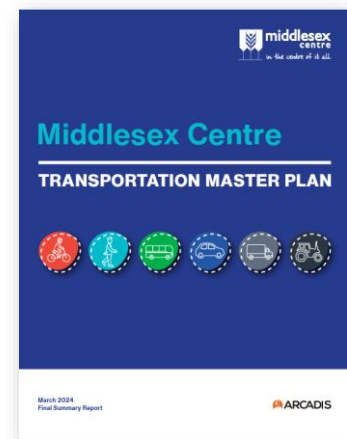
The current in-person event seeks to confirm and “top up” the study team’s understanding of active transportation needs and priorities across Middlesex Centre.

BUILDING ON PAST PLANNING



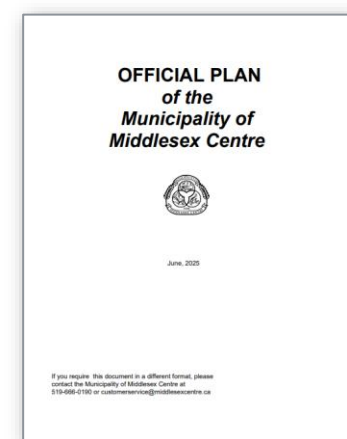
Building on the 2014 Trails Master Plan

The ATP study serves as an update to Middlesex Centre's previous active transportation plan, better reflecting current context, plans and provincial design guidance.



Expanding on the 2024 Transportation Master Plan (TMP)

The TMP identified infrastructure plans and policies, guiding multimodal transportation decision-making through 2046.



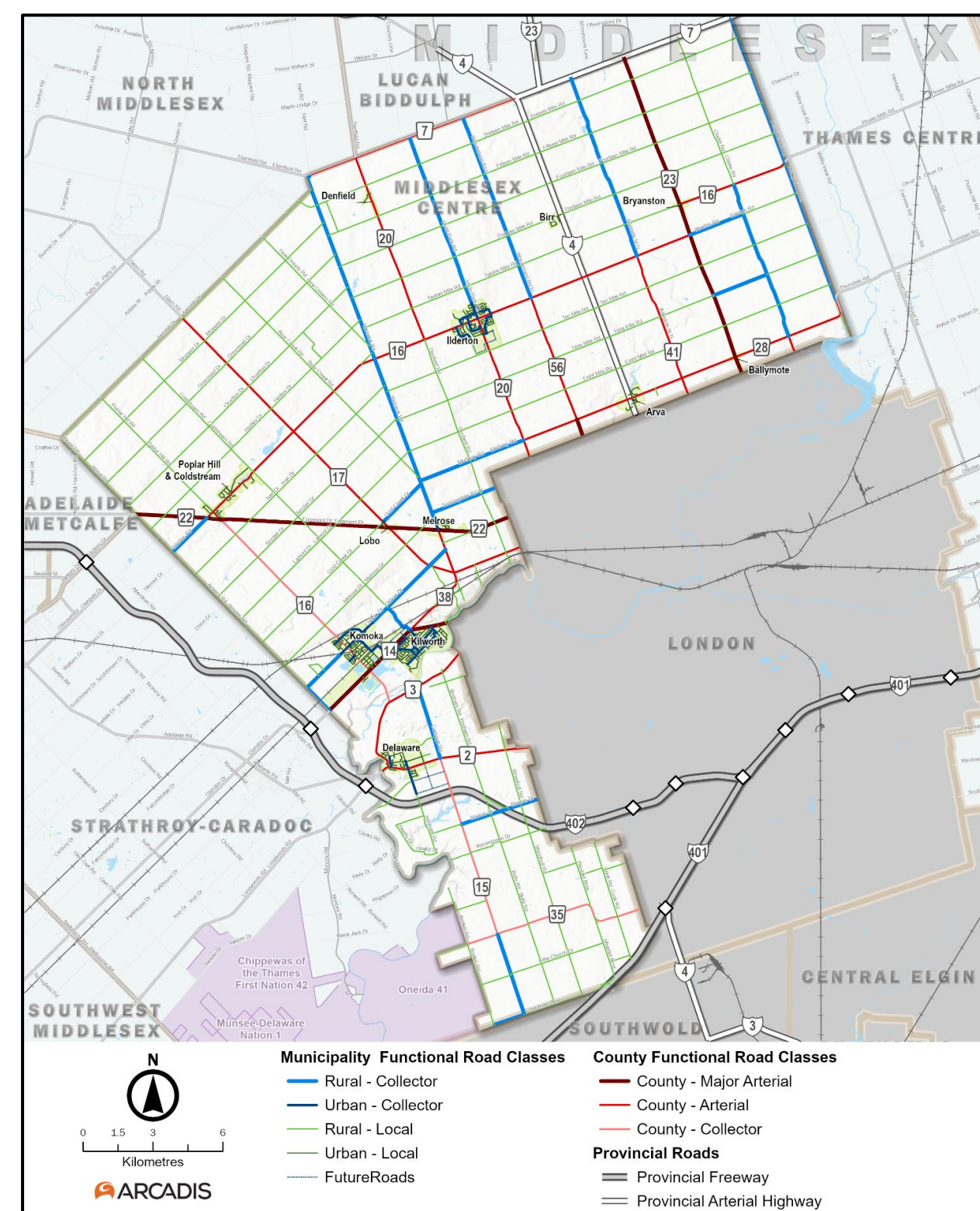
Aligning with the 2025 Official Plan (OP)

The OP provides strong support for active transportation, with numerous policies to increase active transportation connectivity and to provide built form that encourages walking and cycling.

The ATP will support the OP and TMP policies and plans, providing additional local detail in cycling and pedestrian network infrastructure planning.

The TMP recommended functional road classifications for each municipal roadway, and identified important context that will be considered in the ATP, such as traffic volumes.

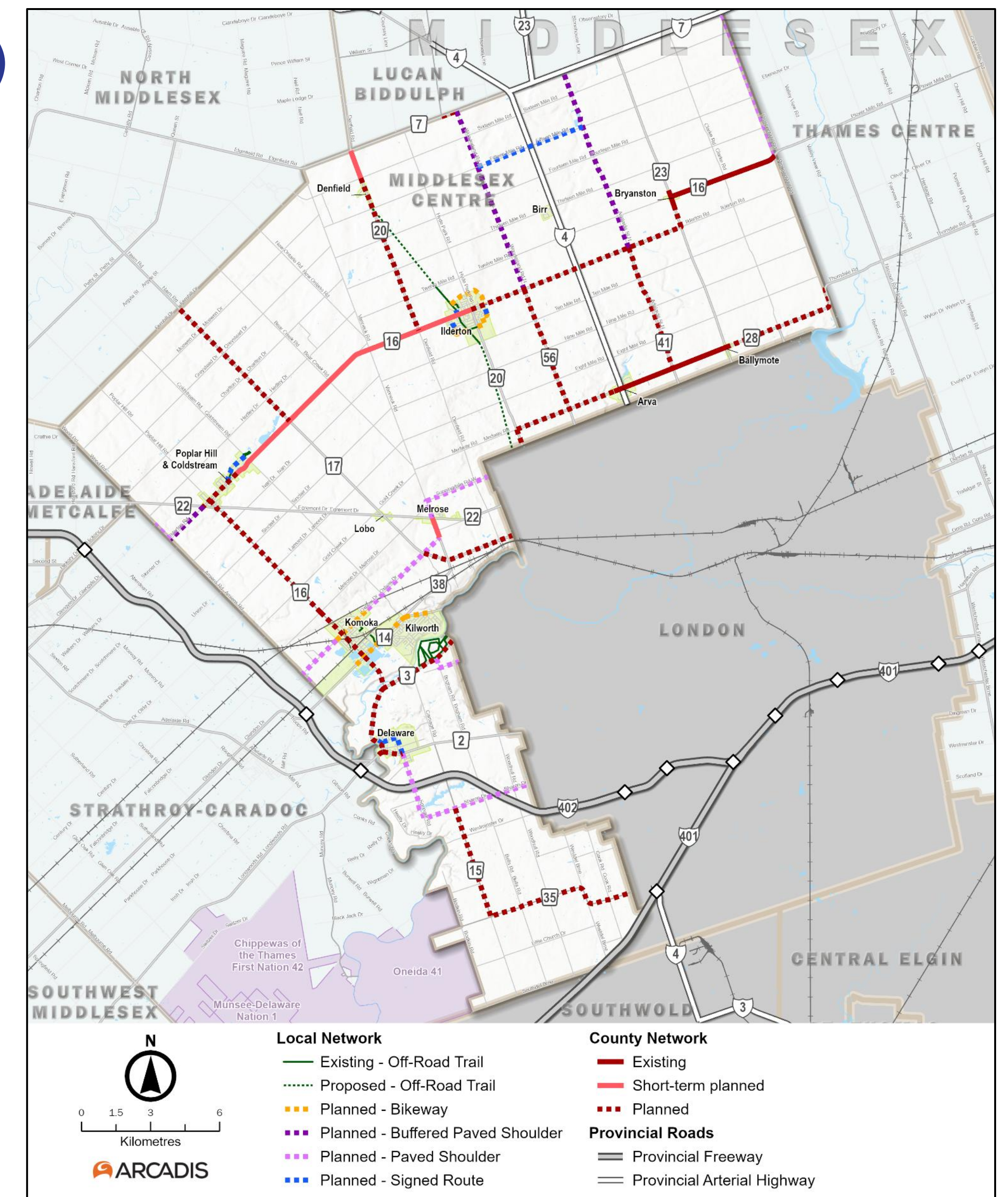
TMP Functional Road Classification



Note: Functional road classes reflects the degree to which a roadway serves mobility vs. land access needs.

TMP Cycling Network Recommendations

The 2024 TMP recommended broader cycling connections integrated with planned County cycling networks, as shown below.



Note: "Planned bikeway" is any roadway or path provided for bicycle travel along urban streets, either for the exclusive use of bicycles or shared with other transportation modes.

STUDY VISION AND OBJECTIVES



The Vision is carried forward from the **2024 Transportation Master Plan**. All study recommendations will work toward achieving this broader transportation vision.



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.

Objectives

The 2024 Transportation Master Plan's six goals are also carried forward, with a particular focus on the goal of **Promotes Healthy Local Mobility**.

The draft objectives below represent a set of desired outcomes of the ATP.



Promotes Healthy Local Mobility

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

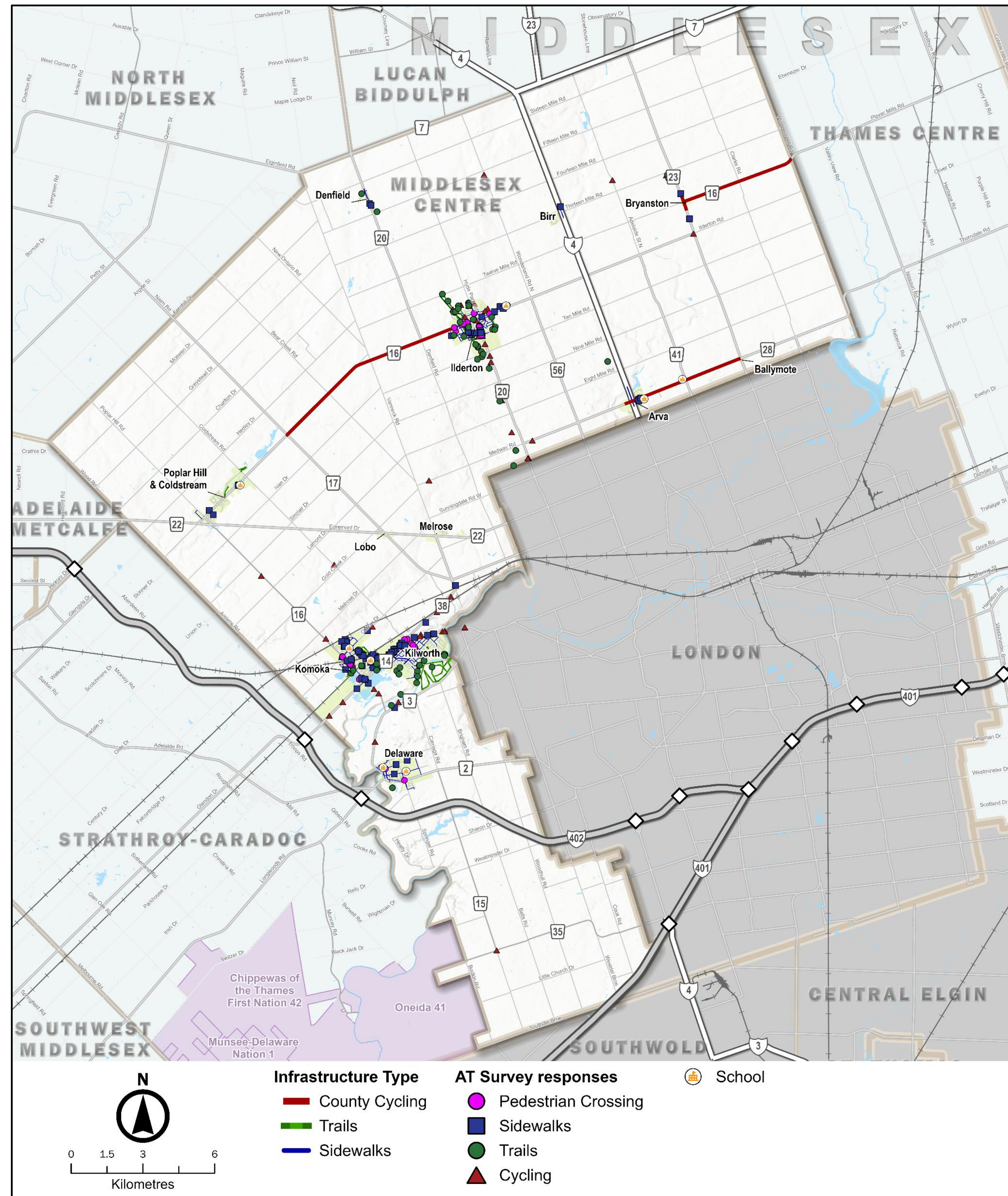
HAVE YOUR SAY



Building on What We've Heard So Far

Through the ATP's online mapping activity, participants provided hundreds of map pinpoints indicating where active transportation network expansion or improvements were most needed.

These pinpoints are shown on the map.



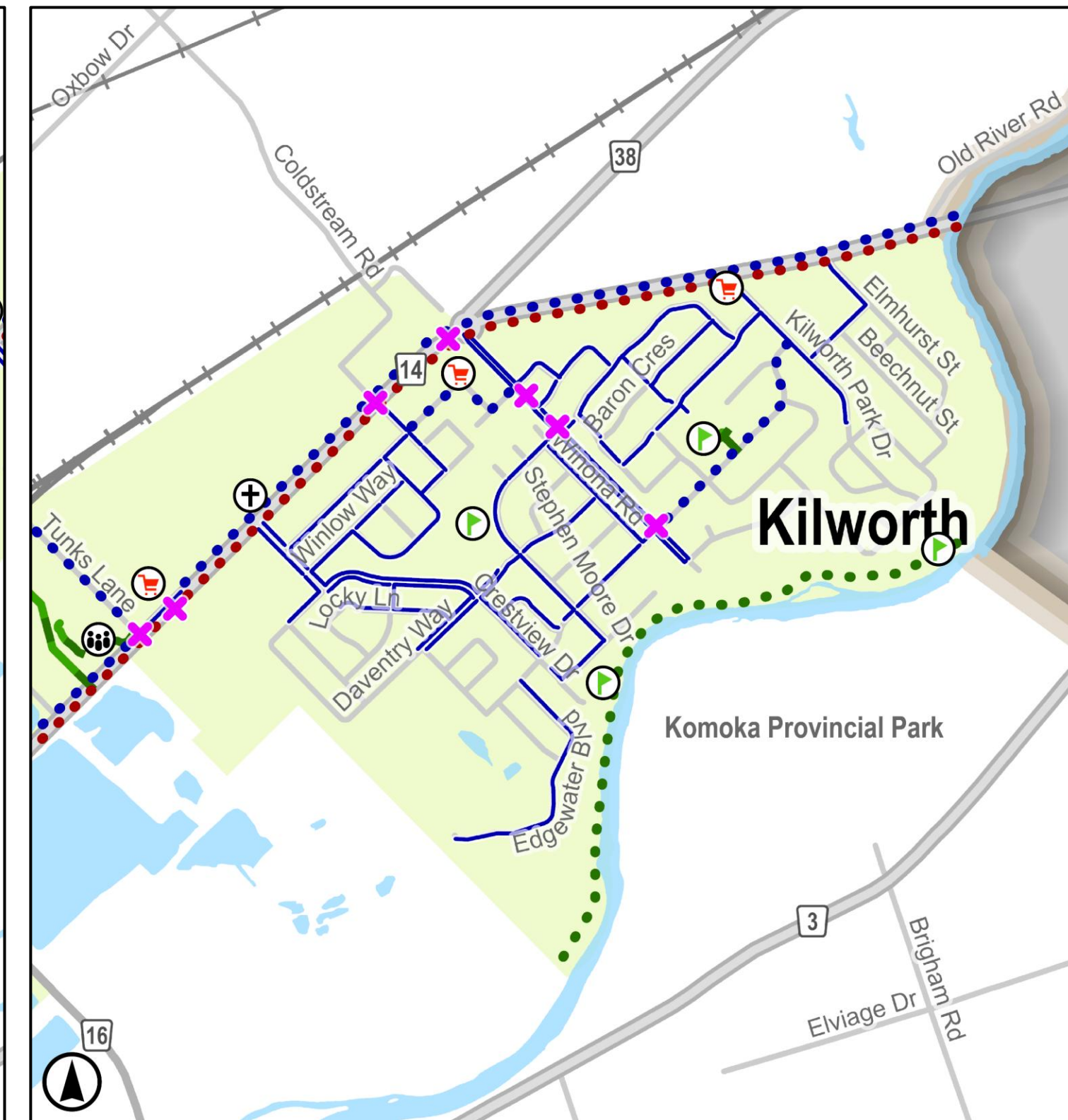
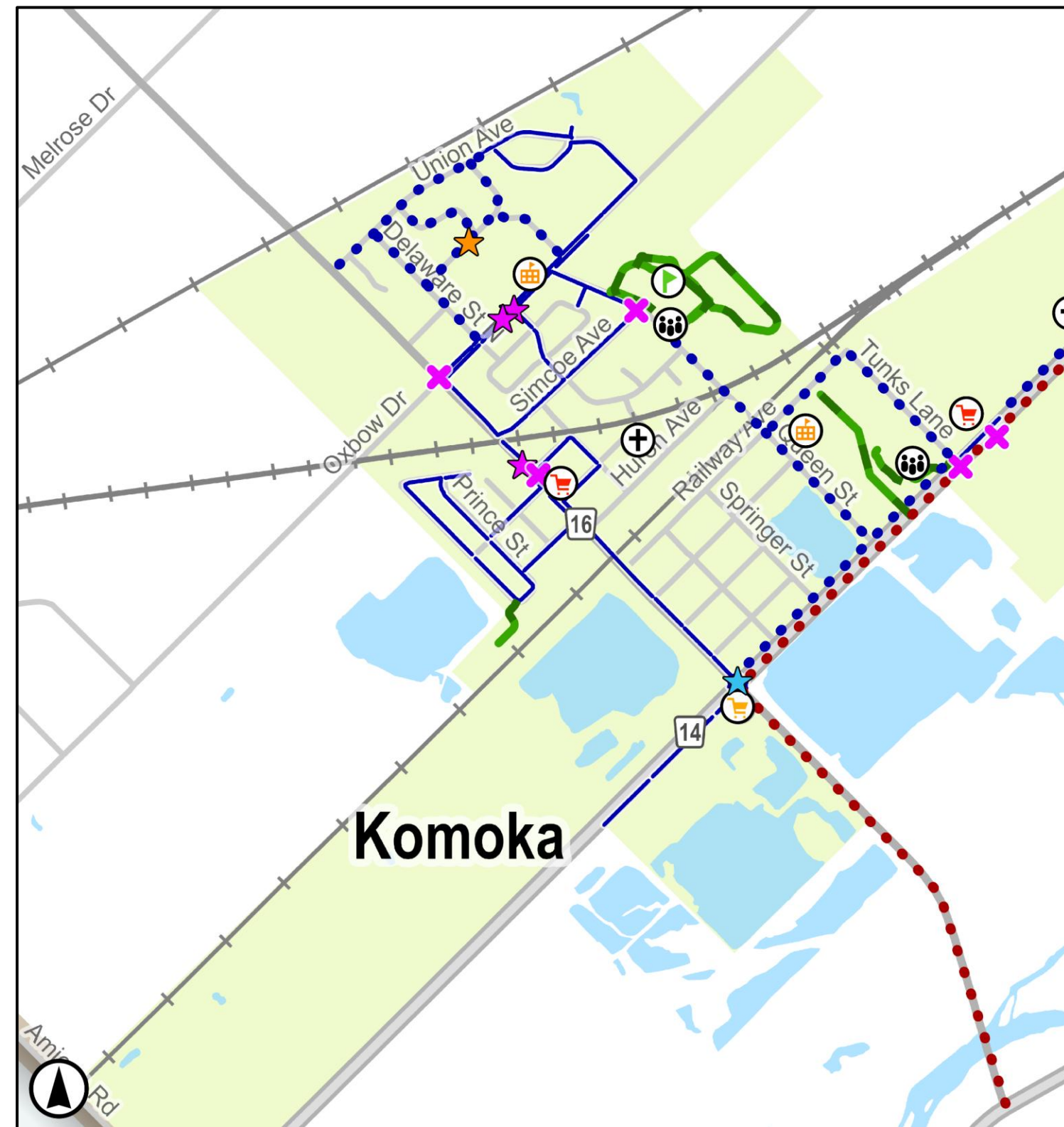
At the tabletop mapping activity, please confirm your support for identified priority active transportation connections, or help us identify other key connections for consideration.

HAVE YOUR SAY



Building on What We've Heard So Far

These maps indicate some of the priority active transportation gaps as identified via study engagement to date.



Community-Identified Priority for Expansion or Improvement

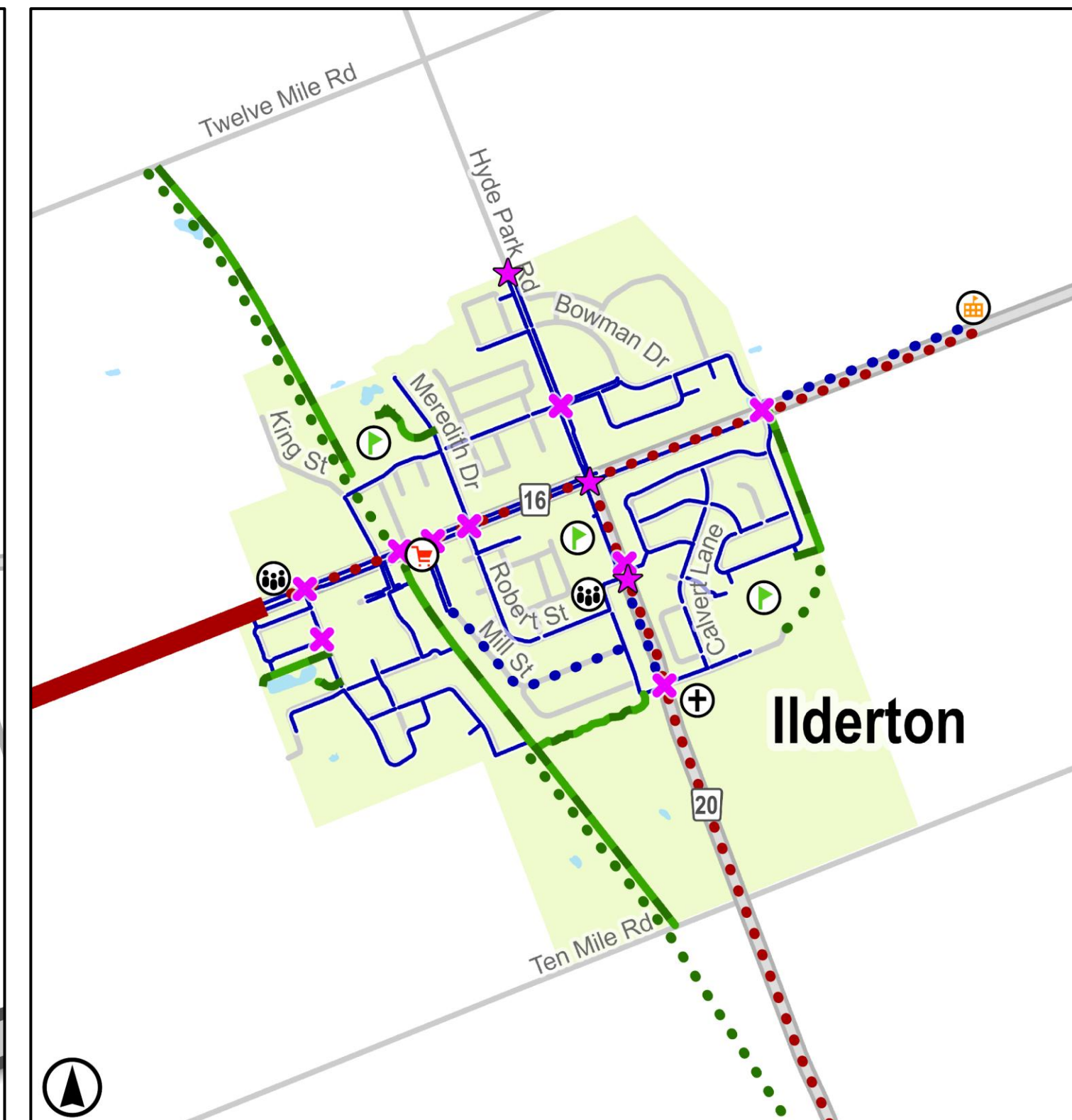
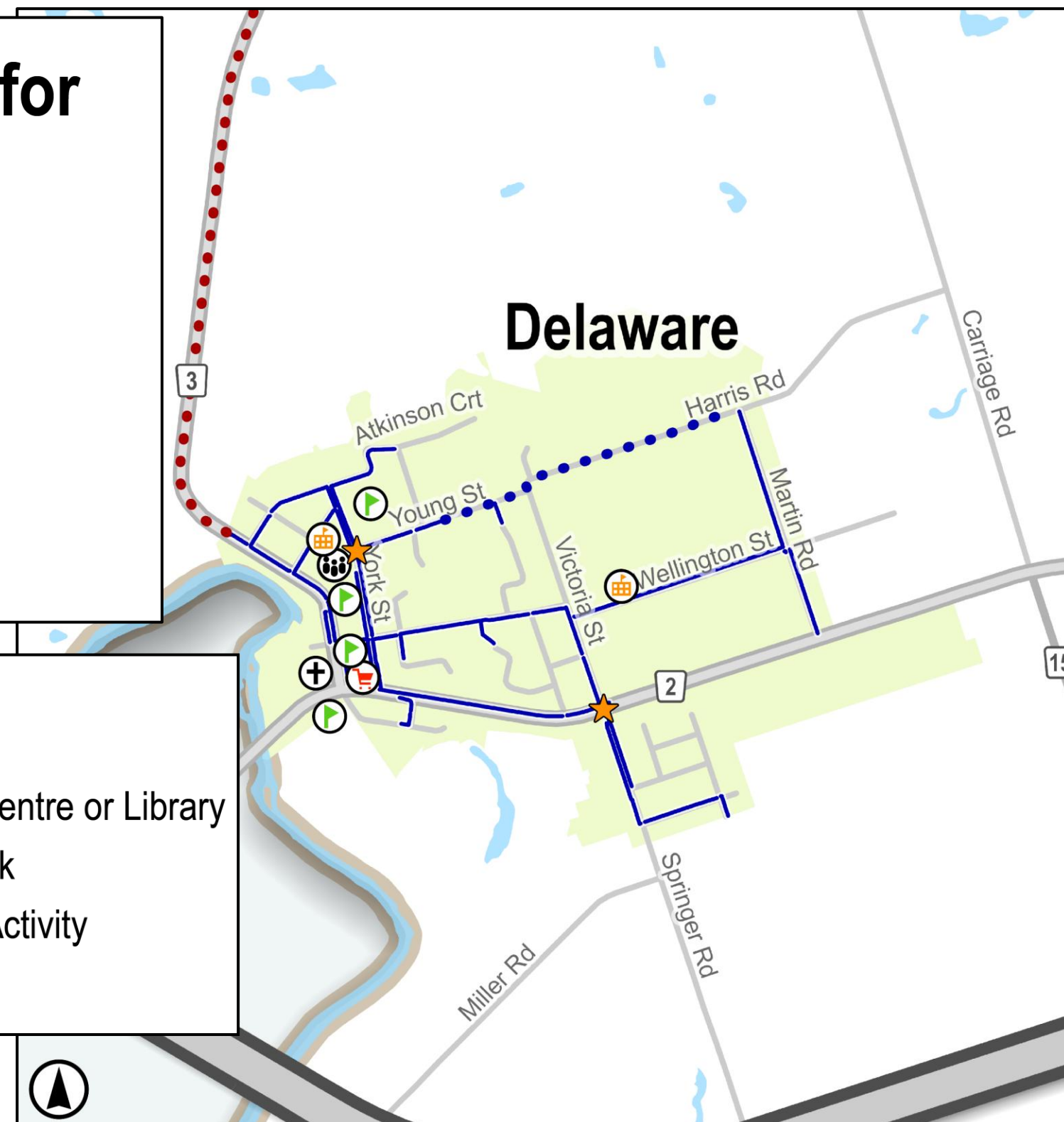
- ✕ Pedestrian Crossing
- Sidewalk
- Trail
- Cycling

Existing Network

- ★ School Crossing
- ★ Controlled Pedestrian Crossing (excluding stop signs)
- Sidewalk
- Trail
- County Cycling

Key Destination

- 🏫 School
- 🏠 Community Centre or Library
- 🌳 Municipal Park
- 🛒 Commercial Activity
- ✚ Church



At the tabletop mapping activity, please confirm your support for identified priority active transportation connections, or help us identify other key connections for consideration.

SELECTED ENGAGEMENT COMMENTS



PEDESTRIAN CROSSINGS: Must have a flashing light for crosswalk on Komoka Road. I walk my daughters to Parkview school and have had hundreds of cars drive through the crosswalk while we are waiting. | **Ward 4 resident**

TRAILS: I would like to see a trail from the rail tracks in Ilderton to Oxbow School. | **Ward 1 resident**

PEDESTRIAN CROSSINGS: A crosswalk is needed to cross Medway Road as Arva grows and traffic increases.
| **Ward 2 resident**

TRAILS: It is impossible to get to Coldstream Conservation Area without using Ilderton Road. The road is very busy and the speed limit fluctuates too often along the stretch between Coldstream Road and Egremont Drive. | **Ward 3 resident**

SIDEWALKS AND CYCLING: With the increased traffic around Delaware/ Komoka, having a bike lane or wide shoulder along Gideon ... and Komoka Road ...would be great - and much safer than it is now. | **Ward 5 resident**

SIDEWALKS AND CYCLING: Need for pedestrian and bike path from Old Kilworth to the Wellness Centre. Families with strollers, elderly and youth walking use the side of the road to access shopping and the Wellness Centre. It's so dangerous. | **Ward 4 resident**

