

# MIDDLESEX CENTRE ACTIVE TRANSPORTATION PLAN



Public Information Centre 2 – February 19, 2026  
**RECOMMENDED NETWORKS**

# WELCOME

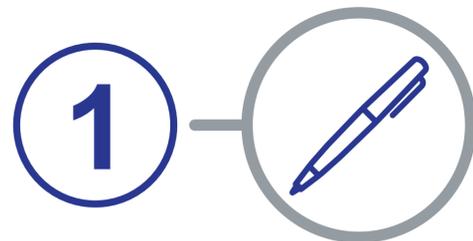


Thank you for attending the Public Information Centre for the Middlesex Centre **Active Transportation Plan**.



**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.

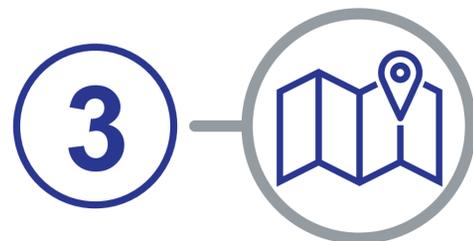
Please take this opportunity to learn about study progress and share your input. **At this point in the study, we are presenting draft recommended networks.**



**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.** Shape the plan by sharing feedback on the recommended network maps.



## MIDDLESEX CENTRE ACTIVE TRANSPORTATION PLAN

Study information available at [middlesexcentre.ca/atp](https://middlesexcentre.ca/atp)

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

### Andrew Giesen

Transportation Manager  
Municipality of Middlesex Centre  
10227 Ilderton Road  
Ilderton, ON N0M 2A0  
519 666-0190 ext. 5253  
[giesen@middlesexcentre.ca](mailto:giesen@middlesexcentre.ca)



### Anna Mori

Consultant Project Manager  
Arcadis  
55 St. Clair Avenue West, 7th Floor  
Toronto, ON M4V 2Y7  
[anna.mori@arcadis.com](mailto:anna.mori@arcadis.com)



# STUDY OVERVIEW



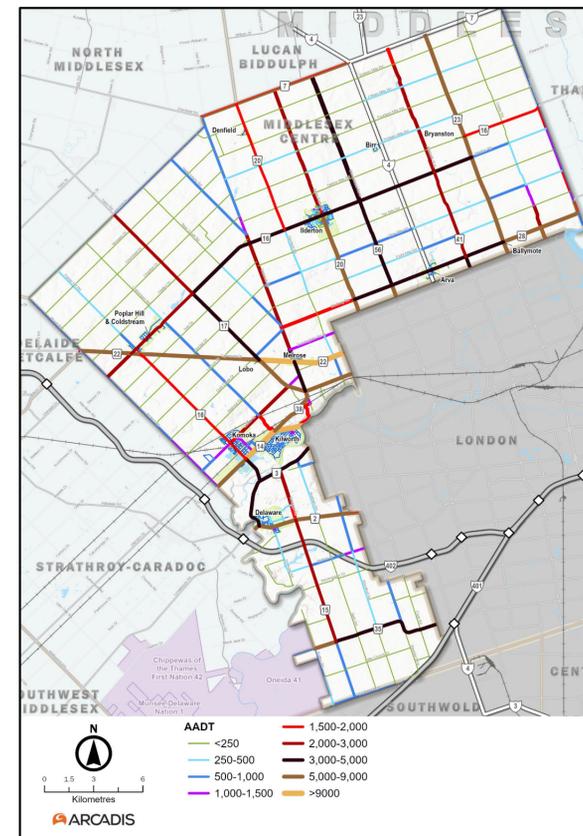
## What is the Active Transportation Plan?

The Municipality of Middlesex Centre is developing an Active Transportation Plan (ATP) to guide the development of cycling routes, trails, sidewalks and pedestrian crossings.

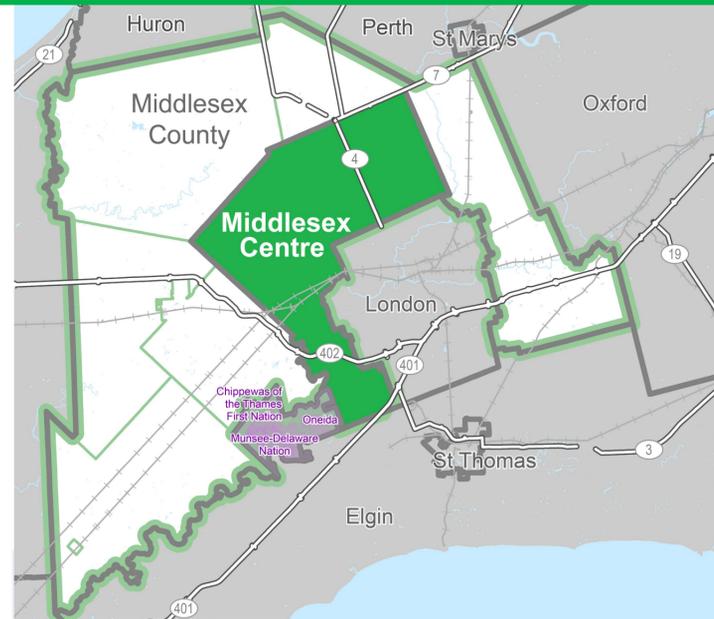
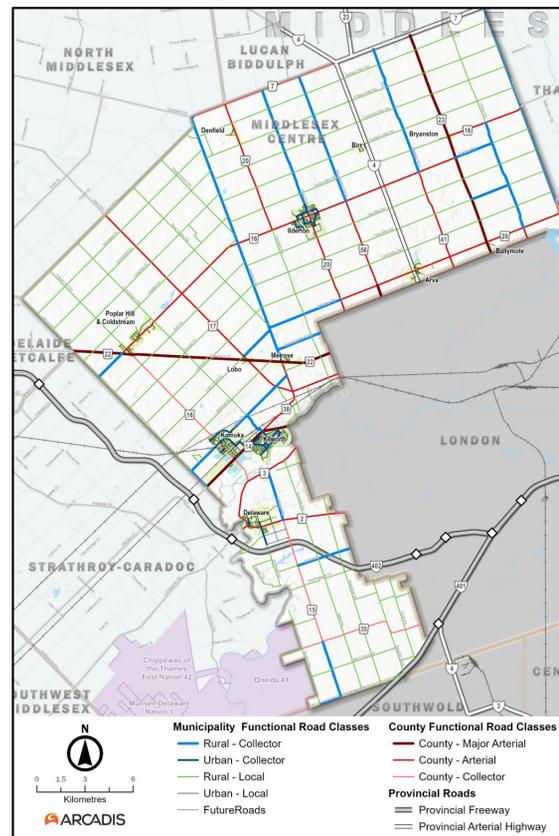
## What informed the ATP?

Together with your input, the ATP study considered many factors in seeking to develop suitable and connected active transportation networks: vehicular traffic volumes, maintaining consistency with the Municipality's functional road classes, and more.

### Traffic Volumes



### Road Classification



## Study Timeline



**EXISTING CONTEXT AND PRIORITIES**  
PUBLIC CONSULTATION 1 – NOVEMBER 2025



**DESIGN GUIDELINES**  
WINTER 2025-26



**NETWORK DEVELOPMENT**  
PUBLIC CONSULTATION 2 – FEBRUARY 2026



**NETWORK PHASING AND FINAL PLAN**  
MARCH 2026

## Policy Alignment

The ATP builds on the Municipality's 2014 *Trails Master Plan* and its 2024 *Transportation Master Plan*, and aligns with policies of the Municipality's 2025 *Official Plan* by providing additional detail in cycling and pedestrian network infrastructure planning.

The ATP also considers the current AT plans of adjacent municipalities. It also builds on existing initiatives such as continuing traffic and active transportation improvements along Glendon Drive (County Road 14).



Of note, in fall 2025, Middlesex County adopted a **Community Safety Zones Policy**, whereby areas along County roads can be

designated as being of special public safety concern due to increased pedestrian activity and nearby community spaces, such as schools and parks.



The Vision is carried forward from the **2024 Transportation Master Plan**. All study recommendations 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

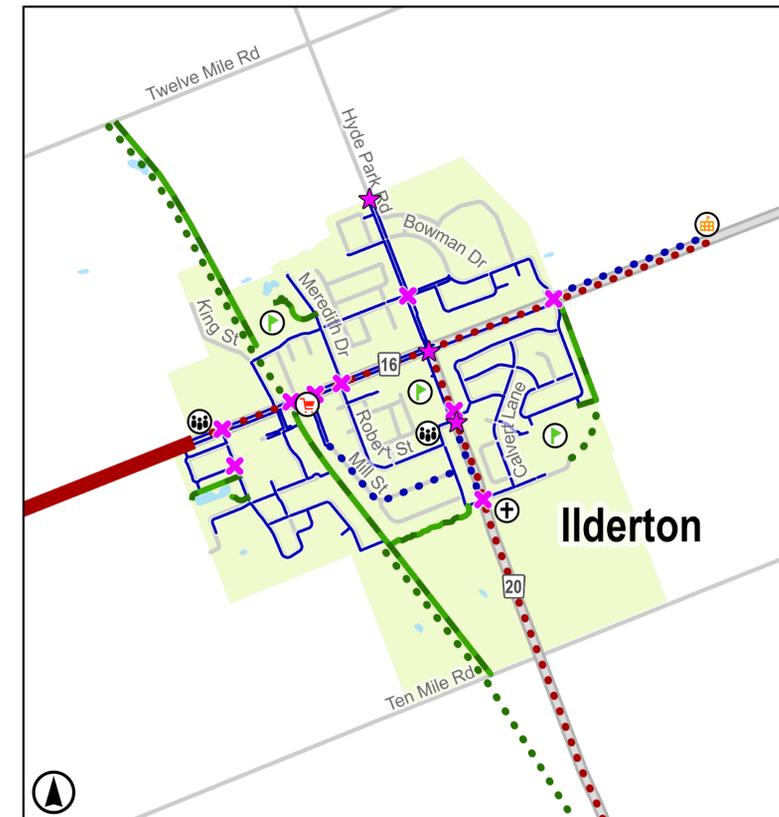
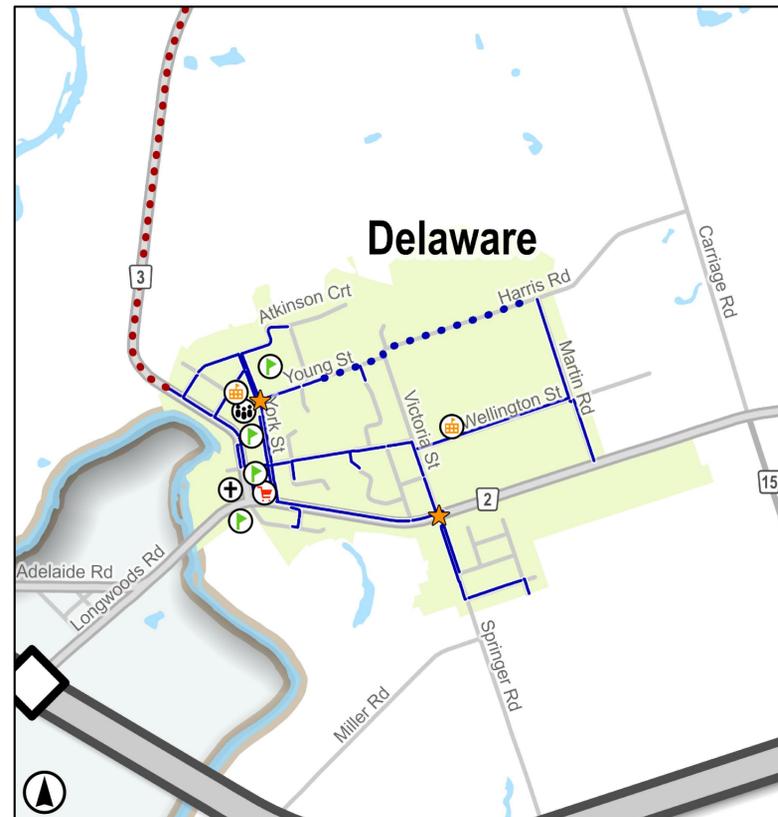
1. Make walking and cycling more attractive, comfortable and convenient through the provision of **well-connected active transportation networks** for people of all ages and abilities.
  - Prioritize active transportation access to education, employment and other key activities – connecting residents 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.

# BUILDING ON PUBLIC INPUT



These maps show some of the **community-identified** priority active transportation gaps as identified by participants of an online mapping activity, where over 140 map points were received.

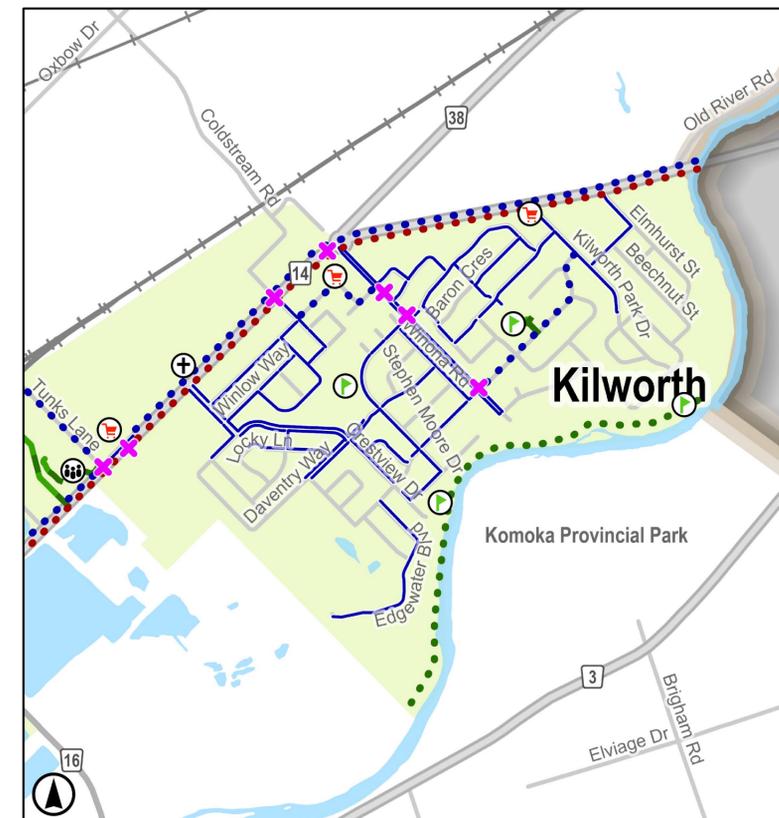
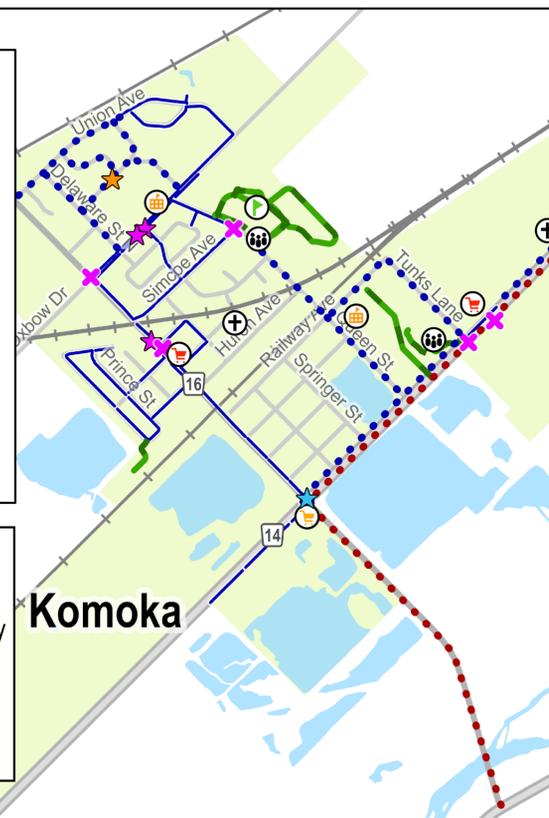
These inputs helped inform the development of the study's draft recommended networks.



**Community-Identified Priority for Expansion or Improvement**

- ✕ Pedestrian Crossing
- Sidewalk
- Trail
- Cycling

Existing Network	Key Destination
<span style="color: orange;">★</span> School Crossing	School
<span style="color: magenta;">★</span> Controlled Pedestrian Crossing (excluding stop signs)	Community Centre or Library
<span style="color: blue;">—</span> Sidewalk	Municipal Park
<span style="color: green;">—</span> Trail	Commercial Activity
<span style="color: red;">—</span> County Cycling	Church



## YOU SAID IT

“ Create a trail link to London, and build a sidewalk connection to Oxbow Public School.   
– *Ward 1 resident*

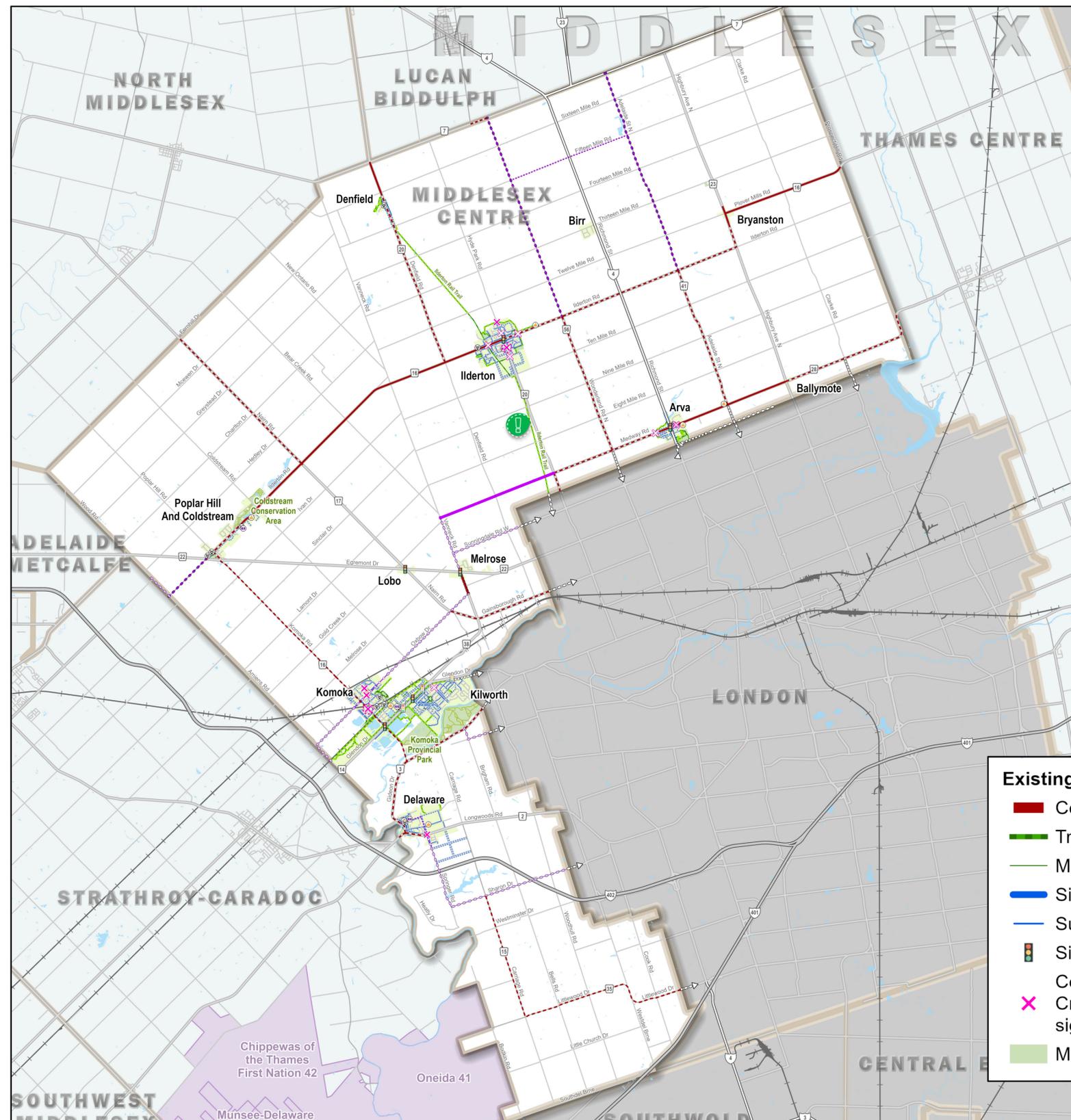
Let's get cycling lanes everywhere to help with the transition to being more green.   
– *Ward 4 resident*

Sidewalks on Queen St in Komoka are a must. Many people walk in this community and it would be nice to be able to do it more safely.   
– *Ward 4 resident*

Move forward with the rail trail from the City of London to Denfield. This would be a very well used system connecting neighbouring municipalities and communities.   
– *Ward 3 resident*

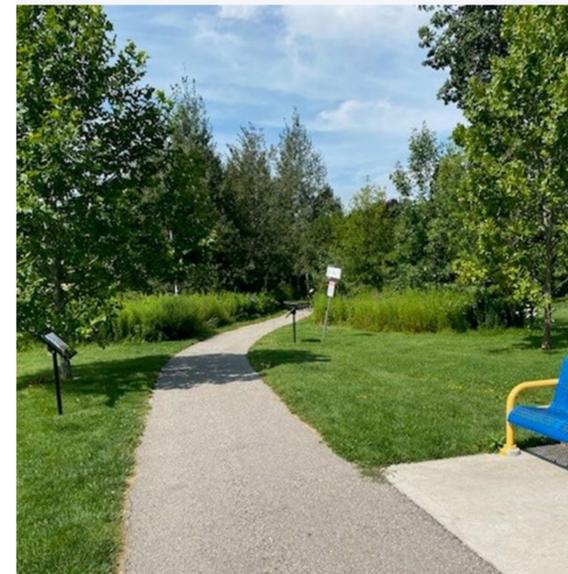


# DRAFT RECOMMENDED NETWORKS



## ILDERTON RAIL TRAIL

Advancing a suitable and direct cycling route between Ilderton and London would open important recreational, transportation, social and economic opportunities for Middlesex Centre residents and visitors, and was identified as a priority in the Council-adopted *Transportation Master Plan (2024)*.

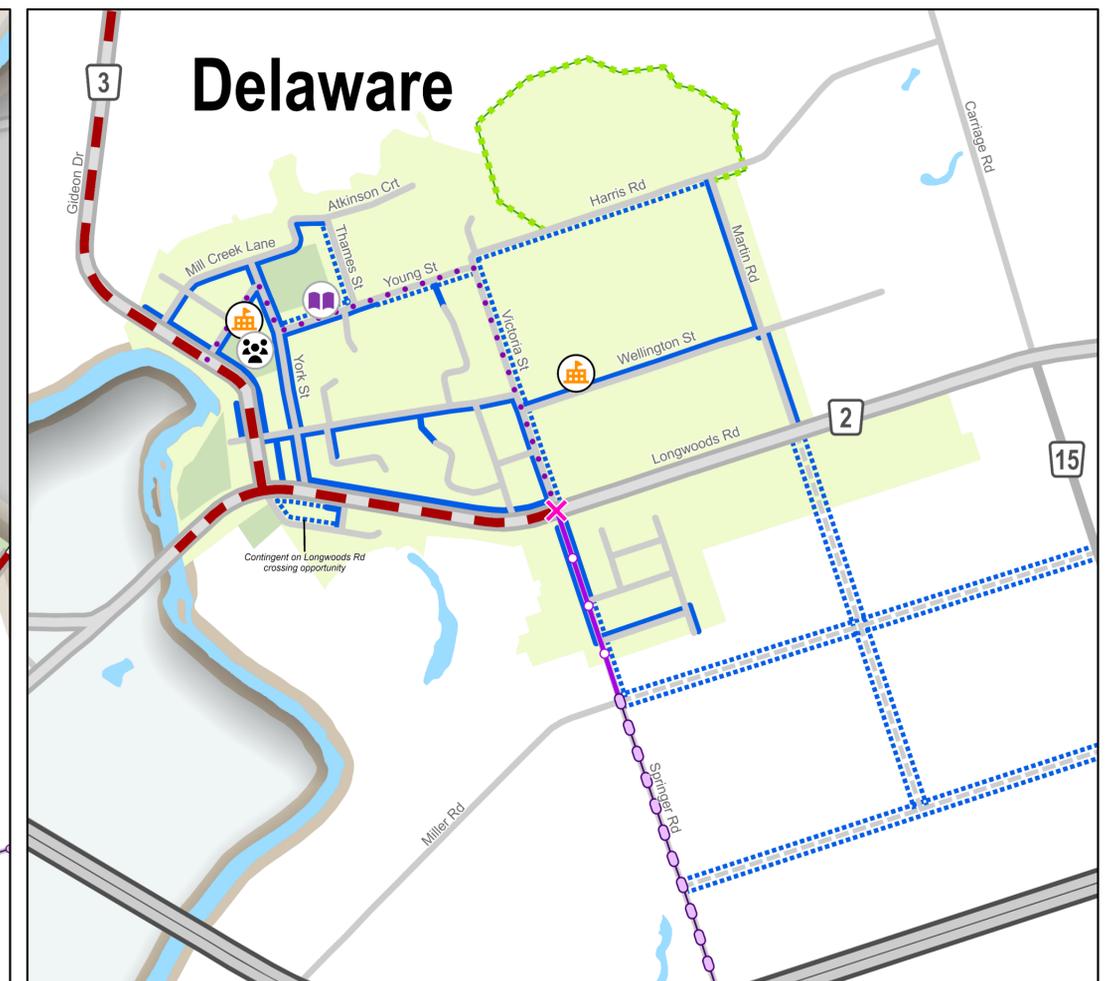
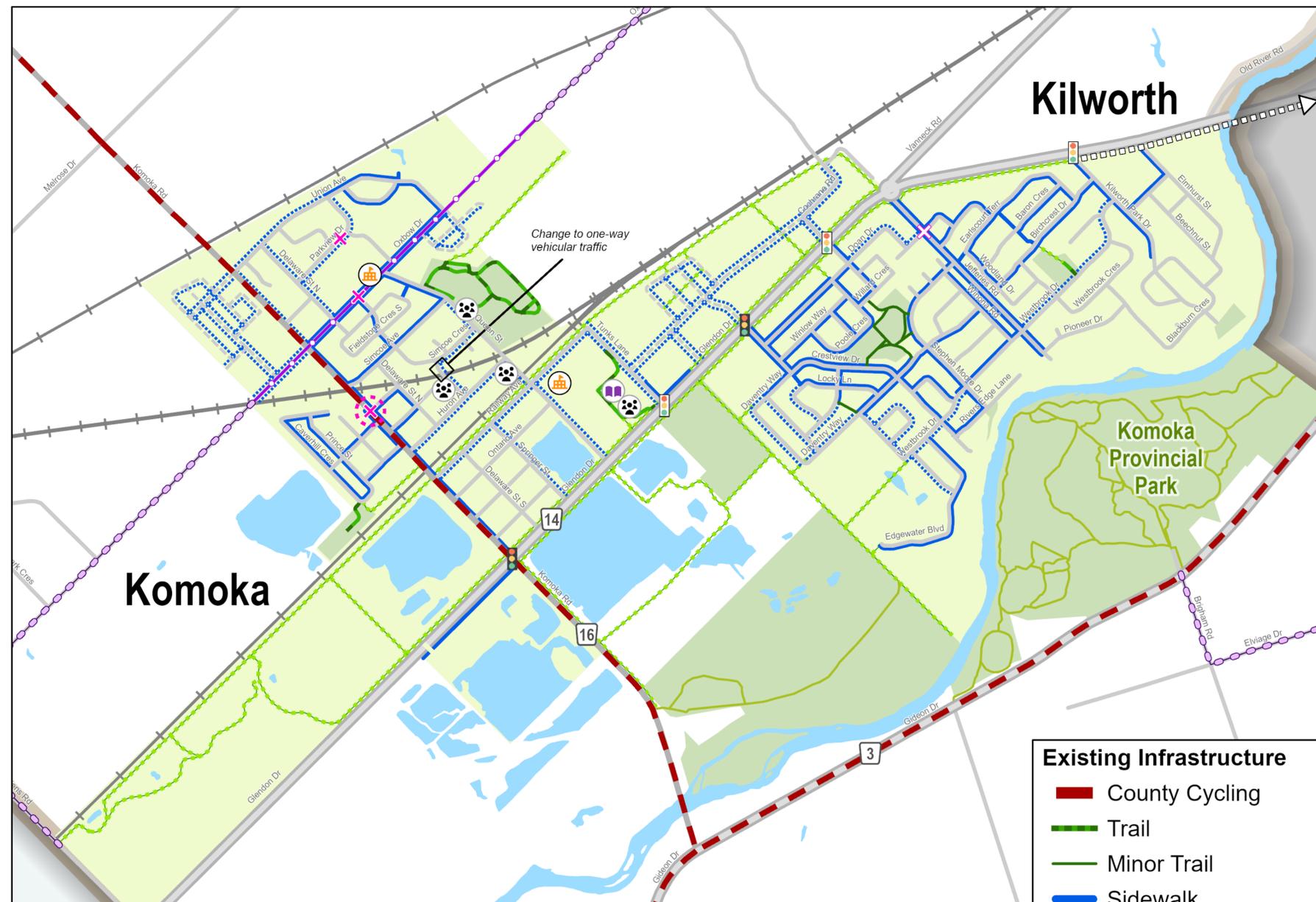


Extending the current Ilderton rail trail to London would align with the City of London's near-term plans to advance the rail trail from Fanshawe Park Road north to Sunningdale Road, and then potentially to its north boundary. In the longer term, the trail would also extend north to Denfield.

Existing Infrastructure	Planned Infrastructure	Recommended Infrastructure	External Connections
County Cycling	Controlled Pedestrian Crossing	Controlled Pedestrian Crossing	Desired
Trail	Traffic Signalization	Pedestrian Crossing Improvement	Planned
Minor Trail	County Cycling Route		
Sidewalk	Future Road		
Substandard Pedestrian Path			
Signalized Intersection			
Controlled Pedestrian Crossing (excluding stop signs)			
Municipal Park			
	Multi-Use Trail		
	Sidewalk		
	Substandard Sidewalk Upgrade		
	Buffered Paved Shoulder		
	Paved Shoulder		
	Bikeway		
	Signed Route		

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

# DRAFT RECOMMENDED NETWORKS



At the tabletop maps, please confirm your support for the draft recommended networks or tell us any changes you would like to see, and let us know which connections should be prioritized.



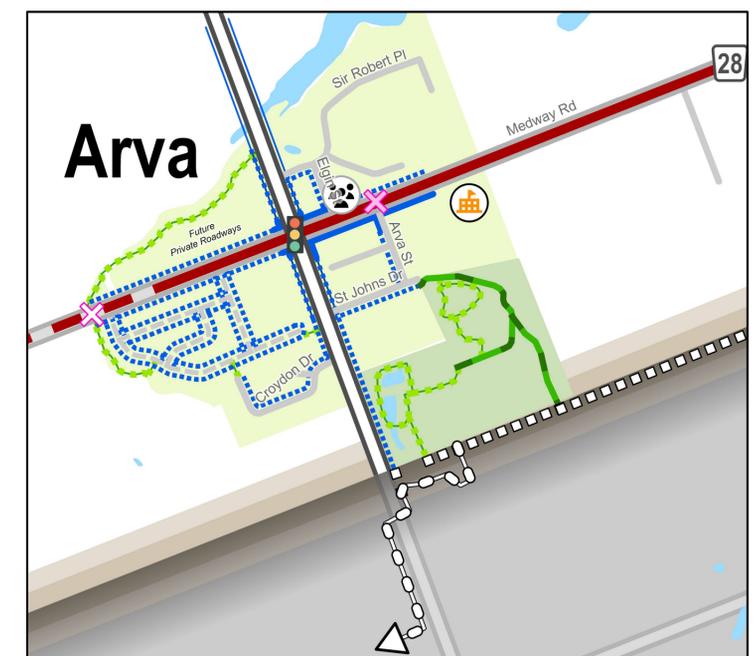
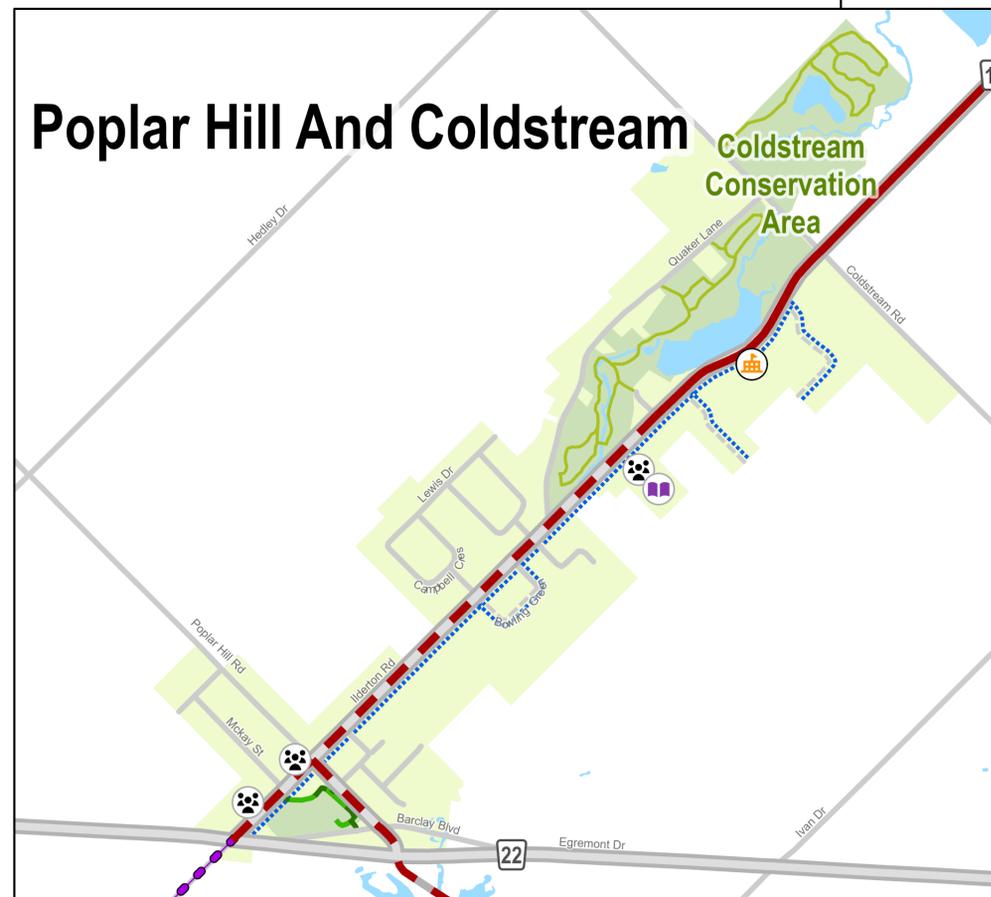
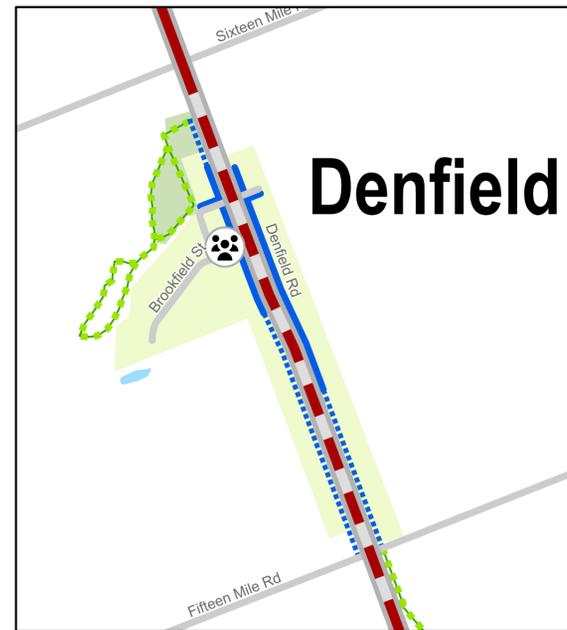
Existing Infrastructure	Planned Infrastructure	Recommended Infrastructure	External Connections
County Cycling	Controlled Pedestrian Crossing	Controlled Pedestrian Crossing	Desired
Trail	Traffic Signalization	Pedestrian Crossing Improvement	Planned
Minor Trail	County Cycling Route		
Sidewalk	Future Road		
Substandard Pedestrian Path	Multi-Use Trail		
Signalized Intersection	Sidewalk		
Controlled Pedestrian Crossing (excluding stop signs)	Substandard Sidewalk Upgrade		
Municipal Park	Buffered Paved Shoulder		
	Paved Shoulder		
	Bikeway		
	Signed Route		

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

# DRAFT RECOMMENDED NETWORKS



At the tabletop maps, please confirm your support for the draft recommended networks or tell us any changes you would like to see, and let us know which connections should be prioritized.



Existing Infrastructure	Recommended Infrastructure
County Cycling	Controlled Pedestrian Crossing
Trail	Pedestrian Crossing Improvement
Minor Trail	Multi-Use Trail
Sidewalk	Sidewalk
Substandard Pedestrian Path	Substandard Sidewalk Upgrade
Signalized Intersection	Buffered Paved Shoulder
Controlled Pedestrian Crossing (excluding stop signs)	Paved Shoulder
Municipal Park	Bikeway
<b>Planned Infrastructure</b>	Signed Route
Controlled Pedestrian Crossing	<b>External Connections</b>
Traffic Signalization	Desired
County Cycling Route	Planned
Future Road	



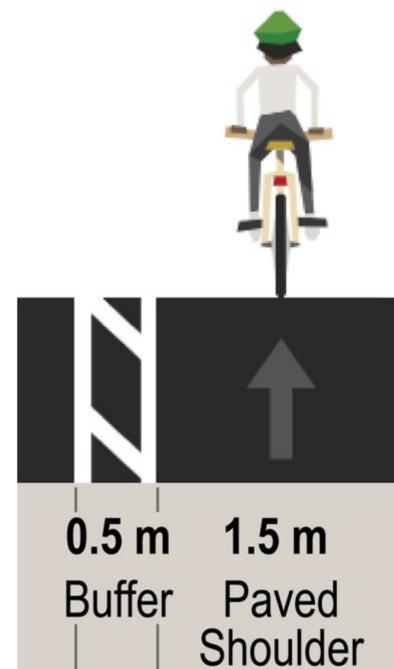
## Increased Sidewalk Widths

All new sidewalks (and retrofit sidewalks where feasible) in Middlesex Centre will have a minimum width of **1.8 m** – an increase from the current minimum of 1.5 m.

## Cycling Routes/Facilities

The selection of an appropriate cycling route/facility depends on the roadway's urban vs. rural roadway context, posted speeds, traffic volumes, sight lines, and more.

In rural contexts, a **paved shoulder** or **buffered paved shoulder** is typically appropriate for a designated cycling route, given posted speeds and traffic volumes, though sometimes increased separation via a multi-use path is needed.



Source: Streetmix.ca, measurements added

## Controlled Pedestrian Crossings

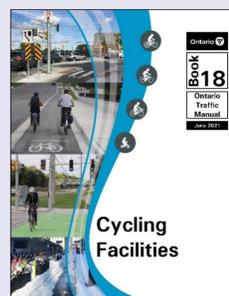
**Controlled pedestrian crossings** require vehicles to stop or yield to traffic and can make crossing roadways much safer.

At **uncontrolled pedestrian crossings**, pedestrians are required to wait for a suitable gap in traffic prior to crossing the roadway.

Types of controlled pedestrian crossings are as follows, listed in order of increasing complexity of roadway conditions:

- **Supervised school crossings** (considered to be controlled crossings *only when a crossing guard is present*)
- **Stop or yield-controlled intersections**
- **Pedestrian crossovers** (“PXOs” – various types, examples below)
- **Traffic signals**

The main factors in selecting an appropriate pedestrian crossing type, where warranted, are posted speeds, the width of roadway to cross, visibility/ sight lines, vehicular volumes, pedestrian crossing volumes, pedestrian “desire lines”, and distance to nearest controlled crossings.



*Ontario Traffic Manual Book 18: Cycling Facilities* (Ministry of Transportation of Ontario, 2021) is a key reference to help inform the selection and design of cycling routes/facilities to support “**interested but concerned**” cyclists – those who have a strong preference for lower-stress riding environment that can be provided through separated facilities, or low-traffic and low-speed shared-use streets.

### School Crossing



### PXO Level 2 – Type C



### PXO Level 2 – Type B



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