

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



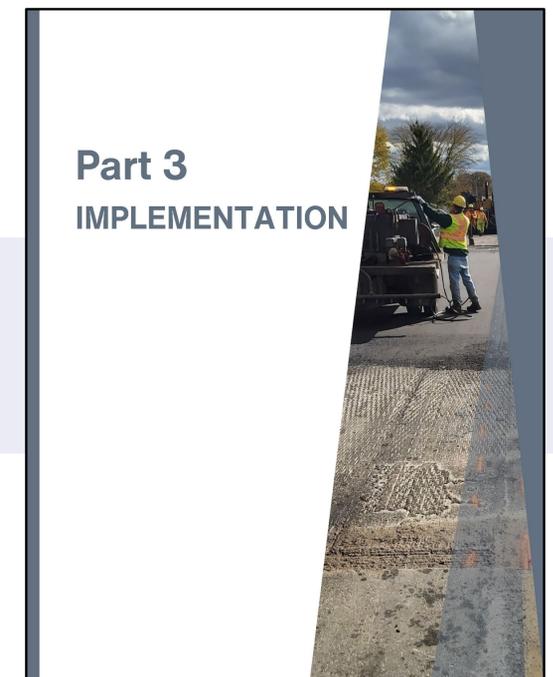
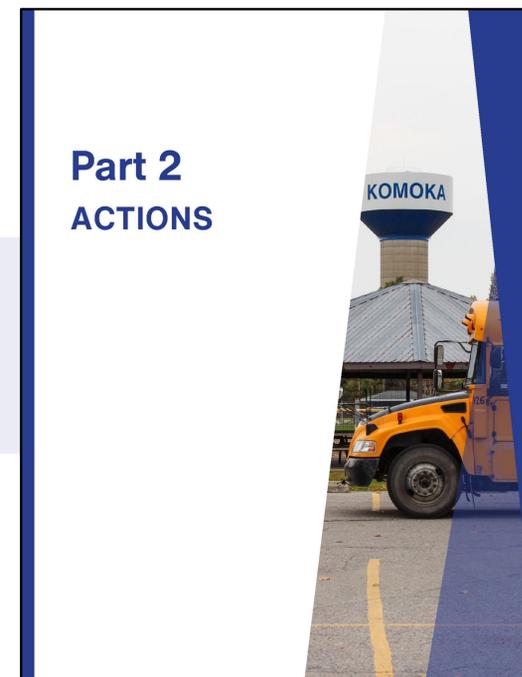
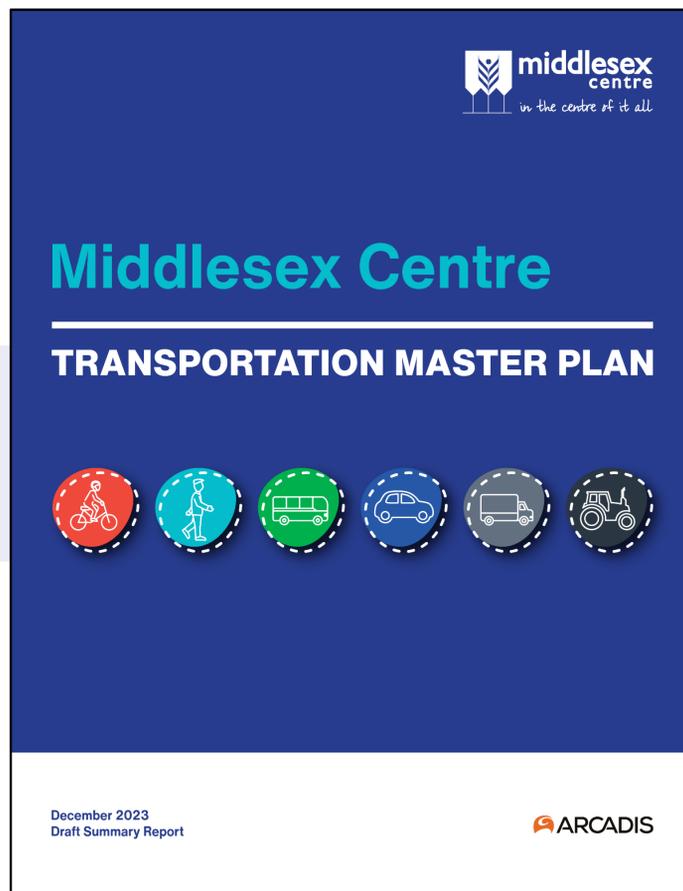
Study Overview and Process



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.



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

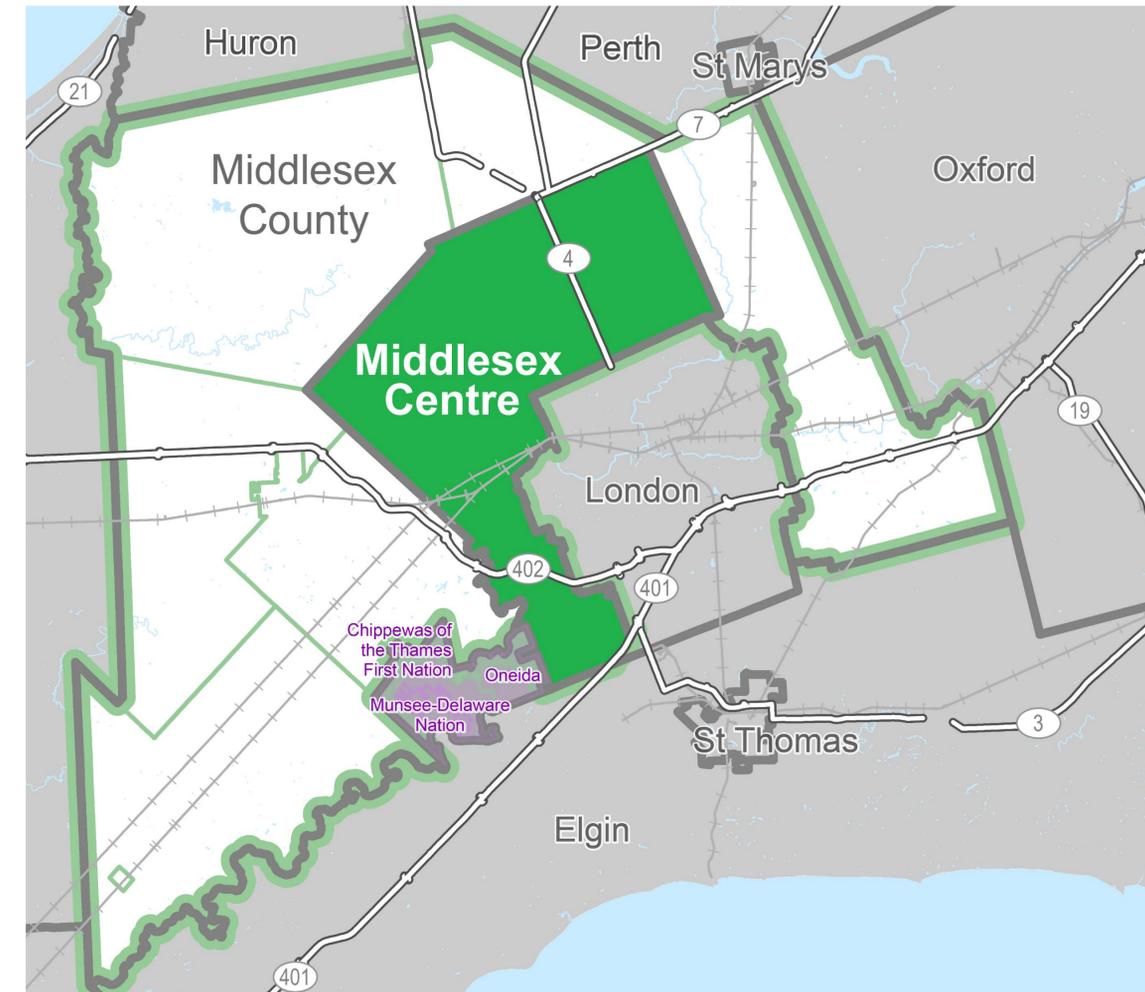
Policy and Planning Alignment



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



Middlesex Centre

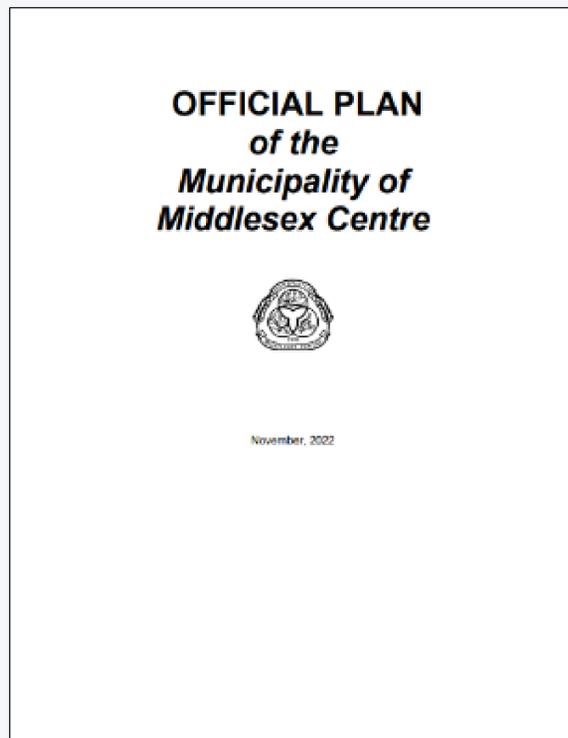
- Strategic Plan
- Official Plan
- Trails Master Plan
- Vision Zero
- Servicing Master Plan

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



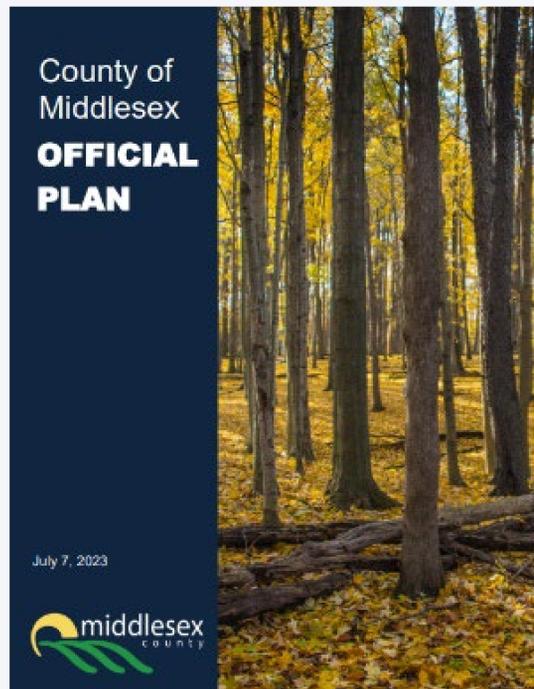
Together, the OP and TMP provide a **blueprint for transportation** priorities and growth management, long-term planning, and funding of transportation networks.



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

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.

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



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 Provincial 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

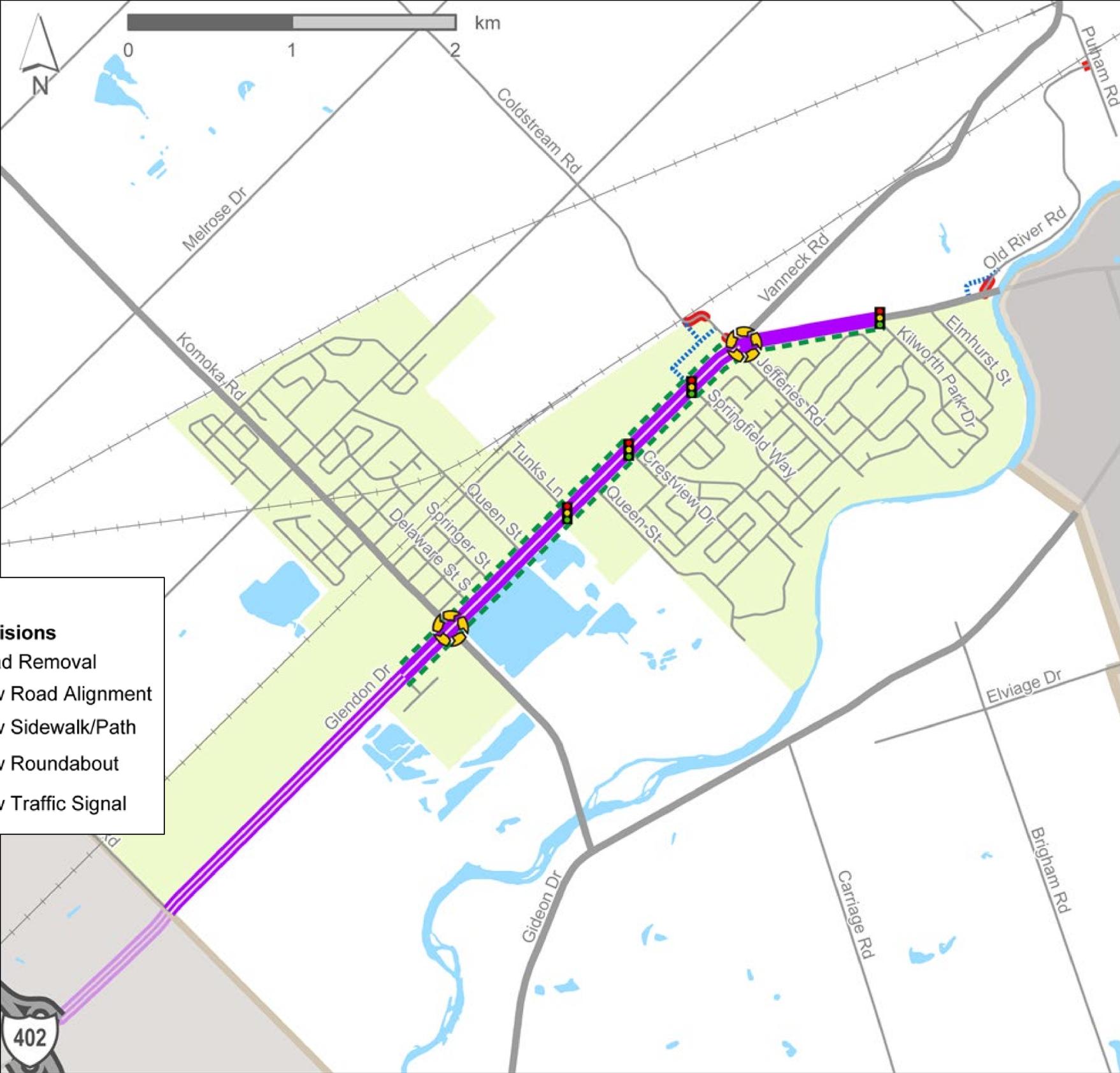
- Stormwater management
- Road surface conversion policy
- Electric vehicle charging infrastructure
- Travel Demand Management strategy

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.



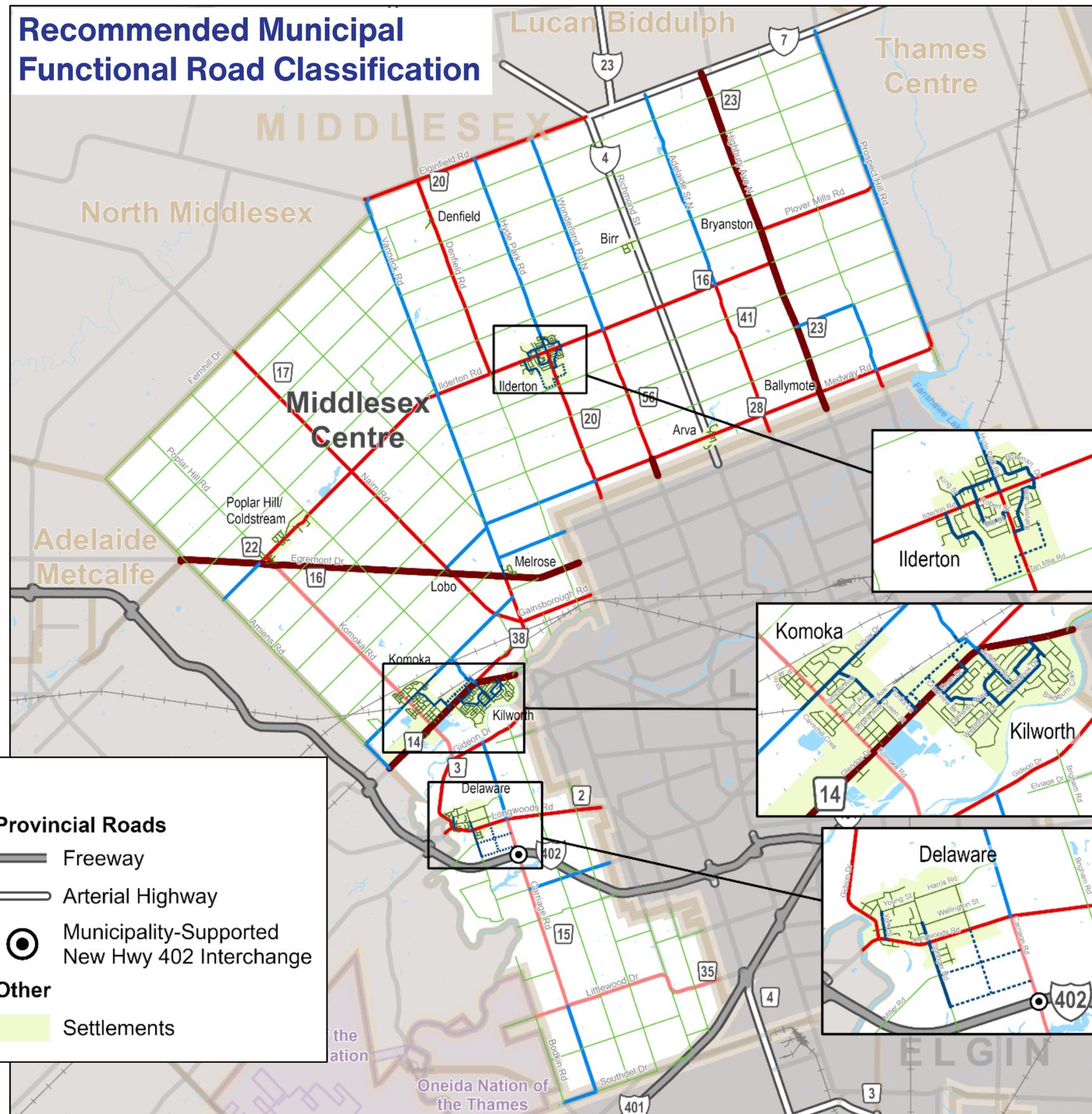
Legend

Settlements	Road Widening	Road Revisions
Existing Road Alignment	2 Lanes with Centre Passing Lane	Road Removal
Provincial Freeway	2 Lanes with Centre	New Road Alignment
County Road	2 Lanes - No Median	New Sidewalk/Path
Local Road		New Roundabout
		New Traffic Signal

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

Road Classification Actions:

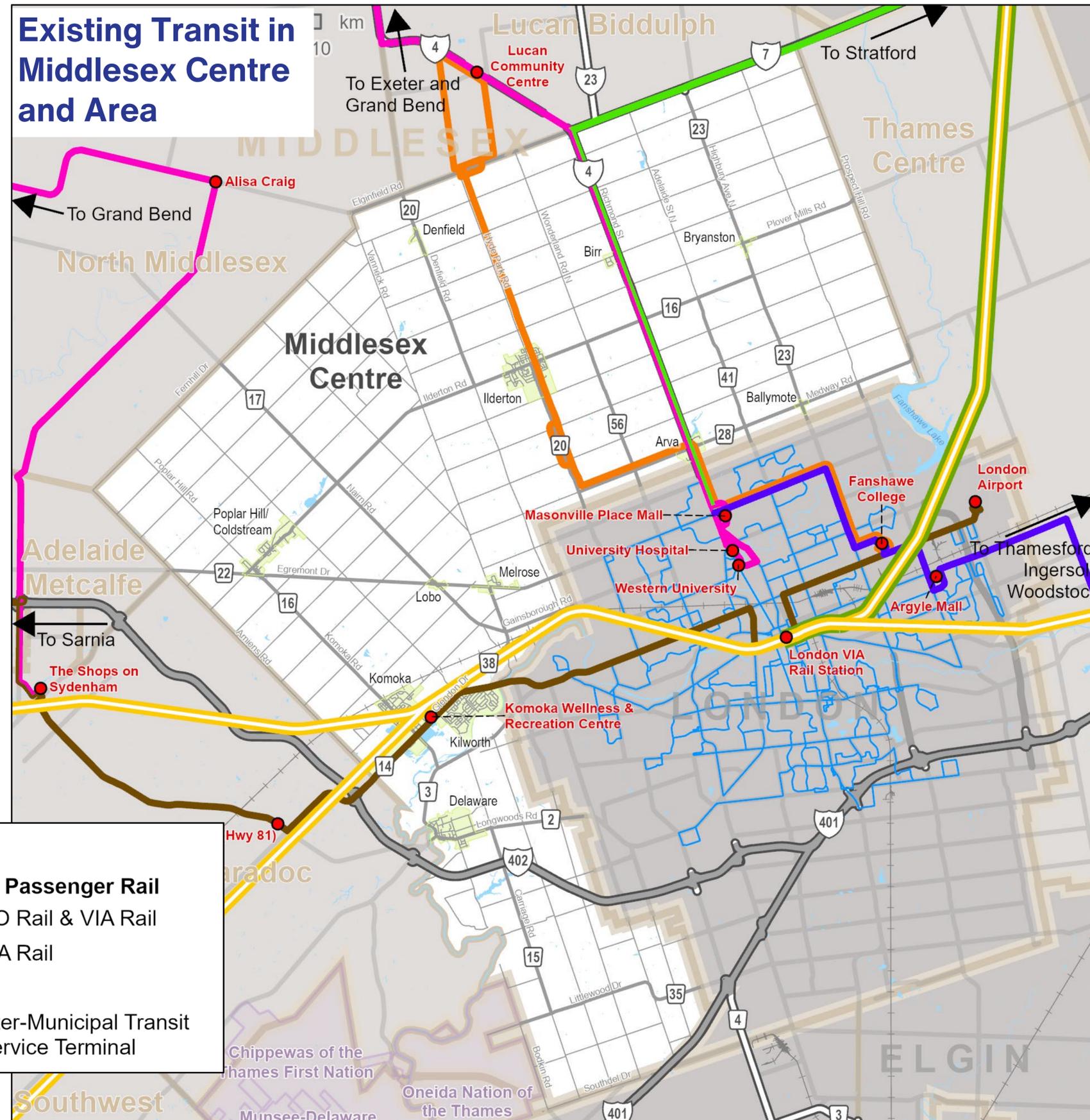
- Adopt a new **road classification framework** and map including designations for urban and rural roads
- **Implement upgrades** to existing roads identified as collector roads
- Encourage the County to update County functional road classification and associated design standards for **greater recognition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



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



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

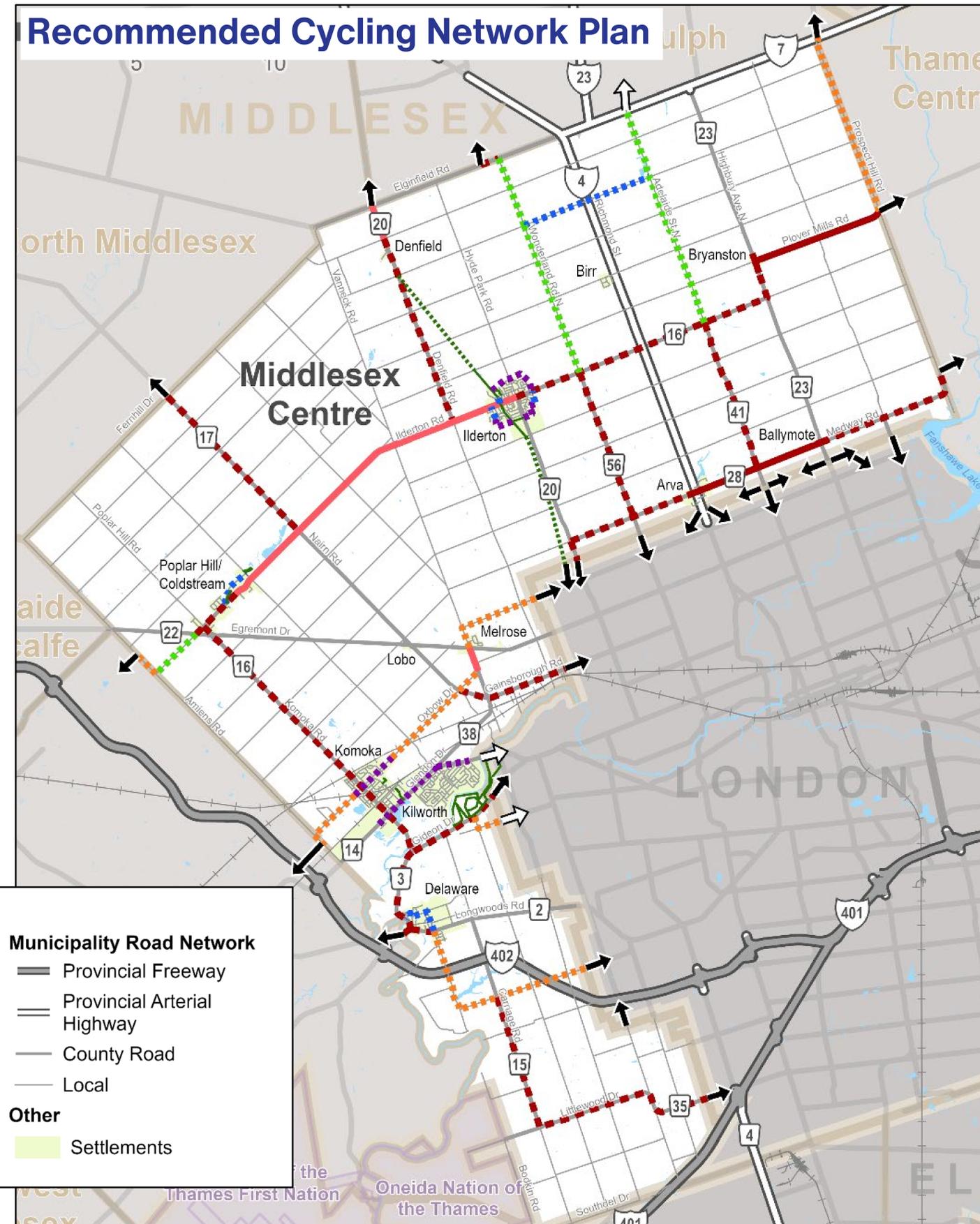
Pedestrians

- Pedestrian crossing guidance and implementation
- Sidewalk implementation and prioritization

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

Cycling Actions:

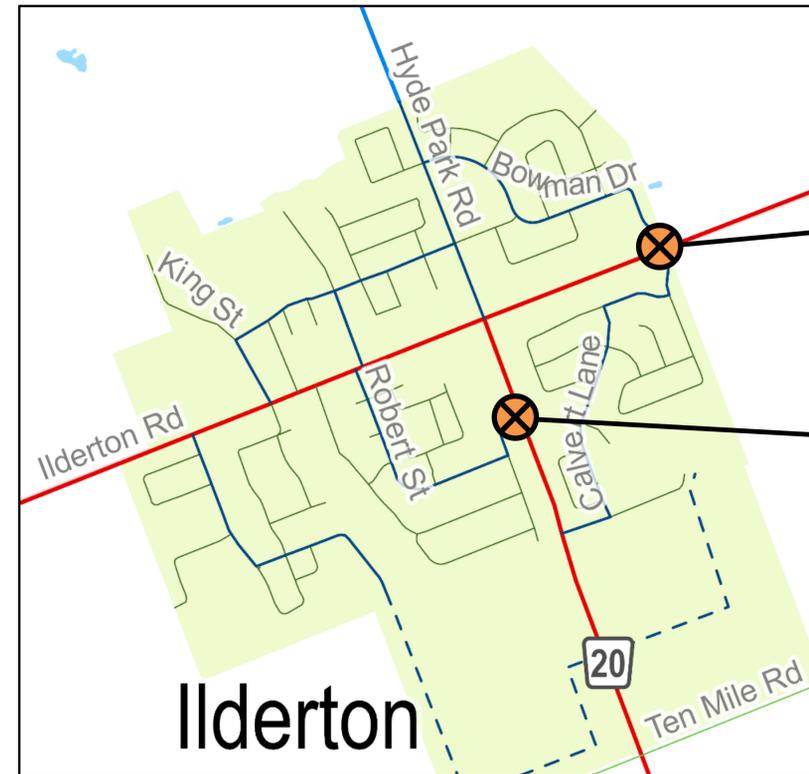
- Update **design guidelines** to latest Provincial guidance (OTM Book 18)
- Adopt the updates to the **County Cycling Network Plan** – Municipality routes
- Support **County Road** cycling implementation
- Advancing **cycling network priorities**:
 - Ilderton Road (CR 16) between Ilderton and Oxbow 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)**



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

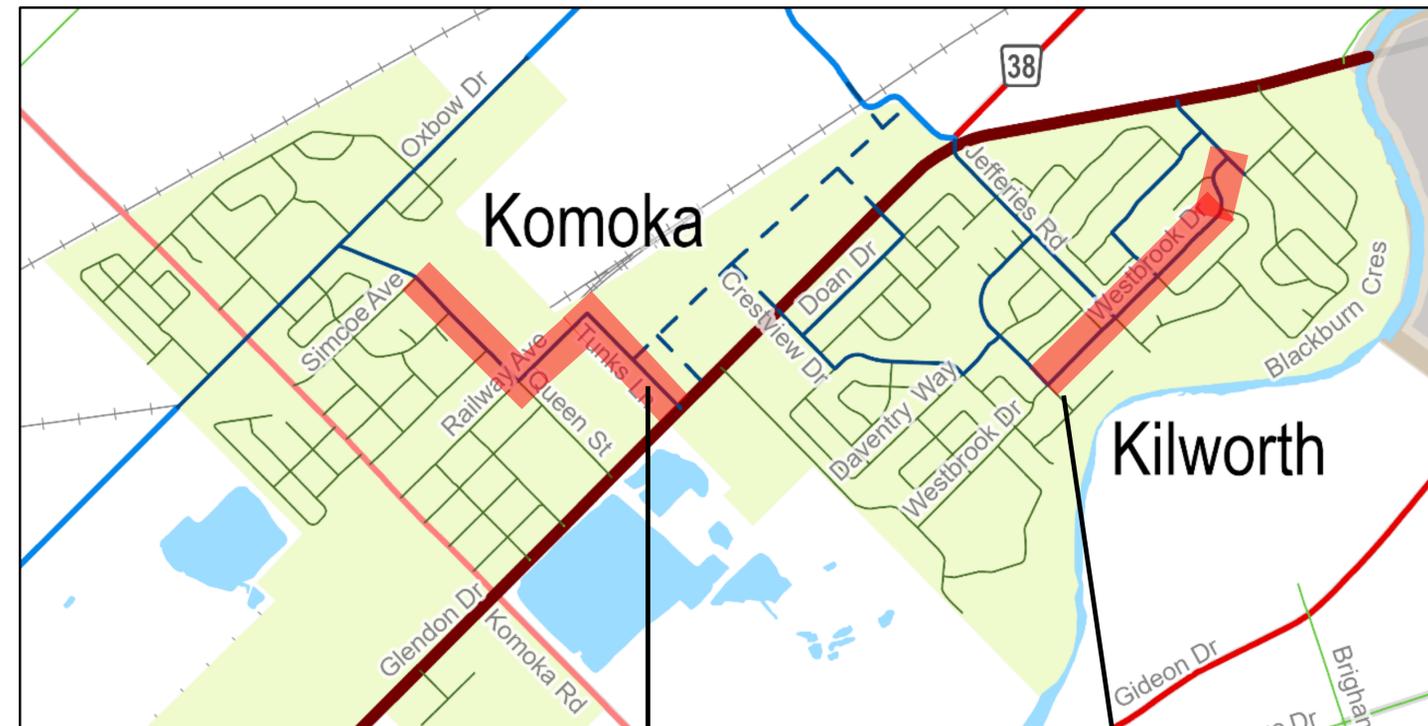


CR 2 at Springer Road/
Victoria Street

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

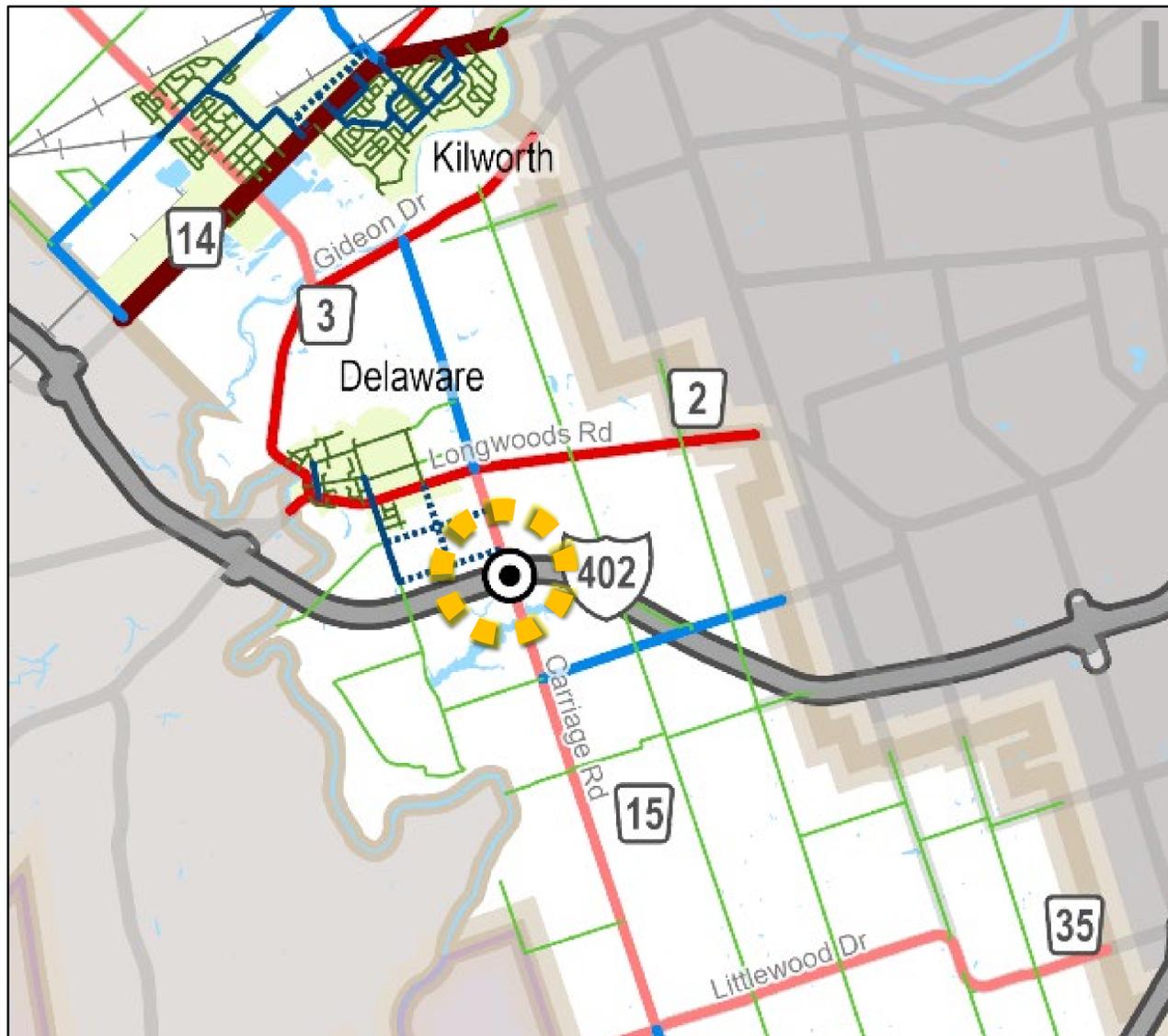
Parking Supply

- Municipal Parking Supply

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 transfer station**.
- Consider **farm equipment** in the design and maintenance of rural roads



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)
<p>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.</p>	<p>Together with the County, discussions with LTC on partnering to expanded services into Middlesex Centre have been initiated</p>	<p>Expansion of LTC service into Middlesex Centre, if partnership is reached Services and cost pending agreements</p>	<p>Ongoing Services and cost pending agreements</p>
<p>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.</p>	<p>Priority pedestrian crossings or improvements implemented Medium Cost</p>	<p>Implementation of new or improved pedestrian crossings completed Medium Cost</p>	<p>Continued review and implementation of pedestrian crossings or improvements as needed</p>

- 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	\$33.93 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

