



**Meeting Date:** February 7, 2024

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**Report No:** PWE 02-2024

**Subject:** Transportation Master Plan

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**Recommendation:**

THAT Council receive for information Report PWE-02-2024 Re Transportation Master Plan;

AND THAT Council endorse the Transportation Master Plan in principle;

AND FURTHER THAT the Transportation Master Plan be placed on the record for 30 day review.

**Purpose:**

The purpose of this report is to provide an update on the completion of the Transportation Master Plan, and request Council to endorse the Transportation Master Plan (TMP) in principle as the guiding document for transportation infrastructure, policy and program implementation within the municipality.

**Background:**

On June 20, 2022 The Municipality of Middlesex Centre Council approved Arcadis/IBI as the consulting engineering firm to help lead the Municipality's first standalone Transportation Master Plan. The TMP builds on the recently completed efforts surrounding the [Official Plan Review](#), adoption of the [Asset Management Plan, 2021 Development Charges Update Study](#), as well as the vision and priorities established through Councils [Strategic Plan](#)

**Analysis:**

Master Plans are long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles. These plans examine an infrastructure system or group of related projects in order to outline a framework for planning and for subsequent projects and/or developments. The Middlesex

Centre TMP completed by Arcadis/IBI Consulting set out to establish the vision for transportation services, assesses existing transportation system performance, forecasts future travel demand and defines actions and policies to address specific transportation needs within the rural and urban areas. It reviews and provides the need and justification to invest in transportation infrastructure, including rural and urban roads, walking and cycling network, safety, transit, parking, among other needs. The purpose of the TMP will be to provide a vision and the policy framework for a multi-modal transportation system that will meet travel demands in Middlesex Centre based on a horizon year of 2046 in a manner that is sustainable and compatible with future growth plans for the Municipality, Middlesex County, and the Province of Ontario.

The Transportation Master Plan follows approach #1, of the Municipal Class Environmental Assessment which integrates it with the Class Environmental Assessment (EA) process such that it fulfils Phases 1 and 2 for the individual projects within this master plan. Projects requiring Phases 3 and 4 of the Class EA process will be required to undergo additional assessment in accordance with the act. The only project contained in the Transportation Master Plan that will require a schedule C Environmental Assessment is an interchange with the 402 and Carriage Road, it is expected that the Ministry of Transportation would lead this project.

The Transportation Master Plan was built using the feedback and consultation with the public, stakeholders, first nations, and Council. The information, comments, suggestions, and discussions had with these various groups helped inform the vision and direction of this plan and laid out guiding principles for how residents and stakeholders wish to see transportation infrastructure improvements, policy and planning take place.

The TMP had consideration for and reviewed the following documents to inform and ensure alignment of various plans and visions. The TMP also considered the plans of adjacent municipalities to ensure plans would work together in the broader context of regional transportation.

#### Provincial Considerations:

- [Provincial Policy Statement](#)
- [Connecting the Southwest](#)
- [Province Wide Cycling Strategy](#)
- Relevant Conservation Authorities

#### County Considerations:

- [Official Plan](#)
- [Rural Transit Needs Assessment](#) (pg 116)
- [Cycling Strategy](#)
- [Glendon Drive Environmental Study Report](#)

#### Middlesex Centre Considerations:

- [Strategic Plan](#)
- [Official Plan](#)

- Trails Master Plan
- [Vision Zero](#)
- Servicing Master Plan (ongoing)

Through the public consultation and in reviewing background documents and supporting plans a vision for the Transportation Master plan was developed.

The Vision of the Transportation Master Plan is as follows:

“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.”

From this vision three overarching goals were identified that touch on all aspects of the master plan.

- Sensitive to local character and quality of life
- Protect the Natural Environment
- Exercise Fiscal Responsibility

Followed by 3 mode specific actions.

- Provide Safe and Efficient Connectivity
- Promotes Healthy Local Mobility
- Supports Local Industry

Using the TMP vision, overarching goals, and mode specific goals which were developed with stakeholder and public input, the master plan sets out project and policy recommendations.

Listed below is a brief overview of some of these policies and projects, a detailed listing can be found in Appendix A - Transportation Master Plan Summary.

Policy:

- Update the Trails Master Plan
- Parking and EV Study/Strategy
- Continue with the existing [Gravel Road Conversion Policy](#) supported by the Road Needs Study
- Explore Feasibility of a Rail Transload Facility
- Adopt new road classifications through an amendment or update to the Official Plan
- Develop and implement Travel Demand Management (TDM) Strategy

## Network Improvements:

- Continue to apply road surface conversions as identified in the Road Needs Study
- Implement cycling improvements through planned capital projects
- Fill in sidewalk gaps using the prioritization framework contained in the master plan
- Work with the County to implement strategic pedestrian cross over locations to connect neighborhoods

Public and agency consultation is a cornerstone of the Municipal Class Environmental Assessment Master Plan process. Over the course of the study, two rounds of public engagement and one stakeholder consultation were held, in addition to online surveys, and mapping tools, to assist in soliciting feedback from interested parties. First Nations were informed and invited directly via individual letters informing them of the project and providing contact information and details for questions or individual meetings. Details regarding communication can be found in Appendix D, & E.

The TMP provides guidance for long term planning and improvement of the existing road network and identifies capital programs to build on the vision and action items identified through public consultation. The TMP also support the Official plan and has consideration for the growth of the municipality over the coming years. This plan will support transportation including the movement of people and goods by all travel modes: car and truck, rail, public transit, cycling, walking and more. This is the first standalone Transportation Master Plan for the Municipality of Middlesex Centre. The TMP will help ensure that both current needs and evolving travel conditions are responded to, and the changing demographics and priorities of the Municipality and its residents are reflected. While Middlesex Centre has traditionally been, and still is, largely an agricultural community, today the municipality also boasts vibrant and growing urban centres, as well as a resilient farming community and an attractive rural landscape.

## **Financial Implications:**

Projects were grouped across three planning horizons identified in the TMP (Short, Medium, Long). All projects and actions listed and costed below will need budget approval through Council and the annual budget process.

The average yearly cost of implementing the action items noted below (excluding the 402 interchange) is \$1.93 million in 2024 dollars.

Cost Detail and Estimates by Phase (\$ millions)

| <b>Action</b> | <b>Project</b>                                  | <b>Notes</b>  | <b>Short Term (2024-2026)</b> | <b>Medium Term (2027-2031)</b> | <b>Long Term (2032-2046)</b> | <b>Total</b> |
|---------------|---|---|-------------------------------|--------------------------------|------------------------------|--------------|
| <b>A1</b>     | Glendon Drive improvements                      | Identified in 5 year capital plan                   | \$0.8                         | \$2.9                          |                              | \$3.7        |
| <b>A3</b>     | Collector Road Upgrades                         | 9.1km rural road upgrades                           | \$2.4                         | \$4.0                          | \$11.9                       | \$18.2*      |
| <b>A18</b>    | EV Charging Strategy                            | Study Costs Only                                    | \$0.1                         |                                |                              | \$0.1        |
| <b>A21</b>    | Cycling Routes                                  | 65.5km  | \$1.5                         | \$2.4                          | \$7.3                        | \$11.2**     |
| <b>A24</b>    | Ilderton Road Active Transportation Improvement | 665m multi-use trail                                | \$0.33                        |                                |                              | \$0.33       |
| <b>A27</b>    | Trails Master Plan Update                       | Study costs   | \$0.1                         |                                |                              | \$0.1        |
| <b>A29</b>    | Upgraded School crossings/<br>New Crossing      | Assumes two upgraded crossovers and a new crossover | \$0.2                         |                                |                              | \$0.2        |
| <b>A35</b>    | Hwy 402 and Carriage Road Interchange           | Cost assumed to be                                  |                               |                                | \$25.0***                    | \$8.3        |

|            |                                     |                  |              |              |               |               |
|------------|-------------------------------------|------------------|--------------|--------------|---------------|---------------|
|            |                                     | shared 1/3 split |              |              |               |               |
| <b>A37</b> | Build or enhance parking facilities |                  |              | \$0.1        | \$0.1         | \$0.2         |
|            | <b>Total****</b>                    |                  | <b>\$5.4</b> | <b>\$9,4</b> | <b>\$19.3</b> | <b>\$42.4</b> |

\*Collector road upgrade costs are assumed to be evenly distributed across all phases at approximately \$790,000 per year, land acquisition costs are not included.

\*\*Cycling routes on municipal roads costs assumed evenly distributed across all phases at approximately \$487,000 per year.

\*\*\*Land acquisition costs are not included in the estimate. Interchange costs are assumed to be a 1/3 cost share between the County and Province.

\*\*\*\*Individual items may not sum to match listed totals due to rounding.

The Transportation Master Plan action items will be included in future budget discussion for Council consideration. The costs and action items identified reflect the feedback and priorities of residents, and stakeholders and will help guide staff and Council in allocating financial resources and prioritizing projects and actions.

The projects and costs will also be incorporated into the development charges study, and asset management plan (where applicable).

**Strategic Plan:**

This matter aligns with following strategic priorities:

- Sustainable Infrastructure and Services
- Responsive Municipal Government

This project will ensure a robust, safe, and efficient transportation network that builds on feedback and consultation with residents and stakeholders as well as Councils Strategic Plan, and Middlesex Center’s Official plan, providing a long-term blueprint to facilitate budgeting and to help manage growth.

**Attachments:**

Appendix A – Transportation Master Plan Summary

Appendix B – Phase 1 Needs and Opportunities

Appendix C – Transportation Network Development

Appendix D – Public Opinion Survey Summary

Appendix E – Engagement Summary (Available on municipal website and via request)