



Town of Tillsonburg Transportation Master Plan

Economic Advisory Committee Meeting

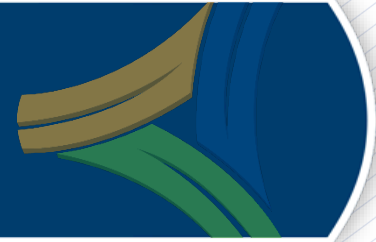
2024-09-10

Overview



- ▶ **Project Status Update**
- ▶ **Public Engagement**
- ▶ **Public Survey Results**
- ▶ **Transportation Vision**
- ▶ **Plan Development Work**
- ▶ **Next Steps**

Project Status Update



Foundation Building

- Collect Data
- Existing Conditions
- Identify gaps / opportunities

Vision and Needs

- Growth forecasting
- Transportation vision
- Needs Assessment

Plan Formulation

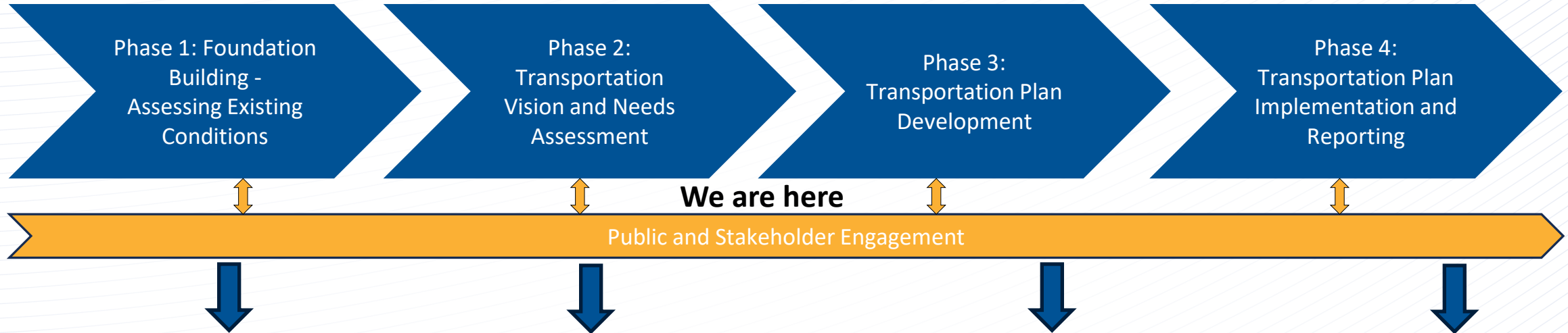
- Assessing alternatives
- Network Plans
- Policies and Programs

Documentation

- Priorities
- Implementation Plan
- Reporting

Focus of June Public Open House

Public Engagement



▶ **Public Survey**

- Gather input on issues and priorities

▶ **Public Open House # 1**

- Vision and Needs

▶ **Public Open House # 2**

- Present Preliminary Recommendations
- Review / incorporate feedback

▶ **Council Presentation**

- Present TMP for approval

Opportunities to Connect:

Website
Project Email
Social Media Posts

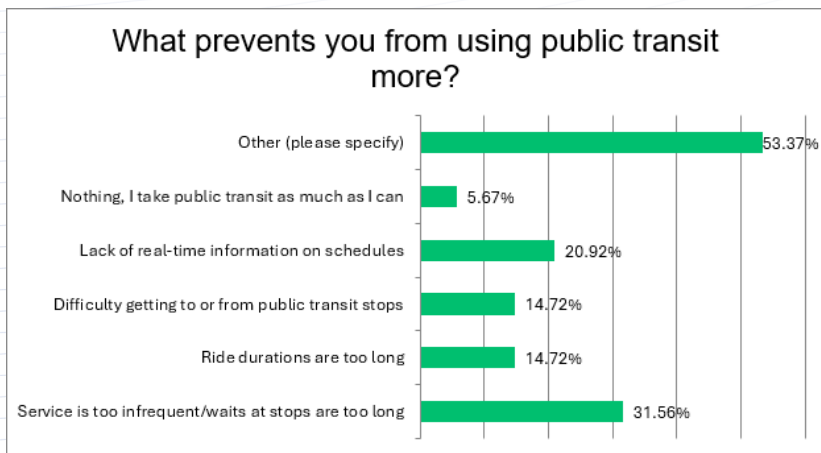
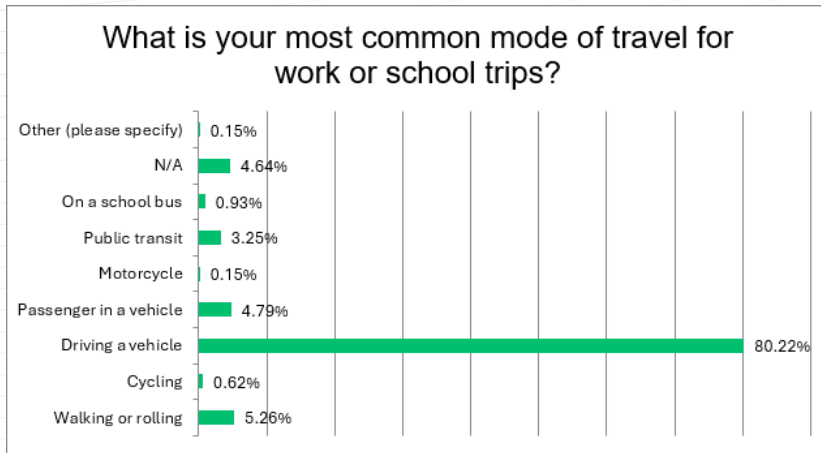
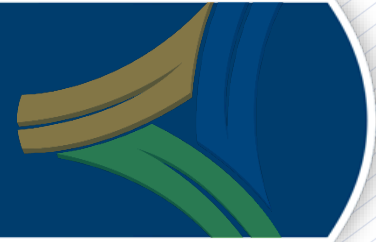
Online survey (now closed)
Public Open House Meetings

PIC 1 Feedback

- ▶ **Open House at Tillsonburg Mall
June 26, 2024**
- ▶ **8 people signed in at PIC**
- ▶ **96 people stopped to talk to
project team members without
signing in**
- ▶ **What we heard**
 - Don't Change Downtown Angle Parking
 - Preference for increased use of non-
auto modes (small sample N=15)
 - Trucks through downtown



Public Survey Summary



▶ 653 responses

- 88% are residents
- 42% work locally
- 5% go to school in Tillsonburg
- 70-80% spend leisure time or shop in town

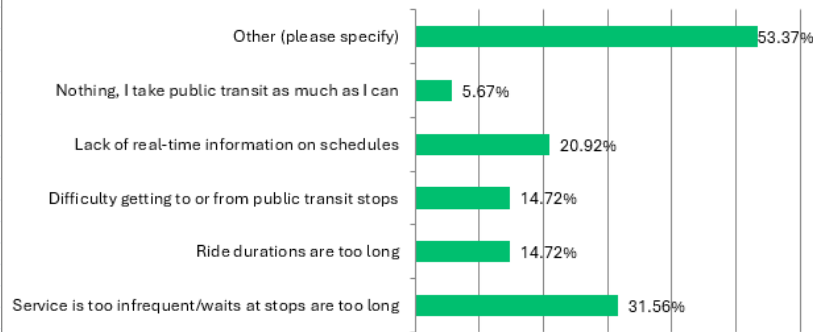
▶ Auto oriented (mode share for work school trips)

- **Survey Results** / **2021 Census work trips**
- 80% auto driver / 85%
- 5% passenger / 8%
- 6% walk/cycle / 5%
- 3% transit / 1%
- 1% school bus / Census only reports work trips
- 5% other modes / 1%

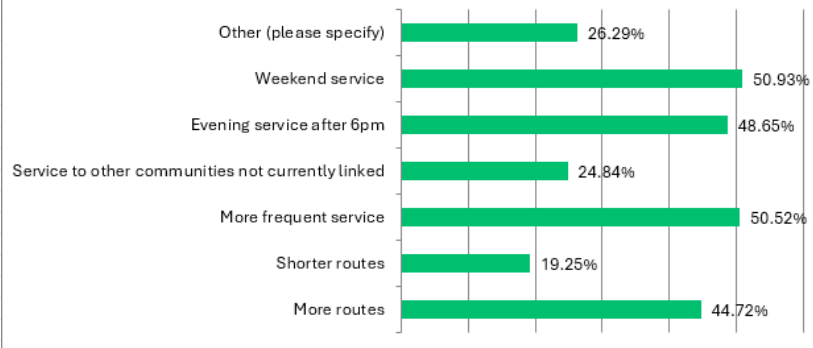
Public Survey Summary - Transit



What prevents you from using public transit more?



How do you think public transit could be improved?



► Bias against transit use

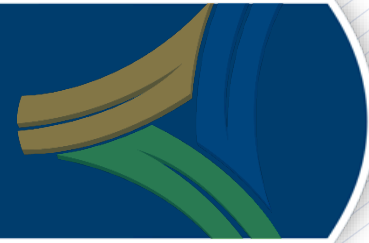
- ~ 54% would not use
- 32% cite frequency of service / wait time as barrier
- 21% lack of real time information on schedules

► Improvement Needs

- Weekend service - 51%
- More frequent service – 51%
- Evening service – 49%
- More routes (coverage / route length) – 45%
- Service to other communities – 25%



Public Survey Summary – Walking and Cycling

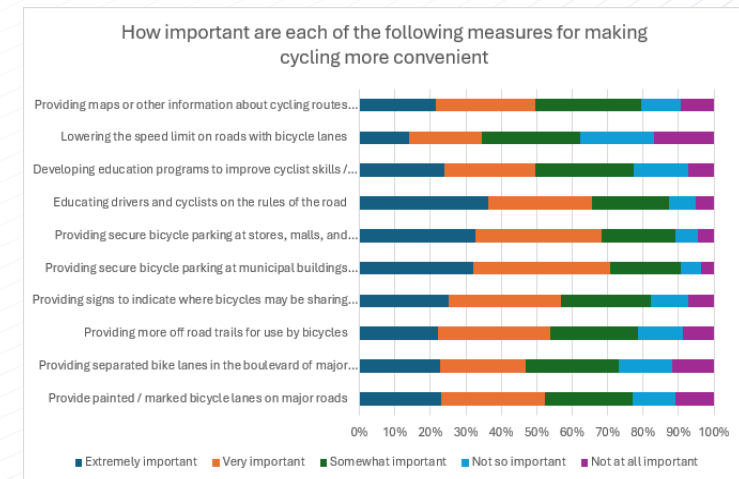
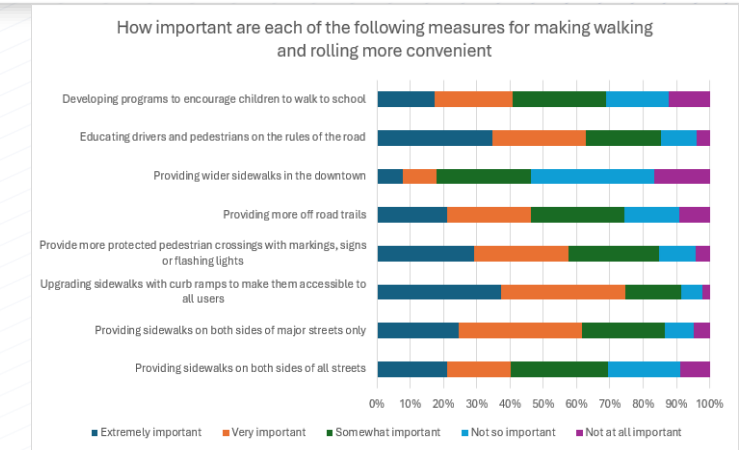


▶ Opportunities to Improve Walking (extremely and very important)

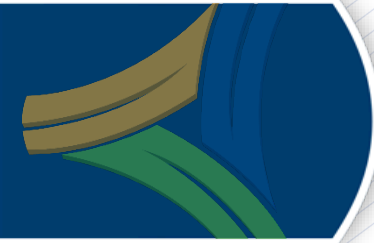
- Accessibility Upgrades ~74%
- Education (driver and pedestrians) ~62%
 - Encourage children to walk to school ~41%
- Sidewalks on both sides of major streets ~61%
 - Not as important to have on all streets ~40%
- More protected crossings ~57%
- More off road trails ~46%

▶ Opportunities to Improve Cycling (extremely and very important)

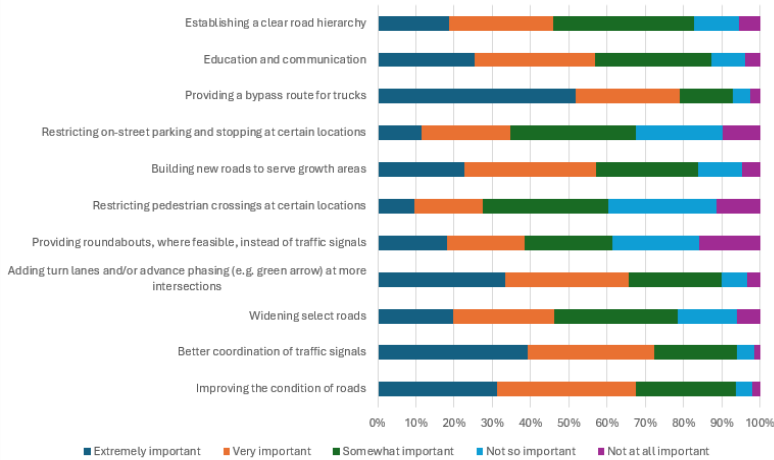
- Secure Parking ~ 68 - 71%
- Education (driver and cyclists) ~65%
 - Skills training ~50%
 - Maps and Info ~ 49%
- Signage ~56%
- More off road trails ~ 52% / on road marked lanes ~52%
- Boulevard bike lanes ~ 47%



Public Survey Summary – Driving and Parking



How important are each of the following measures for making vehicular traffic movement more convenient?

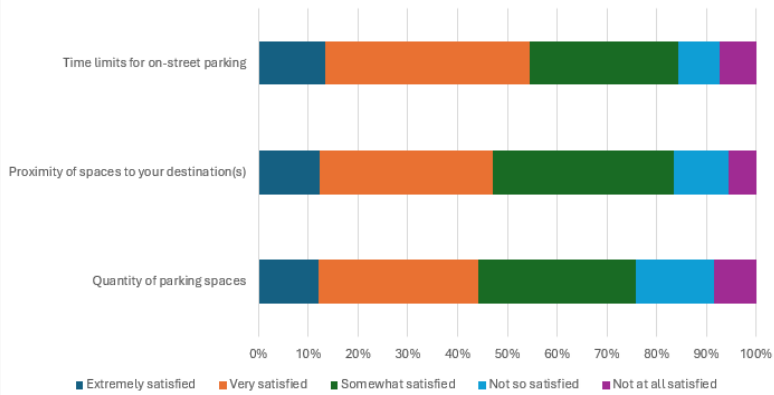


► Making driving more convenient (extremely + very important)

- By-pass for trucks ~ 79%
- Co-ordinate signals ~72%
- Improve road condition ~67%
- More turn lanes / advance green ~64%
 - Less supportive of roundabouts ~ 38%
- New roads to serve growth areas ~ 57%
- Road widening ~ 45%
- Establish road hierarchy ~ 45%



How do you feel about vehicular parking in downtown Tillsonburg?



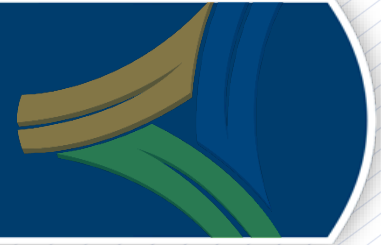
► No significant parking concerns (extremely, very satisfied)

- Time Limits on street ~ 54% satisfied / ~ 16% not satisfied
- Proximity of spaces ~ 47% satisfied / ~ 17% not satisfied
- Quantity of spaces ~ 43% satisfied / ~ 23% not satisfied

Location	General	Accessible	Total
Off-Street Total	1,615	32	1,647
On-Street Total	294	20	314
Total	1,909	52	1,961

2018 Parking Study found that about 57% of spaces are utilized during peak times

Public Survey Summary



► Key issues from public survey

- Need for Truck By-Pass of Downtown
- Road improvements
 - Make what we have work better / safer
 - Synchronize lights / intersection improvements
- Concerns about growth
 - Need for road improvements
 - Maintain small town feel
 - Managing growth of traffic in neighbourhoods
- Public Transit
 - More frequent service / evening and weekends
 - Connect to other municipalities (Ingersoll / Woodstock)
- Residents appreciate network of trails and sidewalks
 - Additional bike lanes and pedestrian crossings would benefit
- Downtown parking
 - Some feel angle parking unsafe
 - Others worry about loss of convenient spaces
 - More accessible parking / enforcement of time limits
 - Like free parking / concern about introducing paid parking in future

TMP Vision and Objectives



4 Scenarios presented at PIC 1

▶ **Scenario 1: Business as Usual – 0 votes**

- No significant change in travel behaviours
- Continue to develop trail network
- Accommodate growth in travel demand through road expansion only

▶ **Scenario 2: Nudge – 5 votes**

- Modest increase in walking and cycling use
- Develop trail network and add some on-road cycling routes
- Expand transit to encourage more use
- Optimize existing road network before widening
- Direct through trucks to boundary roads
- Widen key roads to accommodate growth

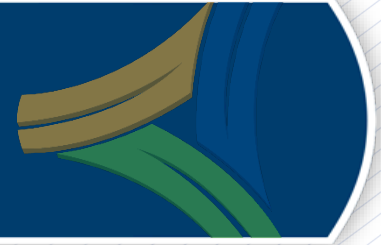
▶ **Scenario 3: Transform – 7 votes**

- Significant changes to people's travel choices
- Pedestrian and cycling priority in downtown
- Expand transit to encourage more use
- Develop trail network and create extensive network of cycling routes
- Direct through trucks to new by-pass
- Limited road widening

▶ **Scenario 4: Hybrid – 3 votes**

- A mixture of the above measures?

TMP Vision and Objectives

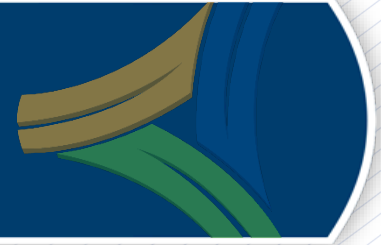


Scenario 4 – Hybrid Recommended

► Scenario 4: Hybrid – Mix of Scenario 2 and 3

- Modest increase in walking and cycling use
- Develop trail network and add some on-road cycling routes with protected crossings at key locations
- Prioritize pedestrian and cycling safety in the downtown
- Expand transit to encourage more use
- Manage existing road network by:
 - Improving intersections to optimize flow and improve safety along key arterial and major collector roads
 - Limit the need for road widening
 - Refining road classification system to guide traffic management policy implementation
 - Managing traffic on minor collector roads and local streets through traffic calming and speed management measures
- Direct through trucks to boundary roads or a new by-pass

TMP Vision Statement



What do we want our TMP Plan to achieve?

Three options:

▶ **Simple and direct:**

“As Tillsonburg grows, a balanced Transportation system will be safe, efficient and accessible to all and encourage a shift to more sustainable travel options.”

▶ **More detailed:**

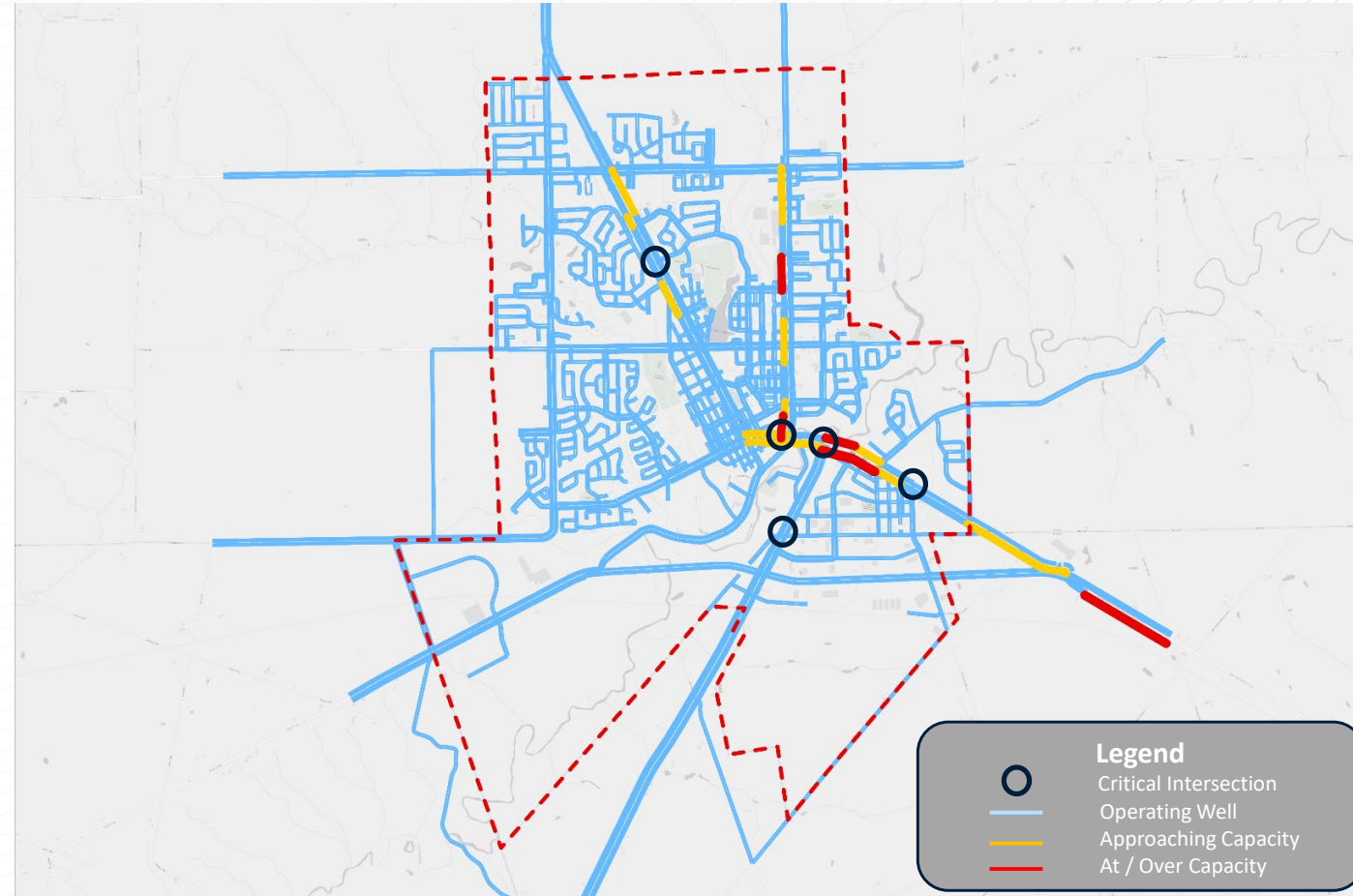
“Tillsonburg should encourage sustainable travel behaviour as we grow by providing safe mobility choices for all residents and visitors regardless of age or ability through a connected network of roads, public transit routes, trails, on-road cycling routes, and sidewalks that are accessible to all users, and are managed to maintain a high quality of life.”

▶ **More detailed / aspirational:**

“By 2041, Tillsonburg has a transportation network that supports growth and contributes to a resilient, equitable, and healthy community with a high quality of life. A network of safe, convenient, and connected roads will support population growth and be managed to reduce the negative impacts of traffic in neighborhoods and trucks through the downtown. A connected network of trails, sidewalks, paths and on-road cycling facilities, designed for residents and visitors of all ages and abilities, are provided to increase the share of trips made by active travel modes. Public transit services are enhanced to increase ridership and connect local and regional communities.”

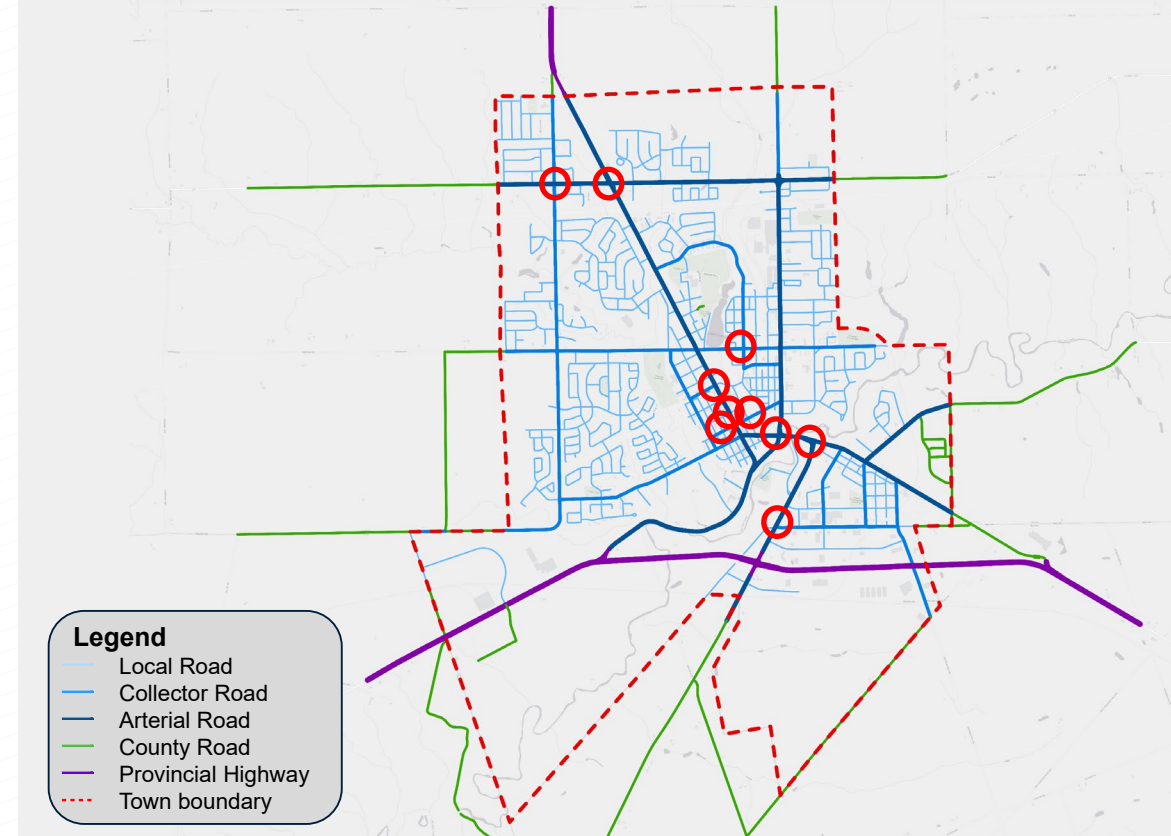
Developing the Plan – Road Network

- ▶ **Most road links and intersections continue to work well by 2035 with planned growth**
- ▶ **Simcoe St / Oxford St approaching capacity**
- ▶ **Review key intersections for improvement opportunities**
 - Tillson Ave / Oxford / Simcoe
 - Vienna Rd (Hwy 19) / Oxford / Simcoe
 - Simcoe / Goshen
 - Vienna / Townline Rd
 - Broadway / Lisgar
- ▶ **Undertake screening to identify potential new signalization needs**
- ▶ **Review revised Bridge Street configuration**



Developing the Plan – Road Network

- ▶ Reviewed collision performance to identify areas with potential for safety improvements
- ▶ Top 10 locations for safety improvements include:
 - Broadway / North St
 - Oxford St / Tillson Ave
 - Lisgar Ave / Concession St
 - Broadway / Bridge St
 - Oxford St / Vienna Rd
 - Bidwell St / Brock St
 - Broadway / Ridout St
 - Vienna Rd / Young St
 - Quarter Town Line / North St
 - Harvey St / Brock St
- ▶ Currently reviewing improvement opportunities



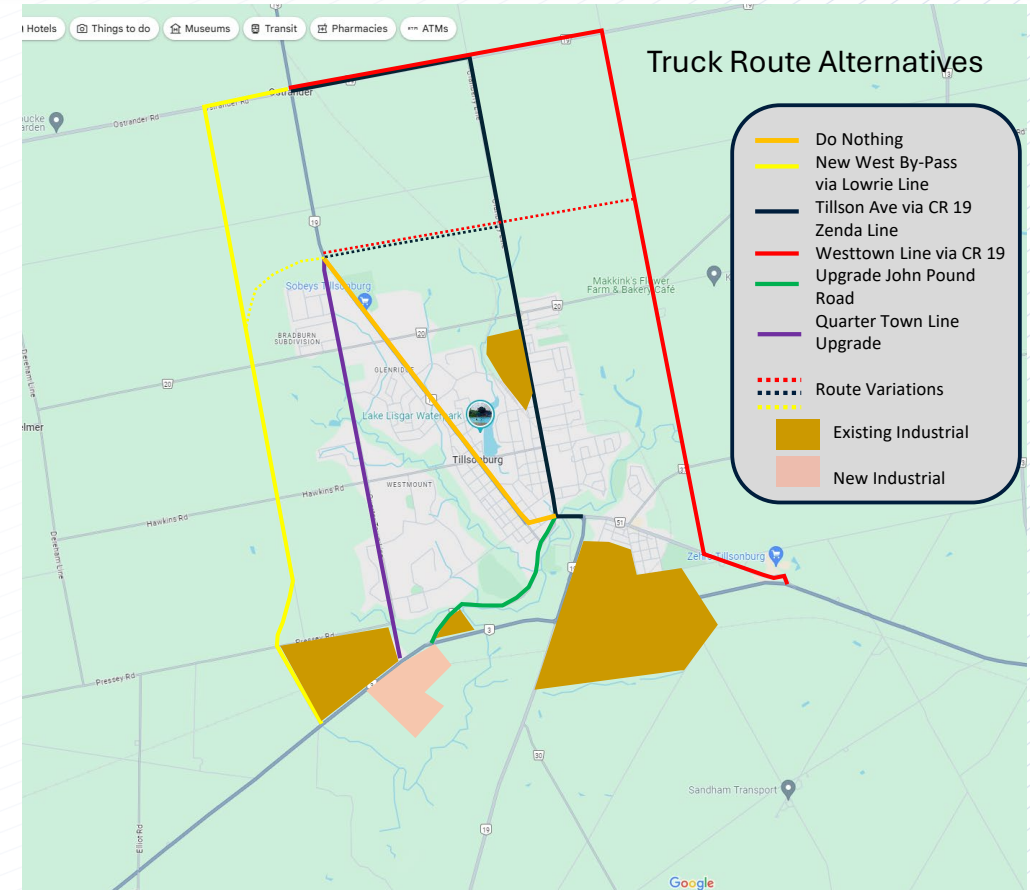
Developing the Plan – Road Network

▶ 5 Alternatives Routes for Truck By-Pass

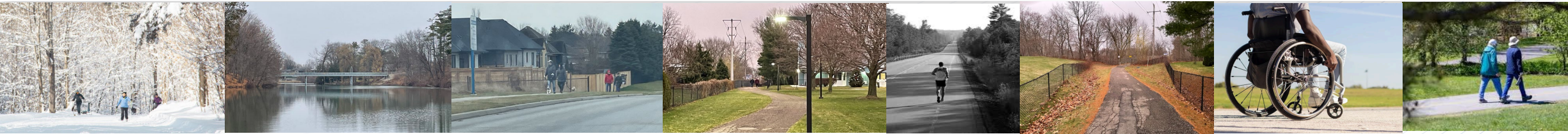
▶ Preliminary Modelling Results Summary

- Routes to the west attract more traffic
- Upgrade to QTL has highest use and draws most from Broadway – with connection to Hwy 3
- Upgrading John Pound Road had very little impact
- Very little difference with route variations using CR 19

Scenario	Description	Daily Heavy Trucks on By-Pass Route	Change in Daily Heavy Trucks on Broadway
1A	West By-Pass - via CR 19	269	-228
1B	West By-Pass - via New Connection	264	-222
2A	Tillson Ave via CR 19 / Zenda Line	126	-126
2B	Tillson Ave via New Connection / Zenda Line	130	-130
3A	Westtown Line via CR 19	242	-150
3B	Westtown Line via New Connection	187	-143
4	Upgrade John Pound Road	4	-4
5	Upgrade QTL Rd - New connection to Hwy 3	497	-373



Developing the Plan - Active Transportation



2015 Trails Master Plan Projects

- Proposed Primary Trail
- Proposed Nature Trail
- Proposed Secondary Trail
- Shown as Existing Secondary Trail
- Proposed Regional Connection
- Proposed Road Connection

Other Planned Facilities

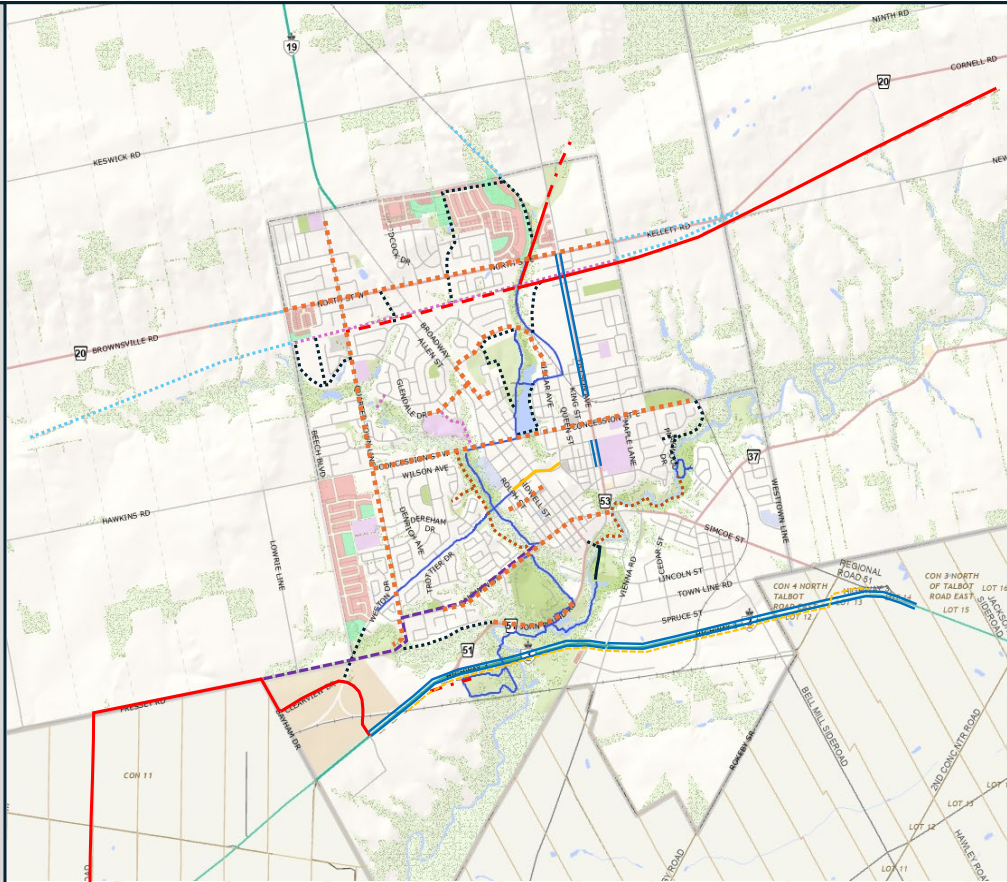
- Bridge Street Re-imagining

Existing Cycling and Trail Facilities

TransCanada Trail

- Route identified in TCT Mapping
- - - Informal Route – TCT Mapping
- - - Signed but not on TCT Maps

- Existing Paved Shoulder
- Informal off road trail (ATV) in MTO ROW
- Existing Trail (Oxford County GIS)
- Existing unsigned On Road Route (Oxford County Trail Map)



► Review / Update 2015 Tillsonburg Trails Master Plan

- Mix of off-road trails and on road connectors identified
- Bridge Street Re-Imagining facility
- Review feasibility and assess facility type

Developing the Plan – *Transit*



- ▶ **Reviewing performance of internal / external transit services**
 - Ridership, financial, service level
- ▶ **Forecasting growth in travel**
 - Potential ridership growth
- ▶ **Intercommunity Routes**
 - Financial implications when provincial grants end
 - Investigate eligibility for new Federal Transit Funding program
- ▶ **Policy Areas**
 - Policy approaches to support transit



TMP Project Schedule – Next Steps



▶ Next Steps

- Complete Plan Development Work – Aug / Sept
- Develop Policies to Support Plan – Aug / Sept
- Public Open House – Fall
- Council Approval – Late Fall



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