

Welcome

Town of Tillsonburg



Transportation Master Plan

June 26, 2024

4:00 pm – 7:30 pm

Tillsonburg Town Centre, Centre Court
200 Broadway, Tillsonburg

The *Transportation Master Plan* is being undertaken in accordance with the requirements of the Municipal Class Environmental Assessment (EA) (an approved process under Ontario's *Environmental Assessment Act*).

With the exception of personal information, all comments received will become part of the public record, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.

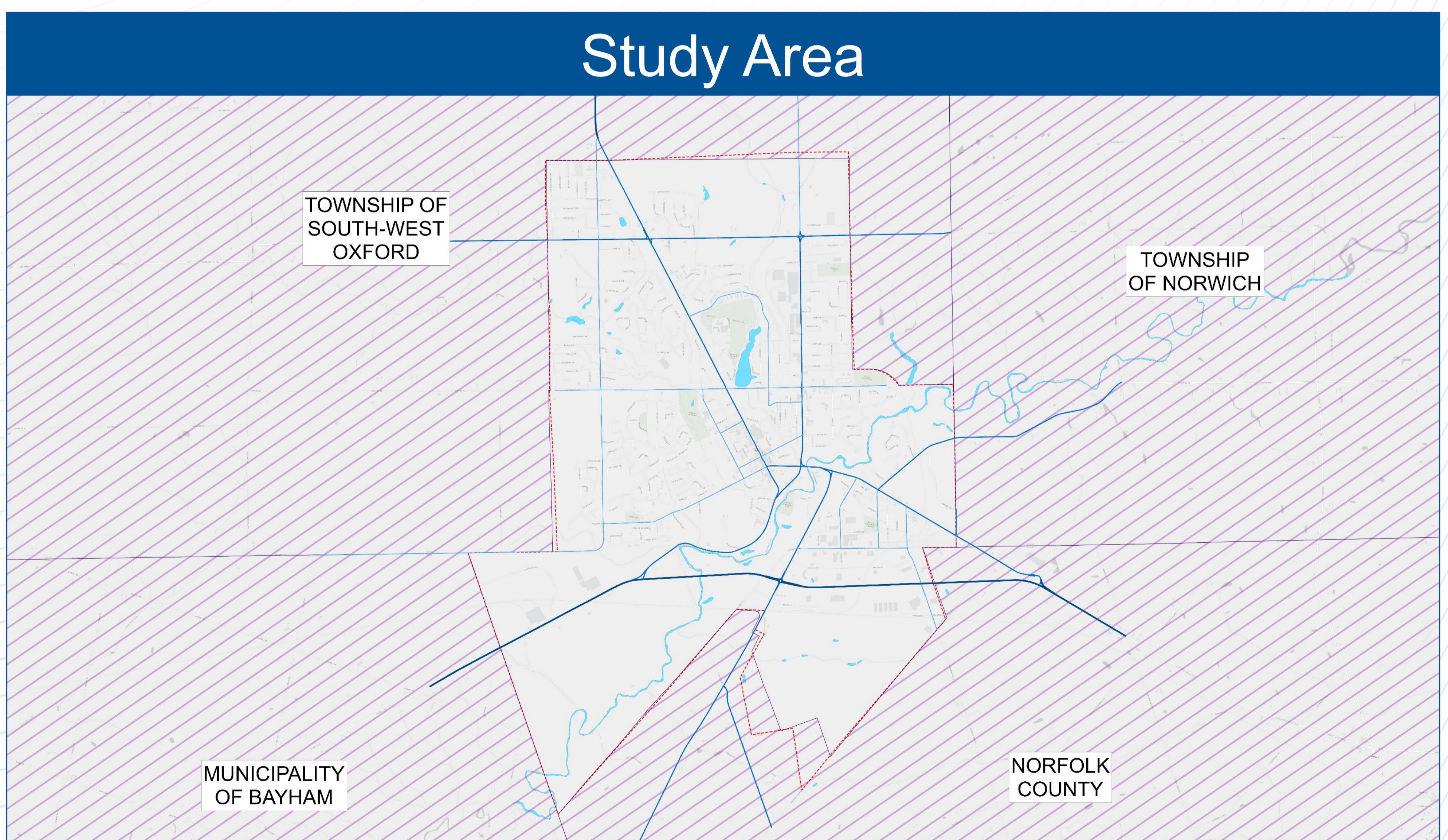
Background

► What is a Transportation Master Plan?

- A systematic and strategic review of all forms of transportation
- How is the system working today?
- How will growth affect the way the system works?
- What changes are needed to the transportation system?
- Can we make investments to encourage more use of active forms of travel?
- What role should transit play in the future?
- How will technology and changes in public attitudes influence the way we travel?
- What are our priorities for the next 5 / 10 / 20 years?

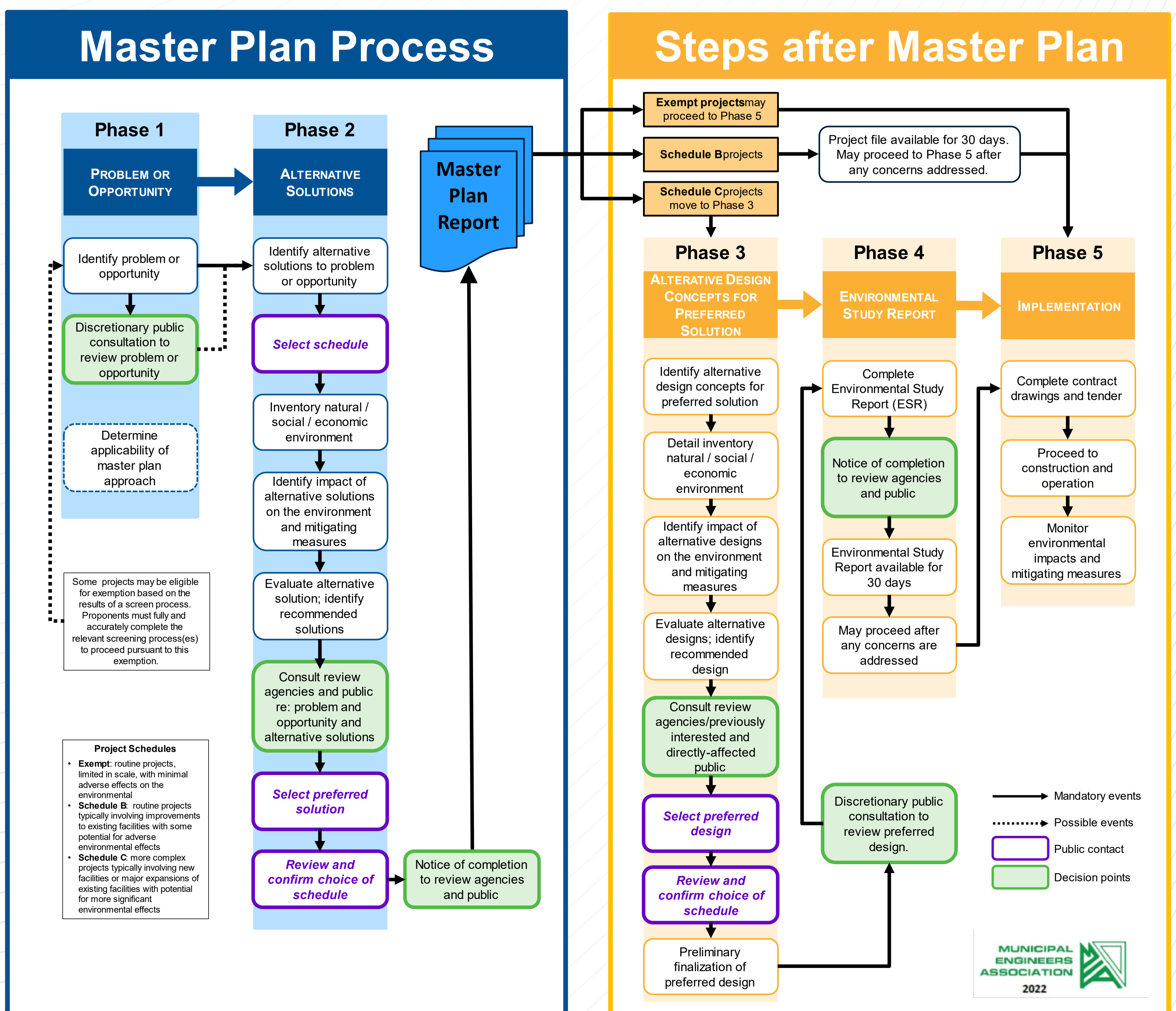
► The Transportation Master Plan will:

- Identify existing and future needs for roads, transit and active transportation infrastructure in the study area



Masterplan Process

- ▶ Ontario requires municipalities to assess the environmental effects of major projects, (including for transportation) using a standard five-phase process
- ▶ The 'Master Plan' process identifies problem(s), then evaluates recommends solutions
 - Covers first two phases of assessment process
- ▶ Major projects recommended by this study will get more detailed review before implementation



Study Process

Four phases of study

Technical Work Program

1. Foundation Building

- Collect Data
- Existing Conditions
- Identify gaps / opportunities

2. Vision and Needs

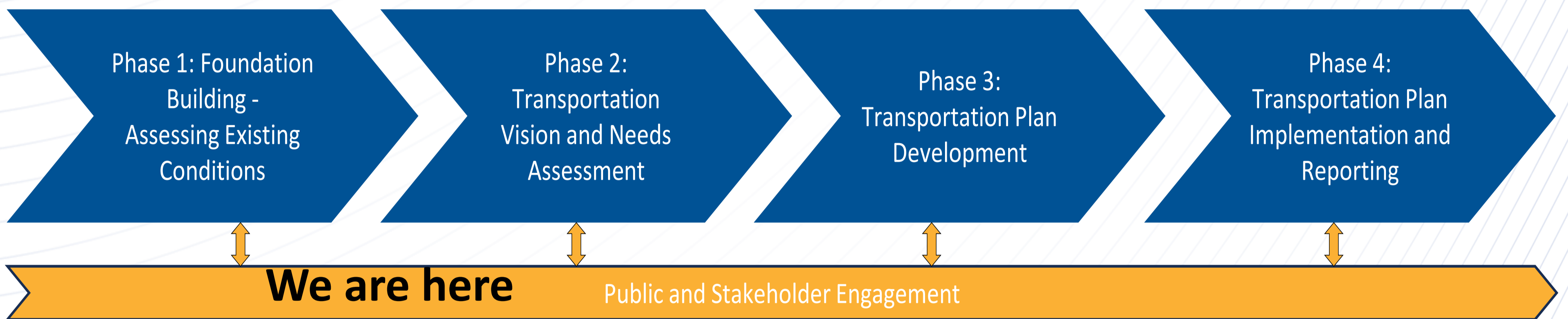
- Growth forecasting
- Transportation vision
- Needs Assessment

3. Plan Formulation

- Assessing alternatives
- Network Plans
- Policies and Programs

4. Documentation

- Priorities
- Implementation Plan
- Reporting



Public Engagement Program

1. Online Public Survey

- Gather input on issues and priorities

2. Public Open House # 1

- Vision and Needs

3. Public Open House # 2

- Present Preliminary Recommendations
- Review / incorporate feedback

4. Council Presentation

- Present TMP for approval

Opportunities to Connect:
 Website | Project Email | Social Media Posts | Online survey | Public Open House Meetings

EXISTING CONDITIONS: Policies

▶ Numerous transportation-related polices apply to the study area:

Province of Ontario	Oxford County	Town of Tillsonburg
<ul style="list-style-type: none"> ▶ Provincial Policy Statement ▶ Accessibility for Ontarians with Disabilities Act ▶ Ministry of Transportation Transit Supportive Guidelines ▶ #CycleON: Ontario's Cycling Strategy ▶ Ontario Trails Strategy 	<ul style="list-style-type: none"> ▶ Official Plan ▶ Transportation Master Plan ▶ Cycling Master Plan 	<ul style="list-style-type: none"> ▶ Community Strategic Plan ▶ Development Charges Study ▶ Airport Master Plan ▶ Recreation Master Plan ▶ Trails Master Plan

▶ Policy environment promotes:

- Integrated planning of transportation and land use to accommodate long-term growth
- Increased use of sustainable travel modes (walking, cycling, transit)
- Improvements to safety for all transportation users

▶ Official Plan sets strategic approach for transportation network:

- Minimize conflict between non-local and local traffic
- Improve the functionality of the transportation network over time.
- Provide a safe, convenient and aesthetically pleasing pedestrian environment
- Improve the integration of transportation facilities

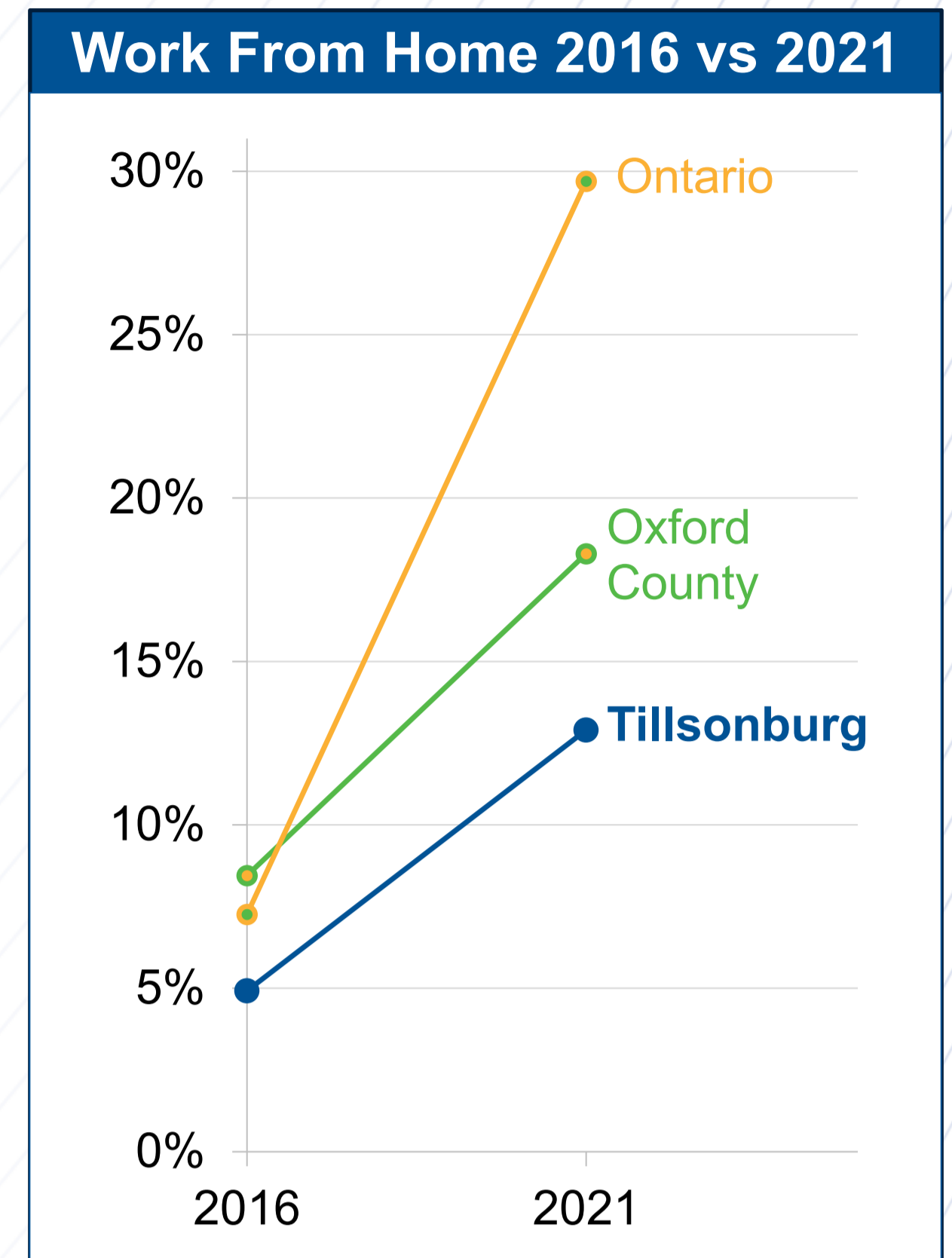
▶ Planned transportation projects in Official Plan will be incorporated into this study

- Review and confirm need and suitability

EXISTING CONDITIONS: Working and Commuting

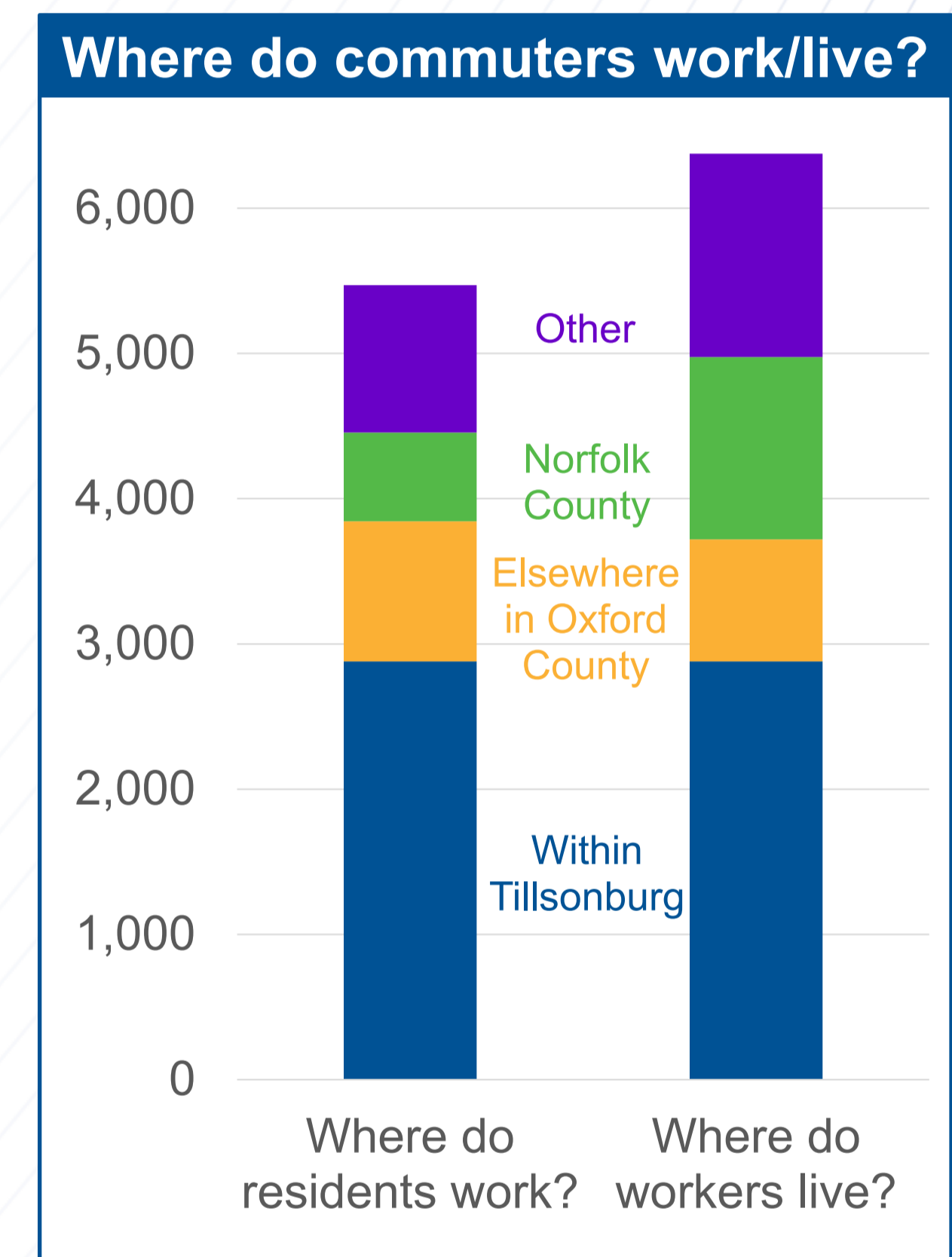
▶ Working from home has increased

- But not as much as nearby communities in Oxford County or Ontario as a whole
- “Working from home” may still include regular trips to place of work



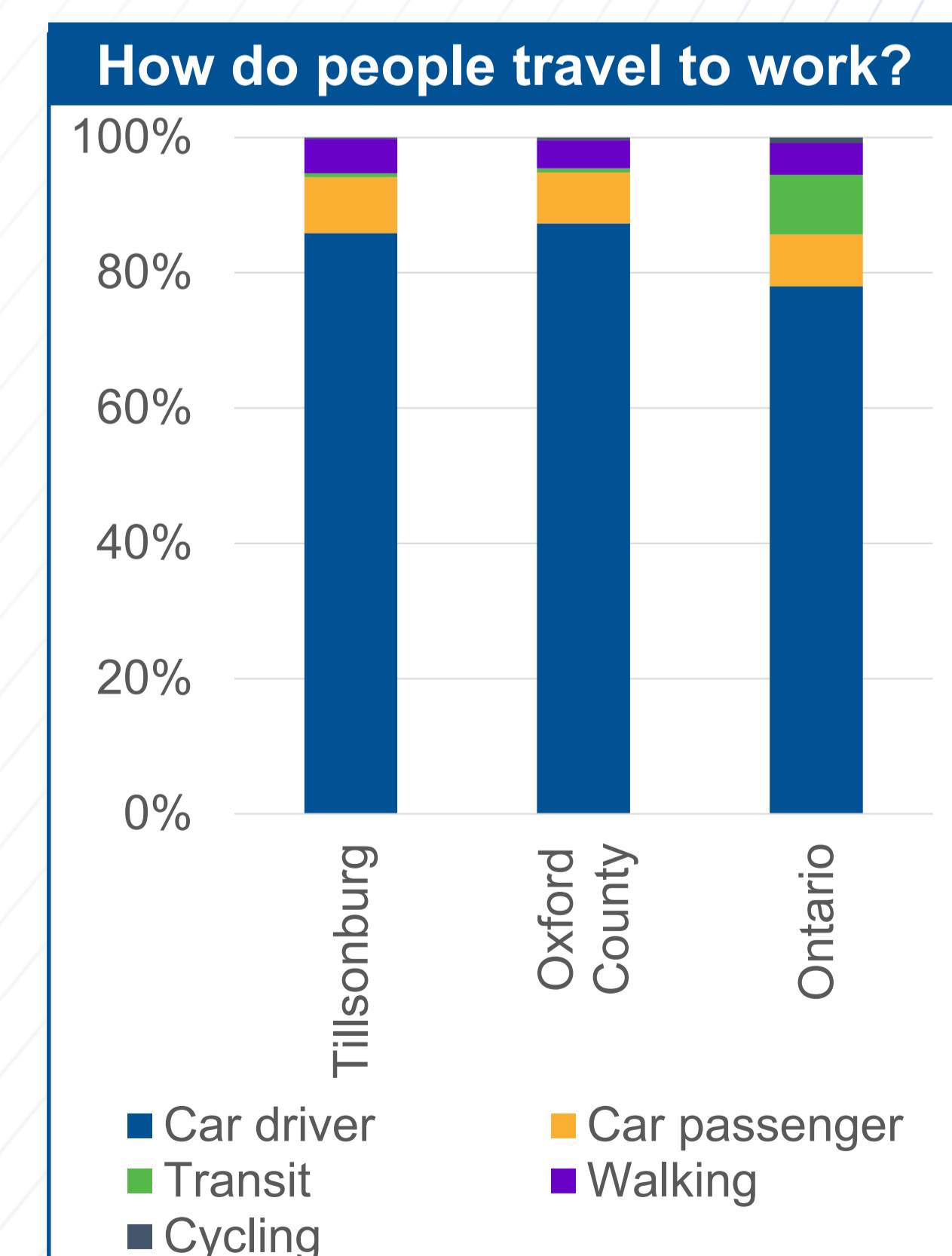
▶ Commuting split between within town and across boundary

- More people commute into Tillsonburg than commute out
- Roughly half of Tillsonburg’s workers live in town; roughly half of residents work in township.
- Norfolk County most common origin and destination outside town



▶ Car is dominant mode for commuting to work

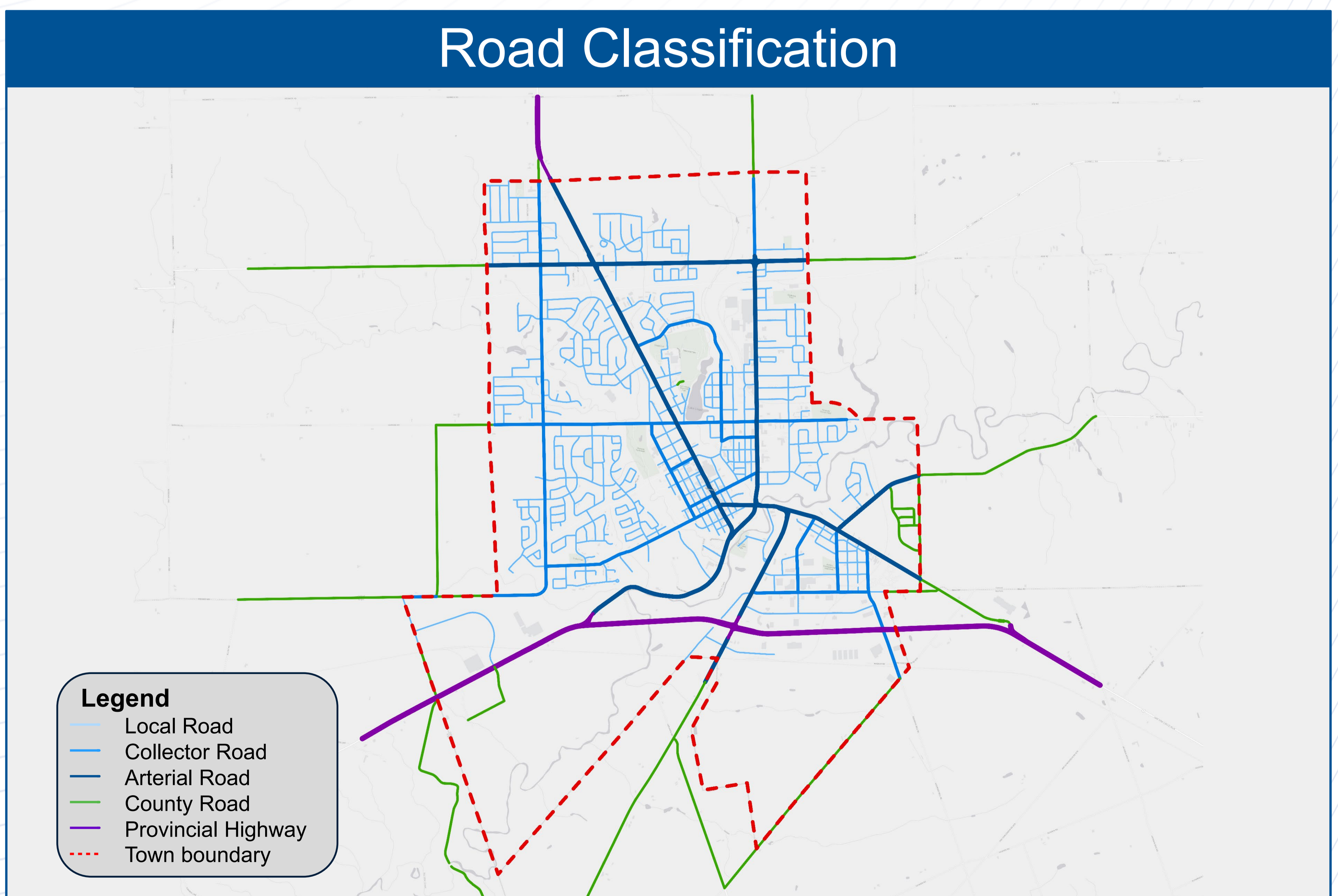
- Not likely to change significantly in the future
- However, a household owning a car does not mean it’s available to all household members for all their all trips



Data source for charts: 2021 Census.

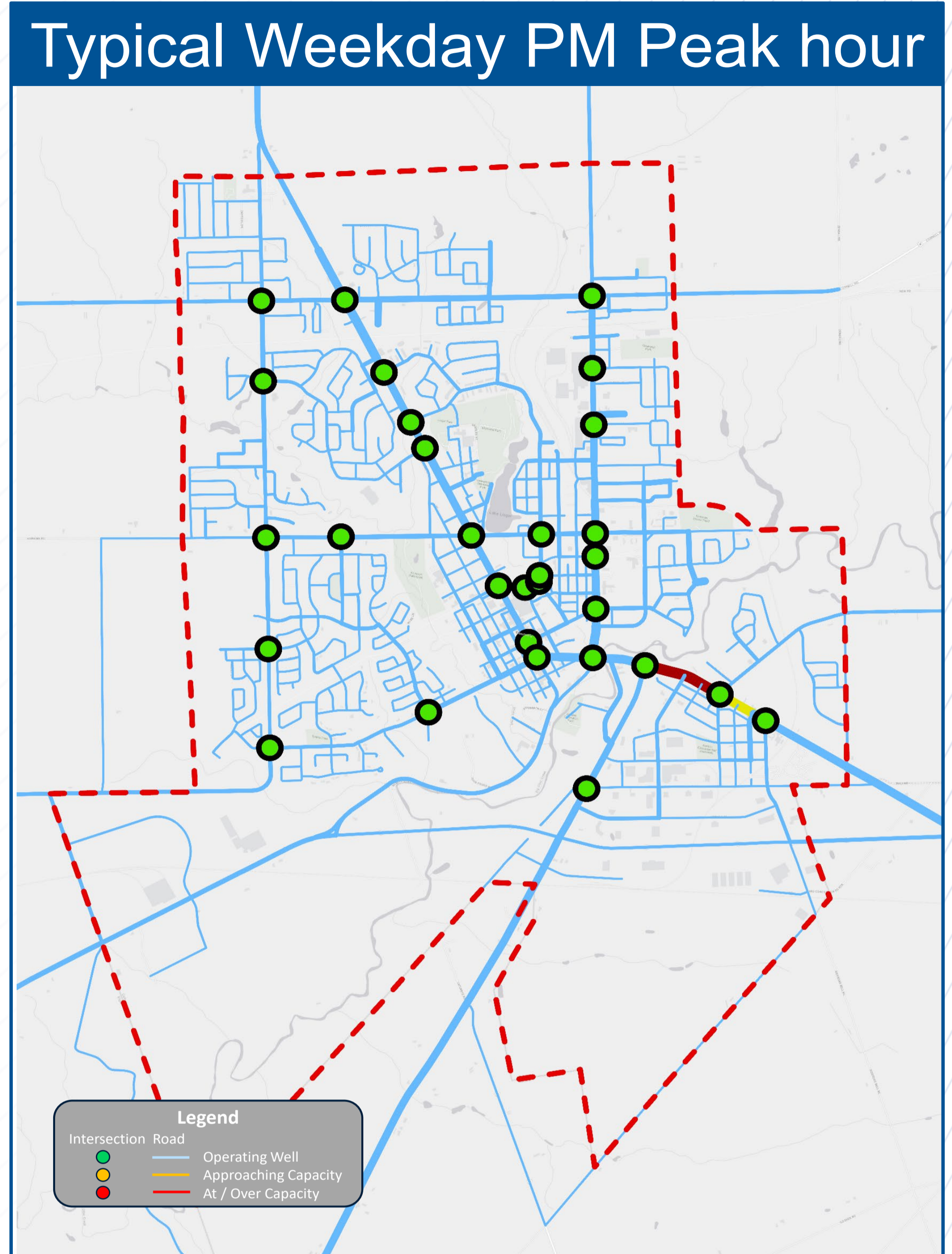
EXISTING CONDITIONS: Road Network

- ▶ **Roads in study area are the responsibility of multiple governments**
- ▶ **Town of Tillsonburg**
 - A grid network of local, collector and arterial roads
- ▶ **Oxford County**
 - North Street (County Road 20)
 - Potters Road (County Road 37)
 - John Pound Road / Simcoe Street (County Road 51)
- ▶ **Province of Ontario**
 - Highway 19 (Broadway / Oxford Street / Vienna Road)
 - Highway 3 (Talbot Road)

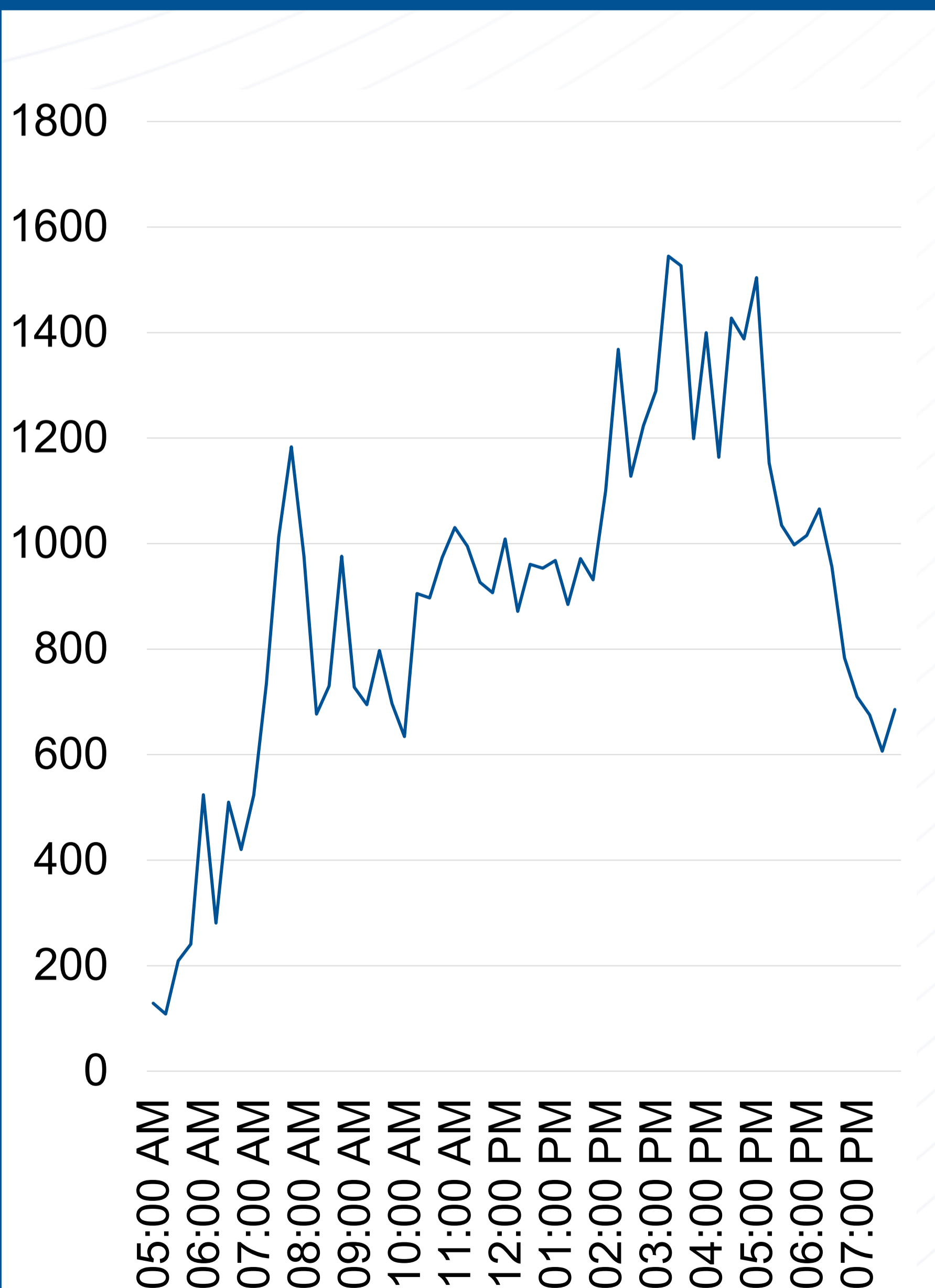


EXISTING CONDITIONS: Traffic Volumes

- ▶ **Evenings (3-8pm) have highest traffic volumes**
- ▶ **Roads are generally operating well except for a portion of Simcoe Street east of Tillson Avenue**



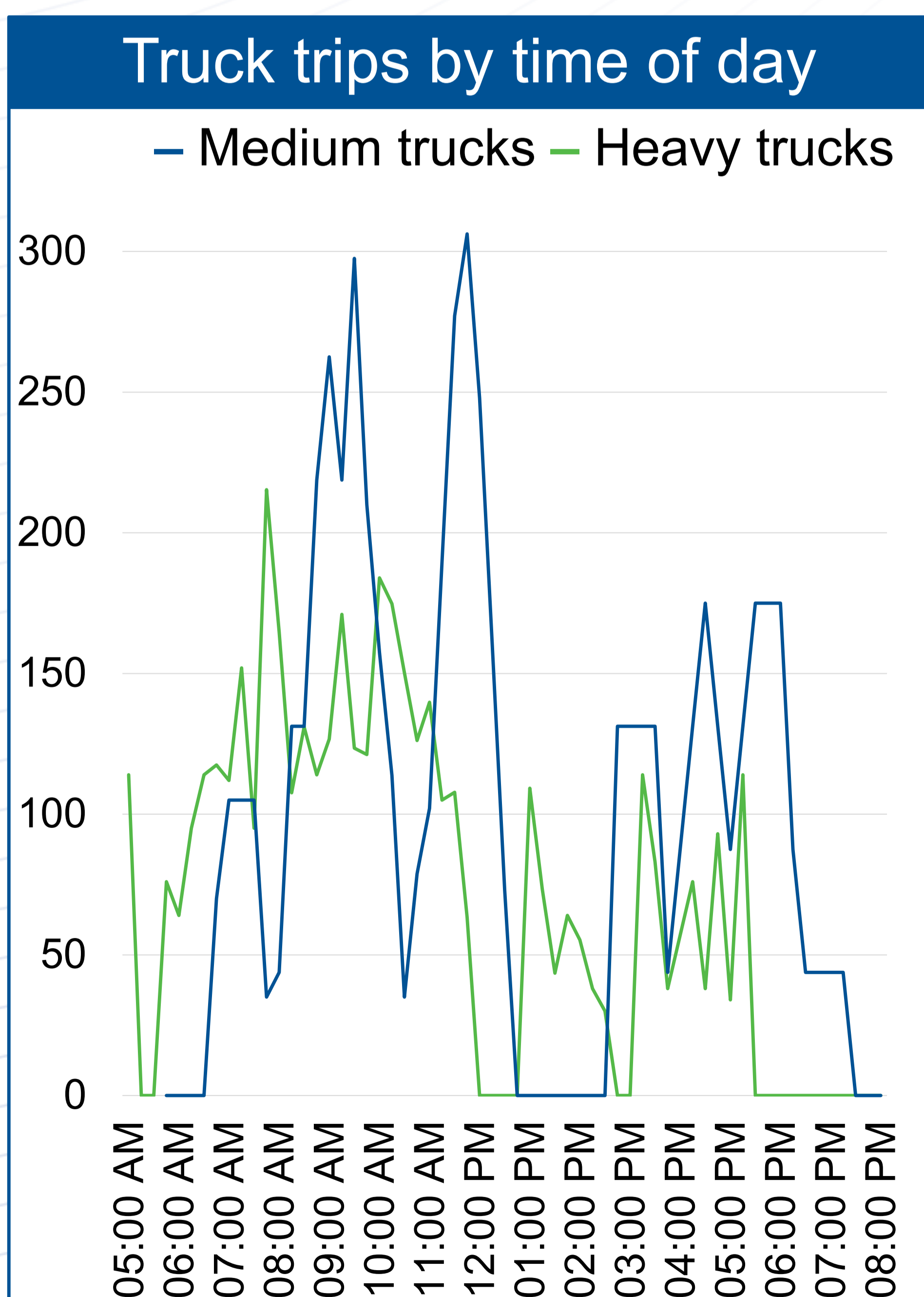
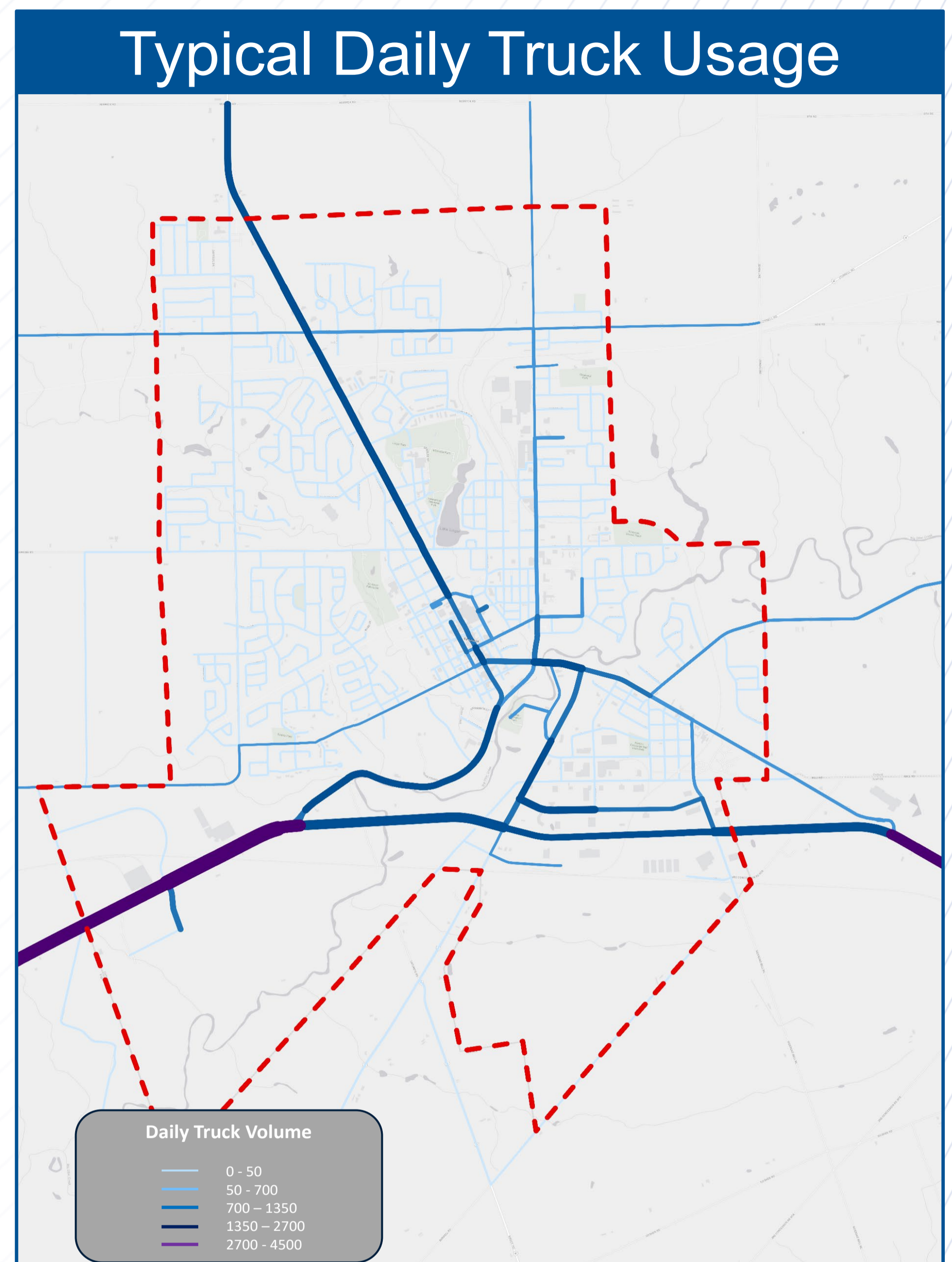
All vehicle trips by time of day



- ▶ **Approximately 63,200 auto trips are made during a typical day.**
- ▶ **Approximately 5,700 trips occur in the PM peak hour. Of these:**
 - 41% of trips are within the Town
 - 52% travel to / from other areas
 - 7% pass through Tillsonburg

EXISTING CONDITIONS: Truck Volumes

- ▶ **Medium and Heavy Trucks use Broadway to reach downtown commercial areas**
- ▶ **Some Heavy trucks use Broadway to access south end industrial parks**
- ▶ **Heavy trucks use Hwy 3, North Street, Tillson Ave to get to industrial areas**



- ▶ **Approximately 9,500 trips are made by trucks during a typical day.**
- ▶ **Of these:**
 - 23% of trips start and end within the Town
 - 31% start in Town and travel to other areas
 - 25% travel from other areas to Tillsonburg
 - 21% pass through Tillsonburg
 - 16% pass through along Hwy 3
 - 4% use Hwy 19 to access Hwy 3

EXISTING CONDITIONS: Collisions

▶ **Approximately 180 reported collisions per year (2019-2023) on average**

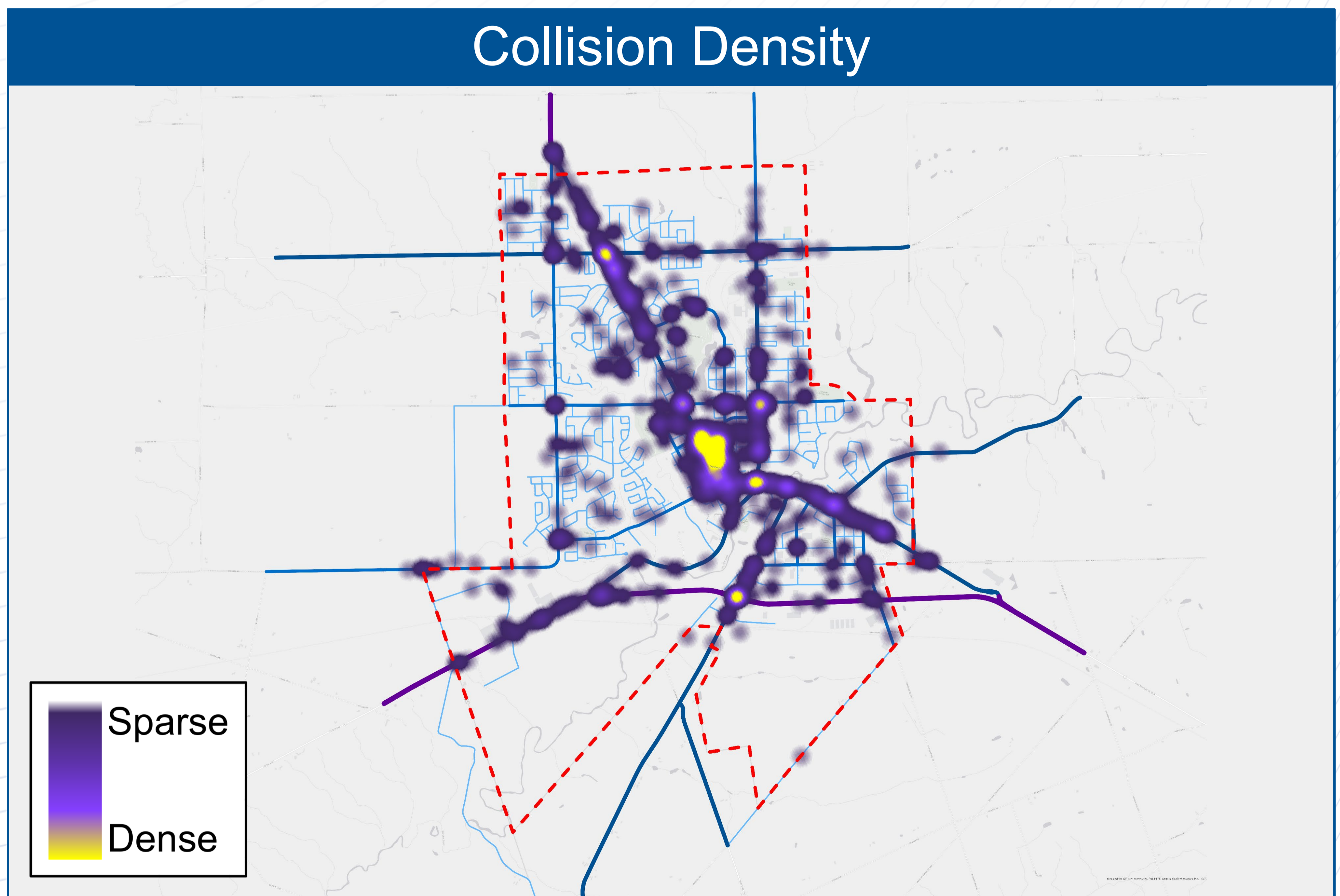
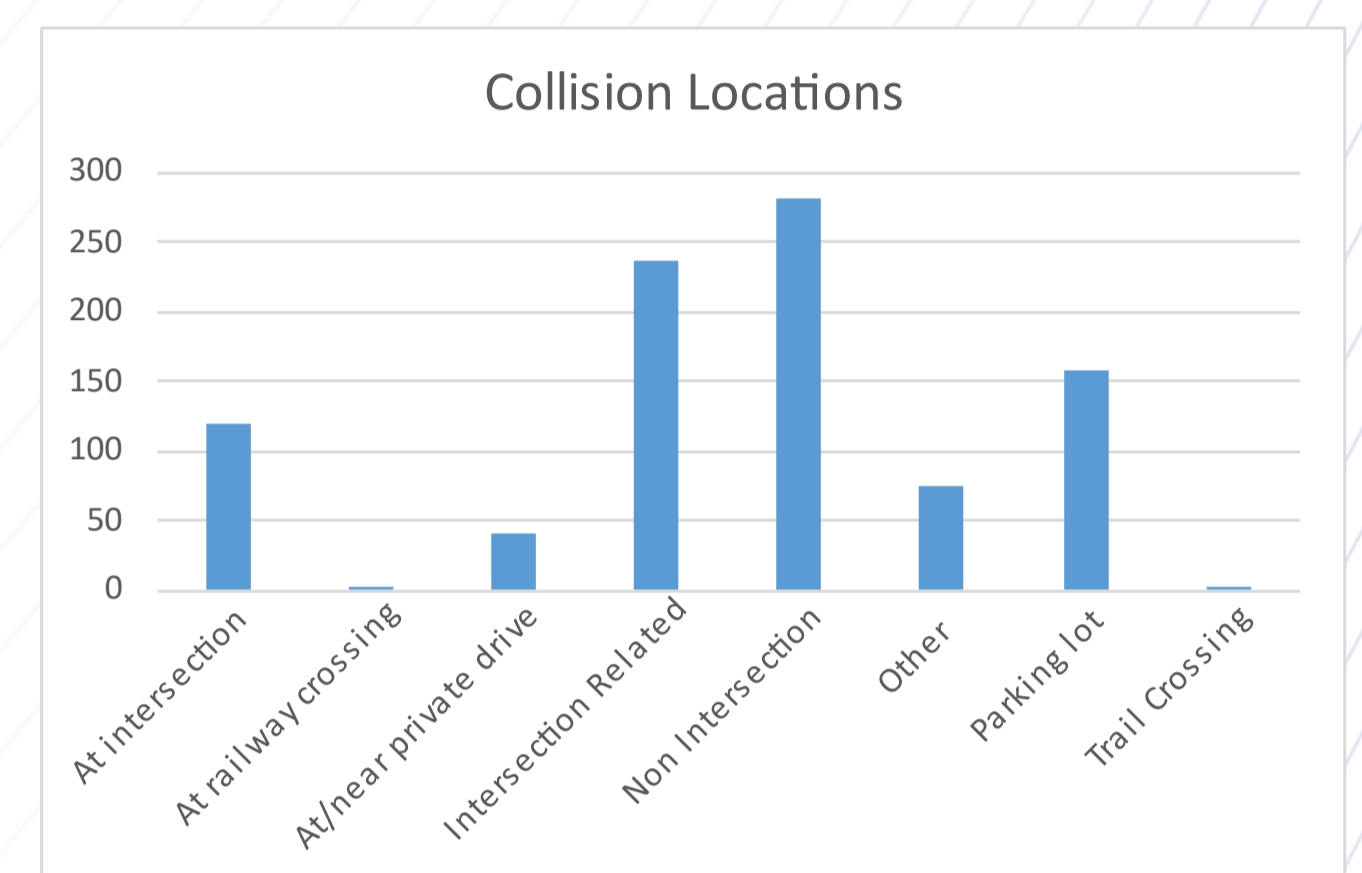
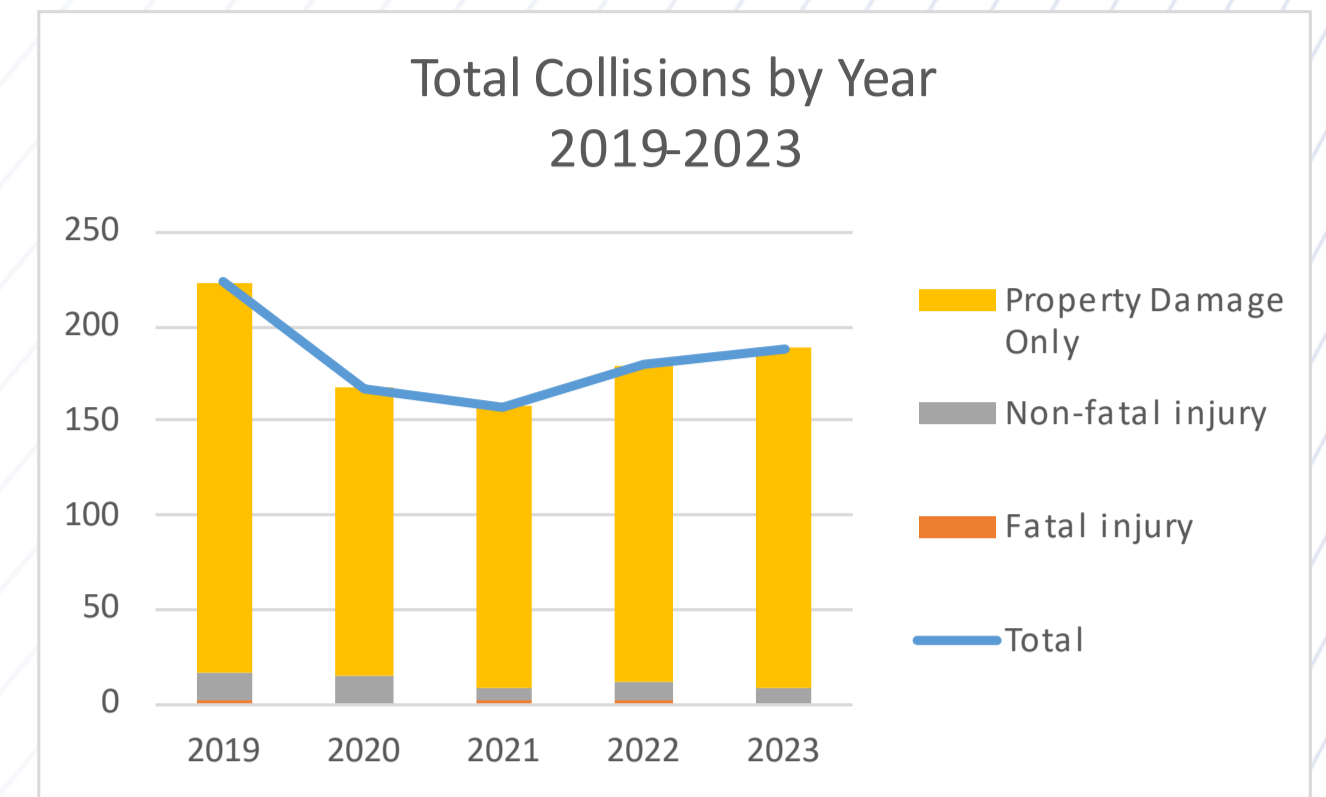
- Less than 1% fatal
- 6% involve injuries

▶ **40% at or related to intersections**

▶ **Highest density of collisions:**

- In the downtown
- Broadway north of downtown, especially at intersection with North Street
- Simcoe Street east of downtown
- Intersection of Hwy 3 and Hwy 19

▶ **Additional detailed analysis will be undertaken to identify potential safety improvements**



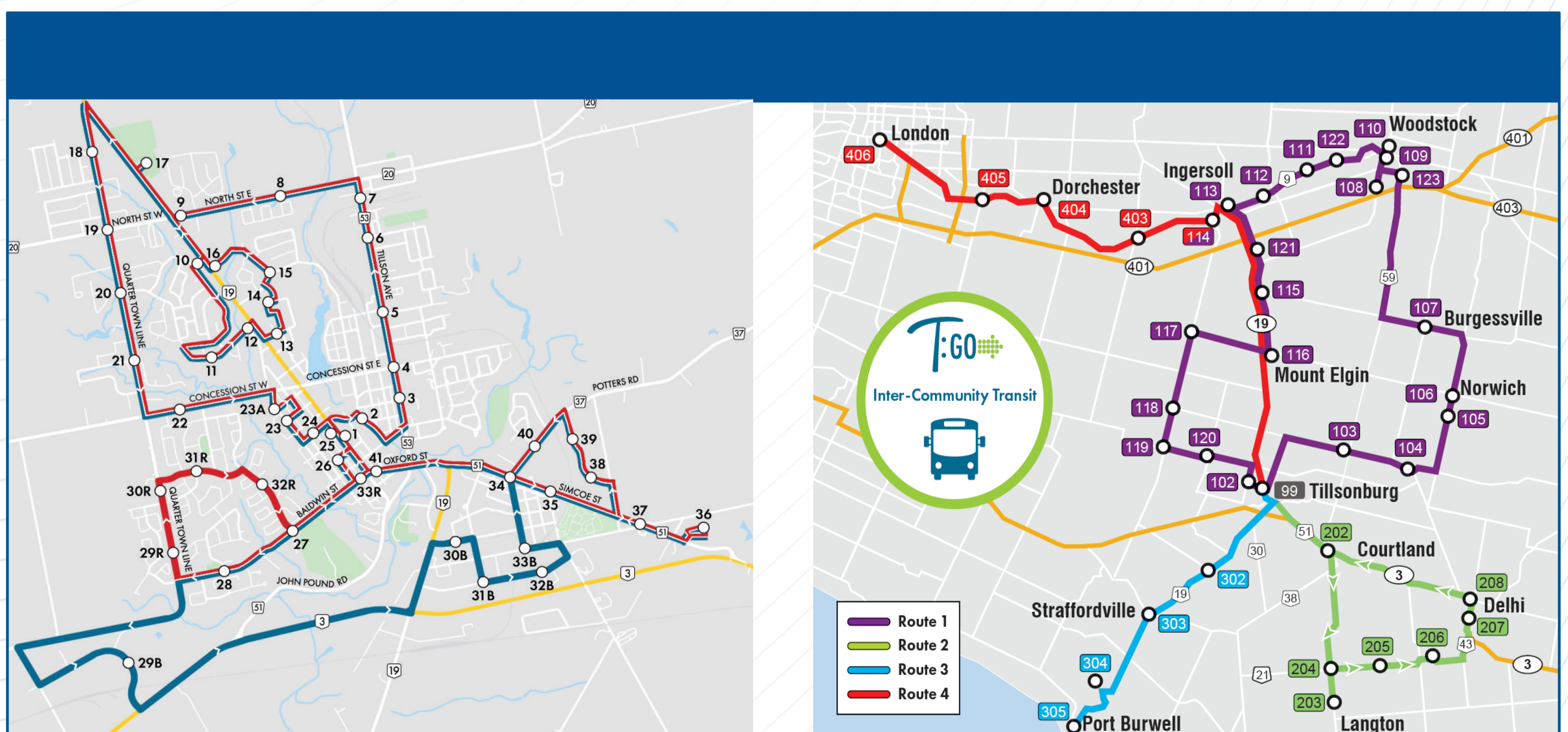
EXISTING CONDITIONS: Transit (T:GO)

► Local Transit Service

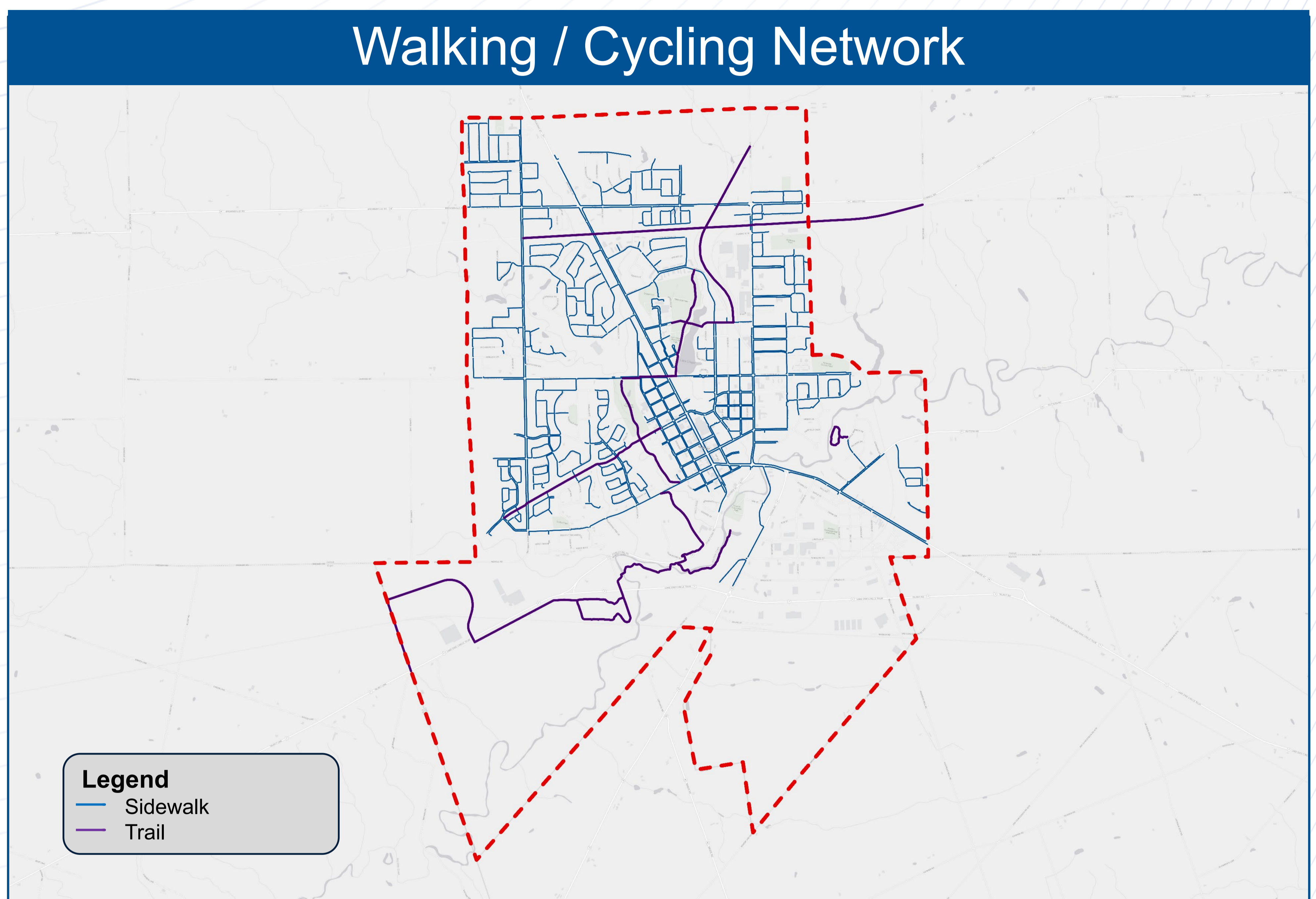
- Hourly one-way weekday service on two routes
- **Blue Line:** 6-8am; 2-4pm
- **Red Line:** 8-2pm; 4-6pm
- 12,500 passengers in 2023

► Inter-Community Transit

- Connections to Norwich / Woodstock / Mount Elgin / Ingersoll (**Route 1**), London / Ingersoll (**Route 2**), Port Burwell (**Route 3**), Langton / Delhi (**Route 4**)
- 2,700 passengers in 2023. Woodstock Route runs weekdays and is busiest (2,000 passengers); other routes run two days/week
- Inter-community service support by Ontario's Community Transportation Grant Program; this funding is set to expire in 2025
- Discussions are underway with neighbouring municipalities regarding future routes, service levels, and funding arrangements.



EXISTING CONDITIONS: WALKING / Cycling



- ▶ **Sidewalks present on both sides of streets in downtown and some major roads elsewhere**
- ▶ **Sidewalks on one side of street in most residential areas**
- ▶ **Roads in industrial areas typically lack sidewalks**
 - Deterrent to walking, particularly given truck volumes
- ▶ **Trans-Canada Trail passes through town**
 - Uses mix of off-road and on-road facilities
- ▶ **Veterans Memorial Walkway trail and Carroll trail serve southern portion of town**

FUTURE CONDITIONS: Population Growth

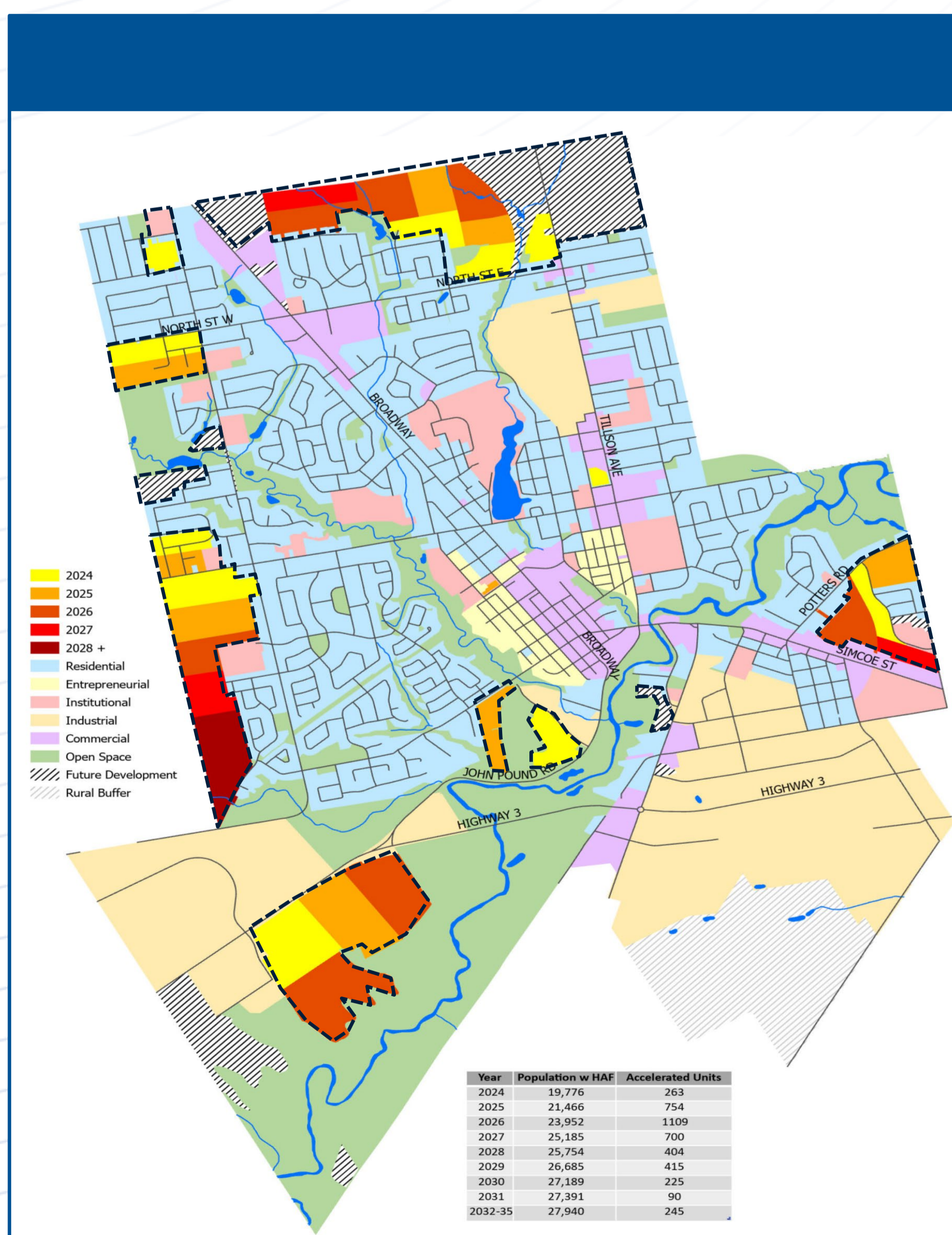
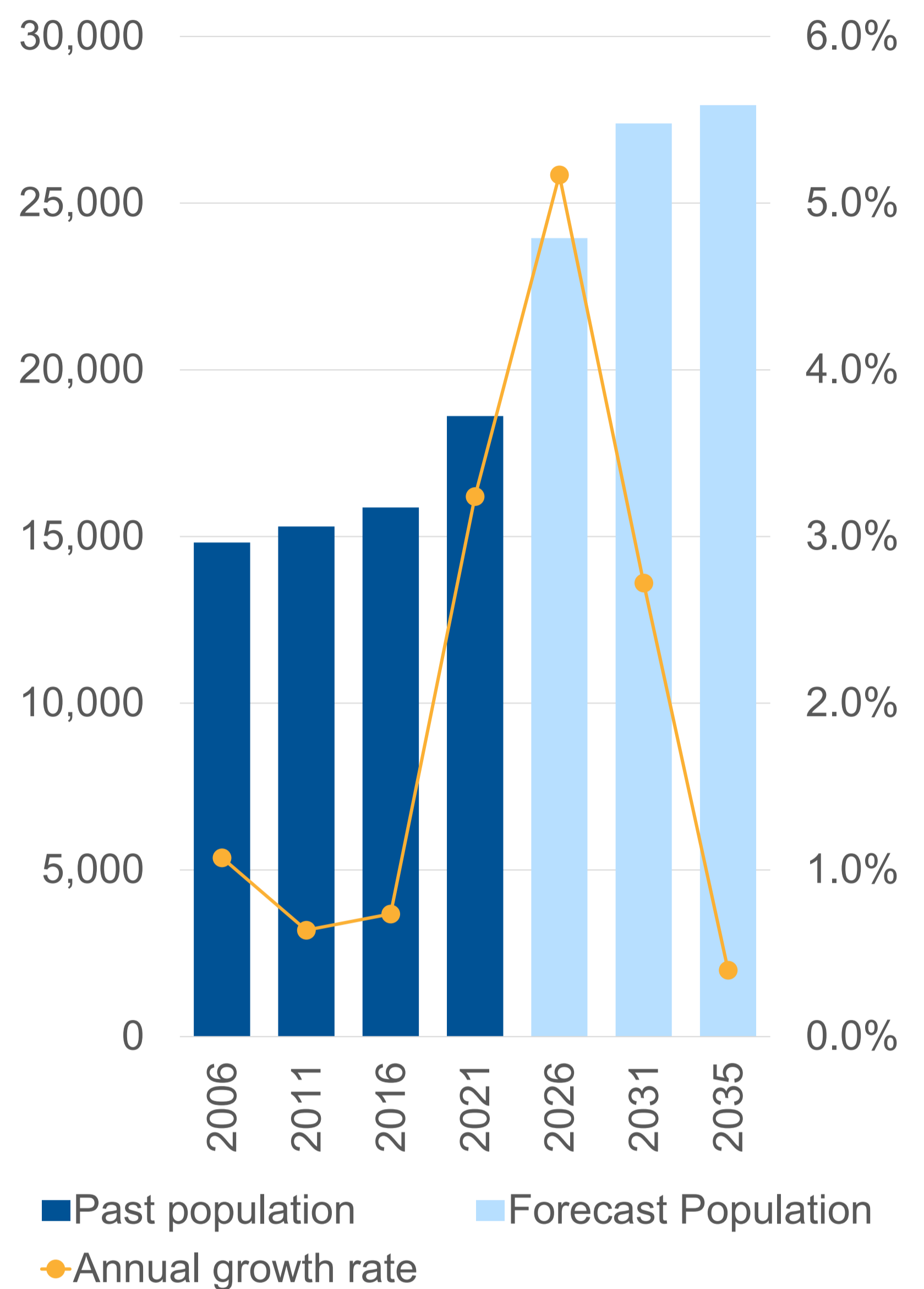
▶ Planned growth

- Approximately 9,300 new residents by 2035

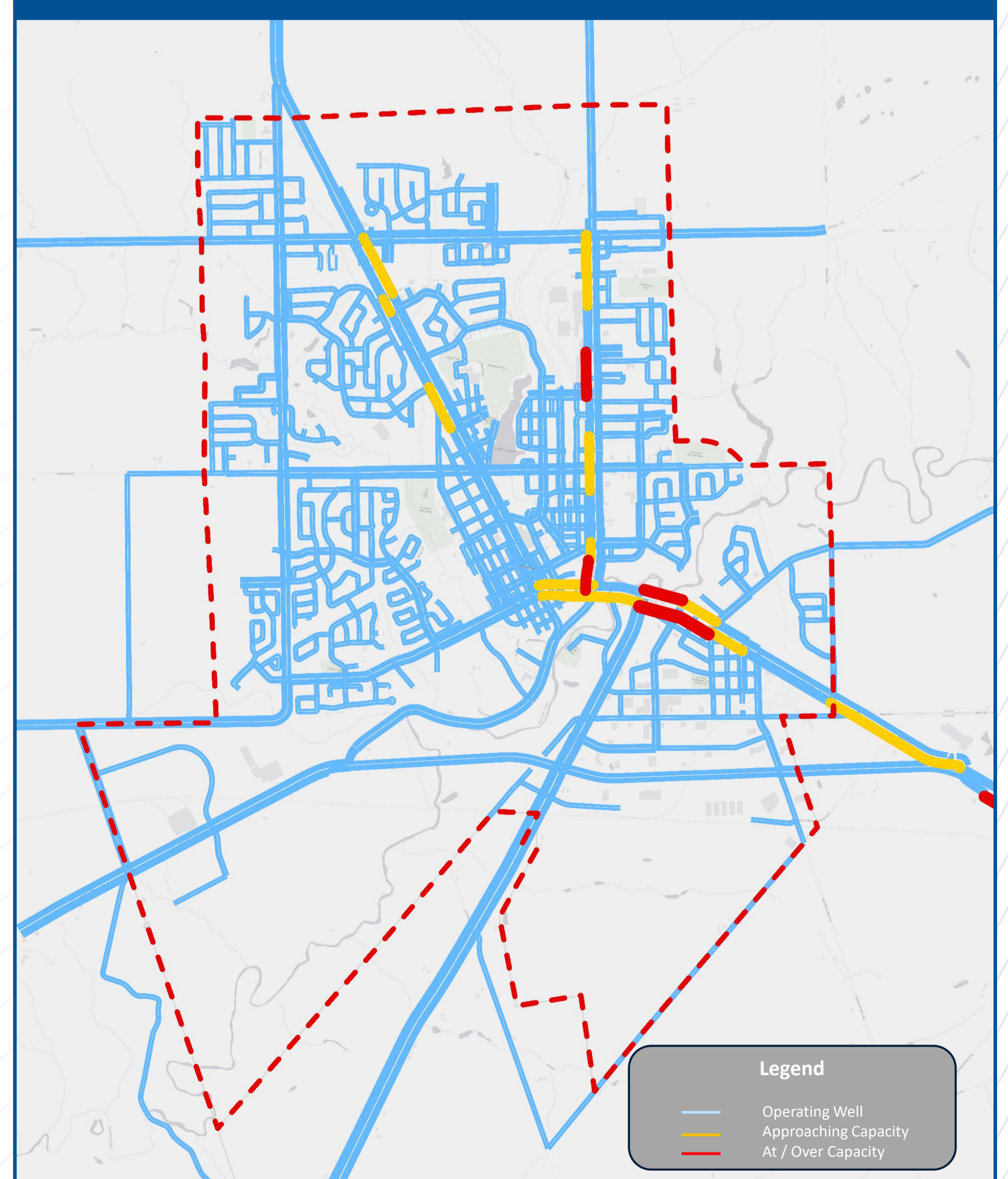
▶ Growth will generate extra travel demand

- Most travel will be car-based
- Tillson Ave and Oxford/Simcoe Street corridor will be approaching capacity during peak periods
- Downtown roads will face extra traffic with limited opportunities to add capacity

Past and Forecast Population



2035 Peak Traffic



Key Problems / Opportunities

► Key Problems:

- *Increased personal travel* within and beyond Tillsonburg needs to be accommodated through additional means and capacity
- *Current affordability* concerns may increase reliance on non-auto forms of transportation for many residents
- *Truck traffic* through downtown reduces capacity and introduces conflicts with on-street parking, cycling and pedestrian comfort

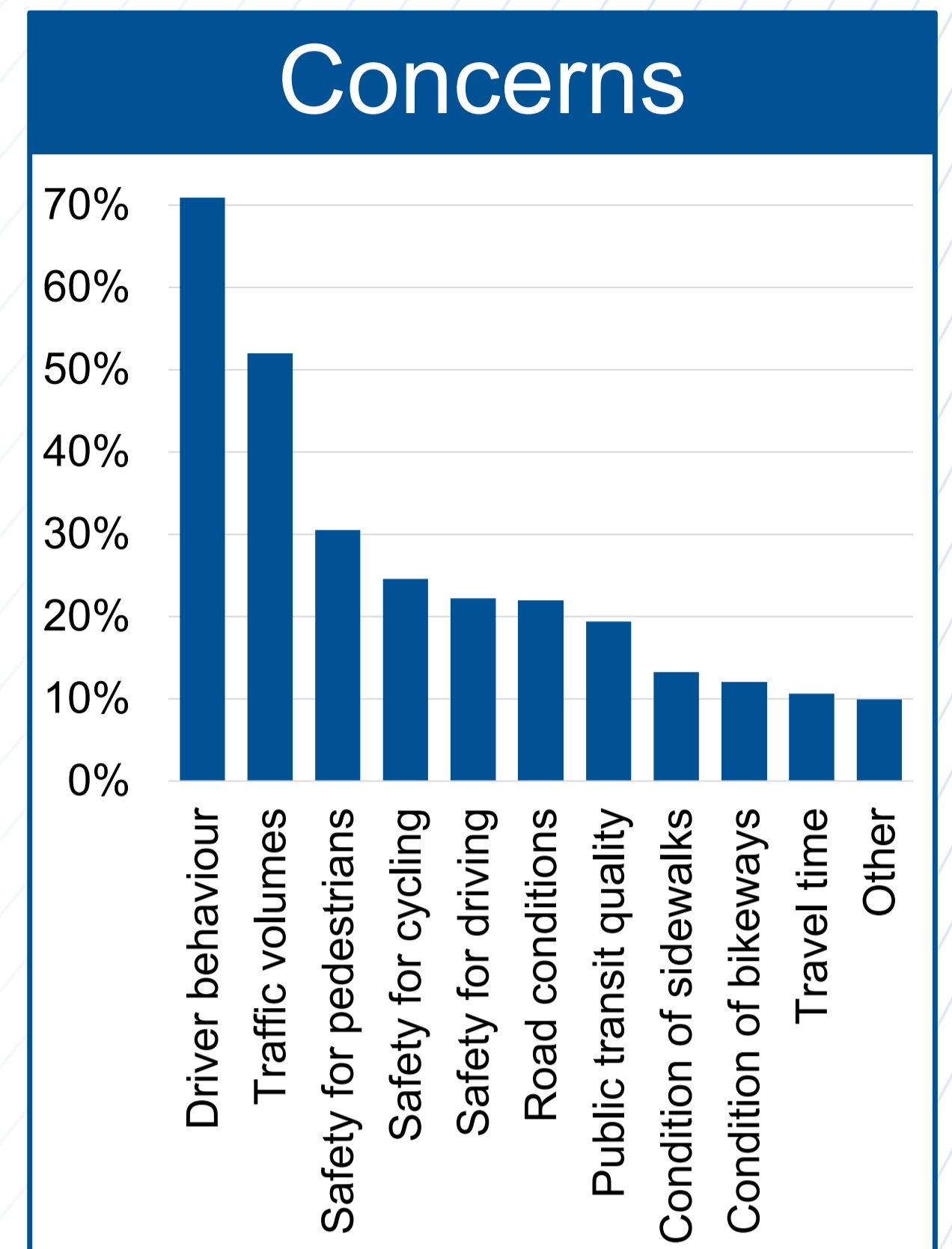
► Key Opportunities:

- *Road improvements*, to improve safety and offer necessary increases in capacity
- *Improvements in other modes*, to reduce both reliance on cars and demand on road network
- *Alternate routes for trucks*, so that trucks passing through town or destined for new industrial areas don't use downtown roads



DEVELOPING A VISION: Survey Results to Date

- ▶ **565 responses so far**
- ▶ **Most common concerns were driver behaviour and traffic volumes**
 - Other common concerns were safety for drivers and pedestrians, and roadway conditions



- ▶ **Preferred objectives were ease of travel and quality of life**
 - Improvements to walking and cycling, and education for community members also scored highly



▶ Key Observations

- Clear direction to change driver behaviours / improve safety
- Addressing traffic volumes requires mode shift and/or capacity changes
- Improvements to walking and cycling facilities preferred over public transit

Have your say!

Scan QR Code to take online survey



or visit

www.tillsonburg.ca/tmp2024

DEVELOPING A VISION: What would you prefer?

What is your preferred vision for transportation in Tillsonburg?

Please place a coloured dot in the box beside the scenario that best represents your vision

► Scenario 1: Business as Usual

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

Scenario 1

► Scenario 2: Nudge

- 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 2

► Scenario 3: Transform

- 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 3

► Scenario 4: Hybrid

- A mixture of the above measures?

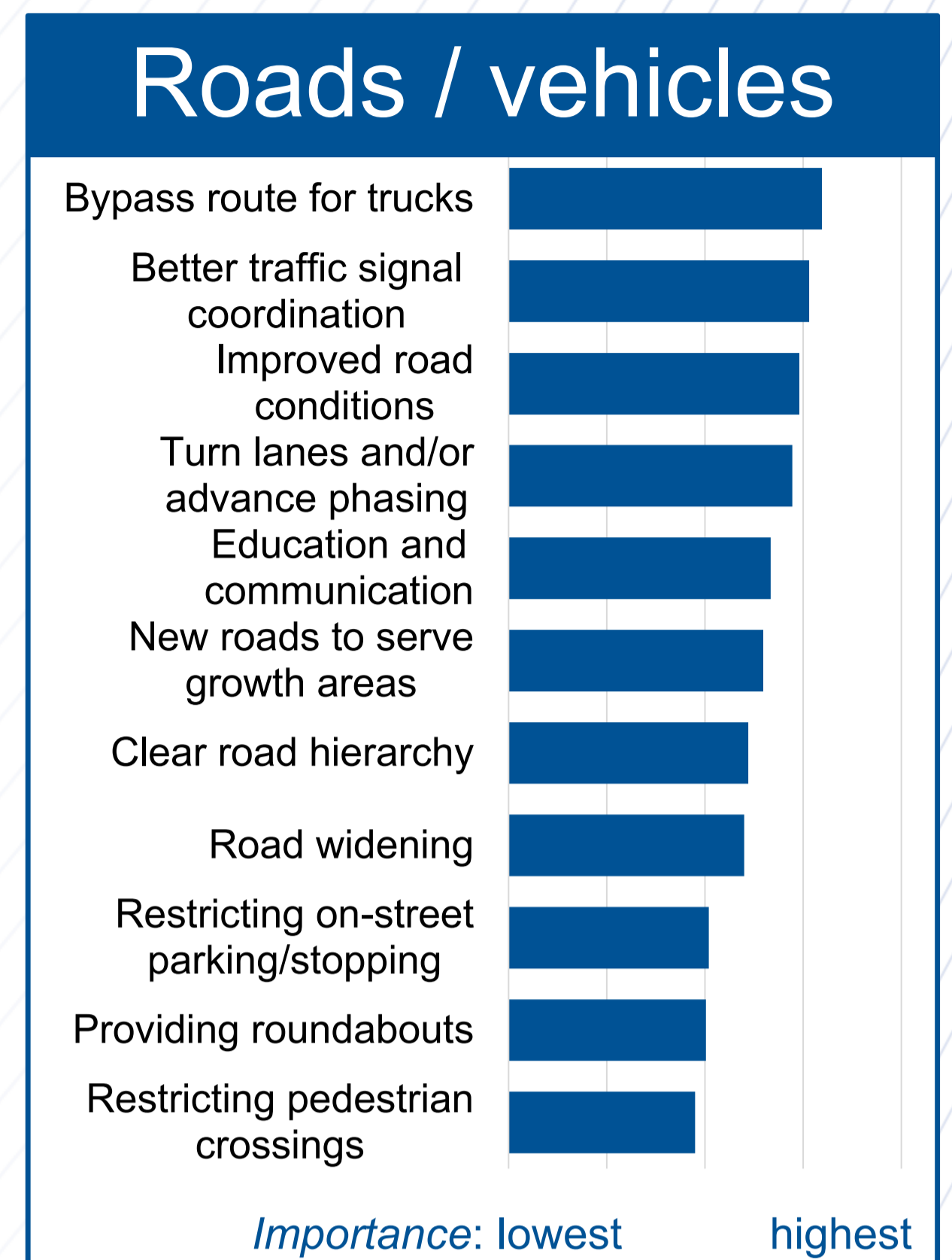
Scenario 4

POTENTIAL FUTURE IMPROVEMENTS

Survey Results

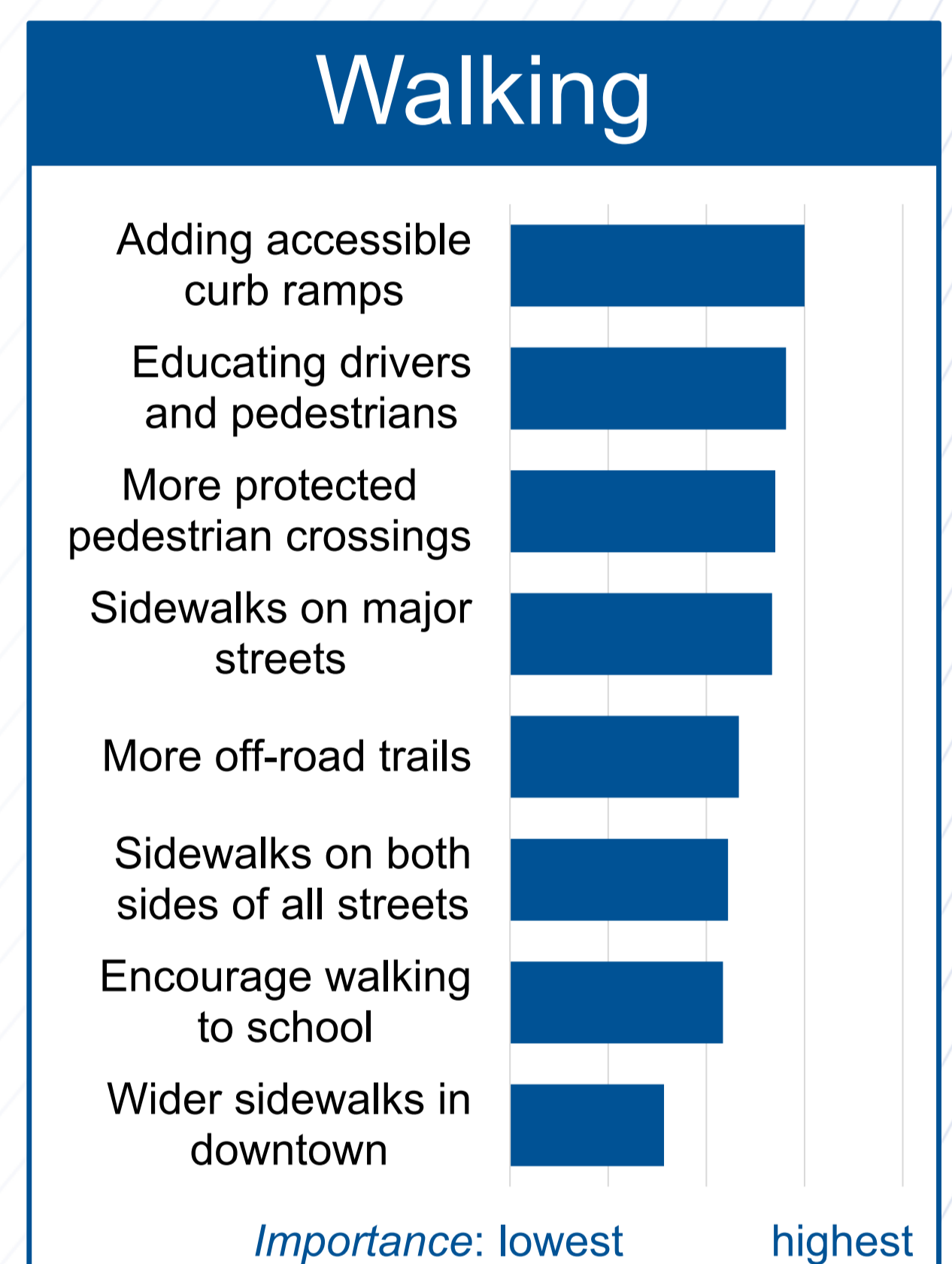
► Roads

- Bypass route for trucks scored highest
- Otherwise, more minor changes to intersections preferred over widening existing roads or roundabouts



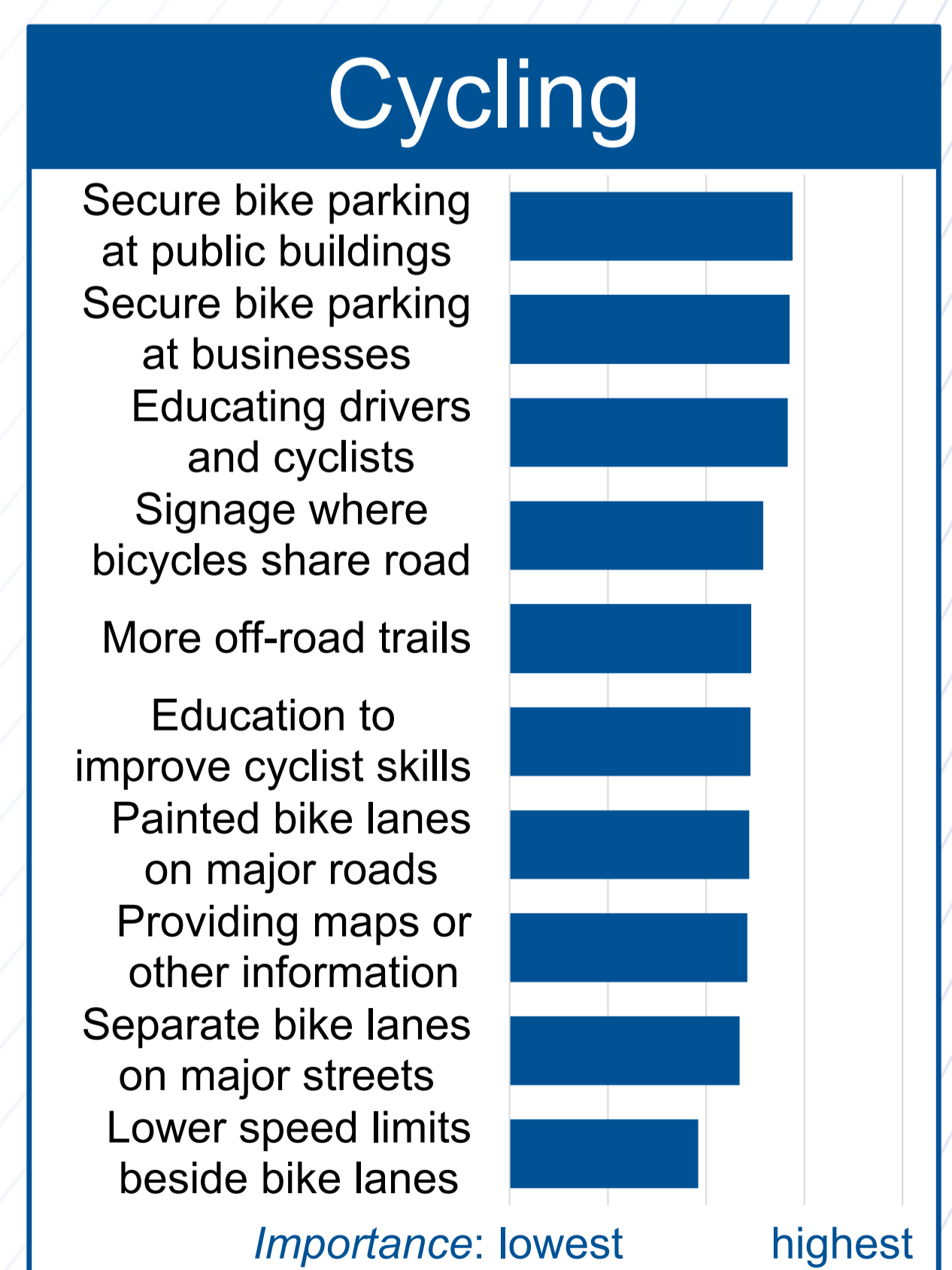
► Walking

- Crossing facilities (including ramps) and education scored highest
- Sidewalks on both sides of major streets higher priority than sidewalks everywhere



► Cycling

- Bike parking at public buildings and businesses scored highest, followed by education measures
- Preference for off-road trails over on-road bike lanes



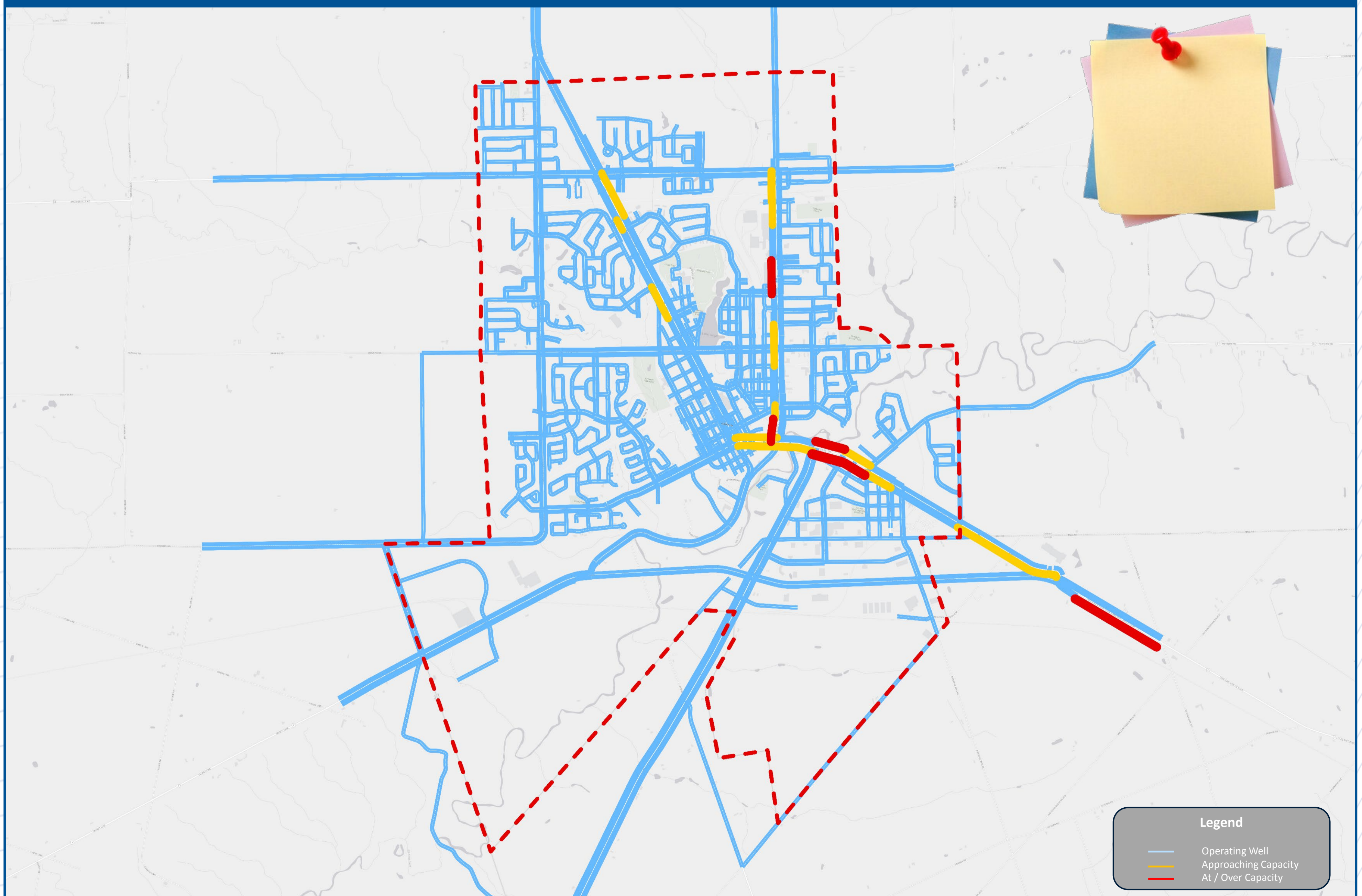
POTENTIAL FUTURE IMPROVEMENTS

Roads

► Potential Improvements

- Removing angled parking in downtown area to improve safety?
- Adding truck by-pass route between Hwy 3 and Hwy 19, so trucks can avoid downtown?
- Adding turn lanes / changing signals at intersections to increase capacity and improve safety?
- Widening roads to add capacity?
- Others?

What do you think is needed for Tillsonburg's roads by 2035?



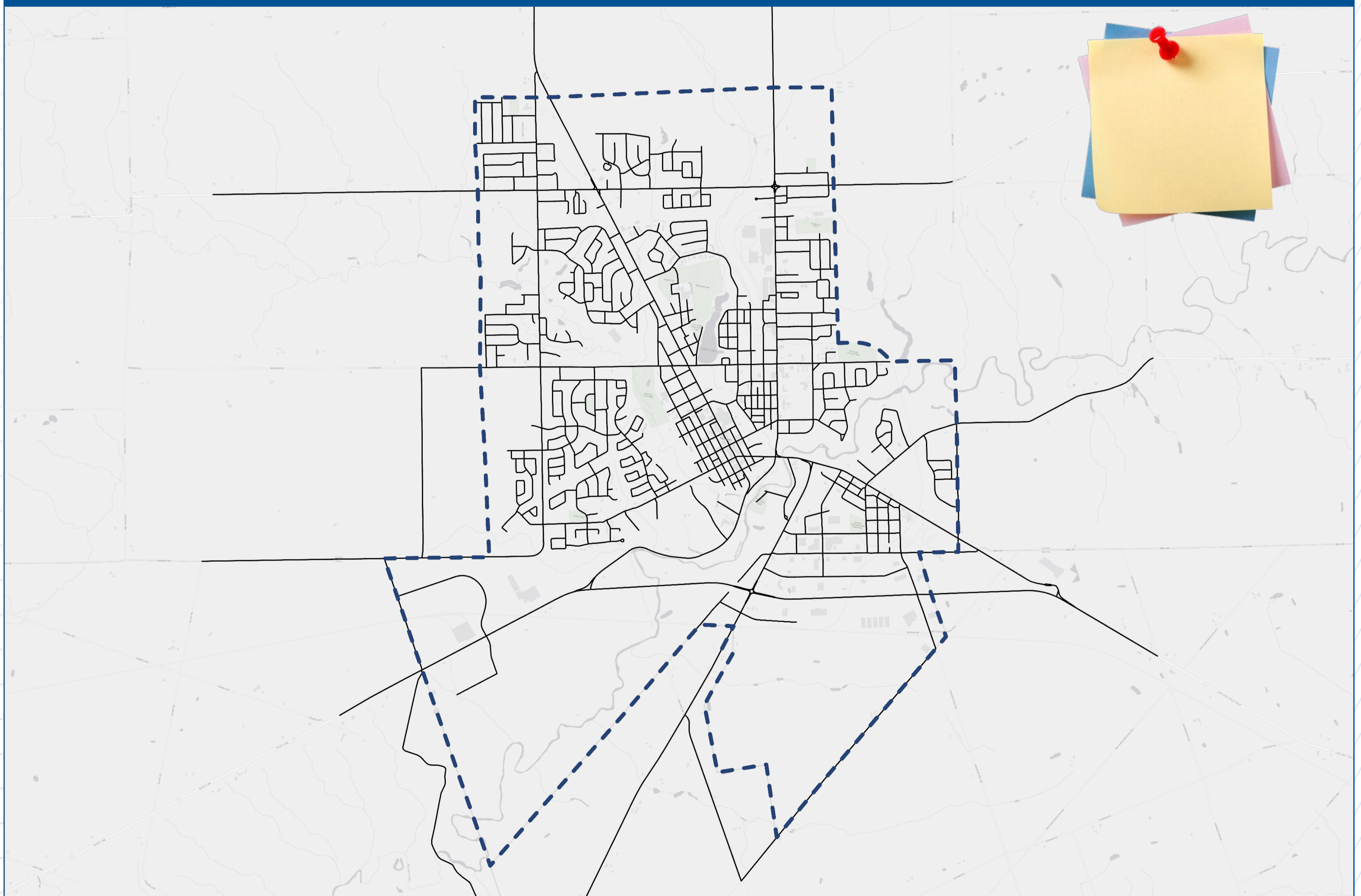
POTENTIAL FUTURE IMPROVEMENTS

Public Transit

► Potential improvements and changes:

- Adding evening service?
- Adding weekend/holiday service?
- Increasing service frequency?
- Replacing one-way loops with two-way routes?
- Switching from fixed-route to on-demand system?
- Raising maximum age for free travel from 5 to 11?
- Expanding service to new growth areas?

What do you think is needed for public transit in Tillsonburg by 2035?



POTENTIAL FUTURE IMPROVEMENTS

Walking and Cycling

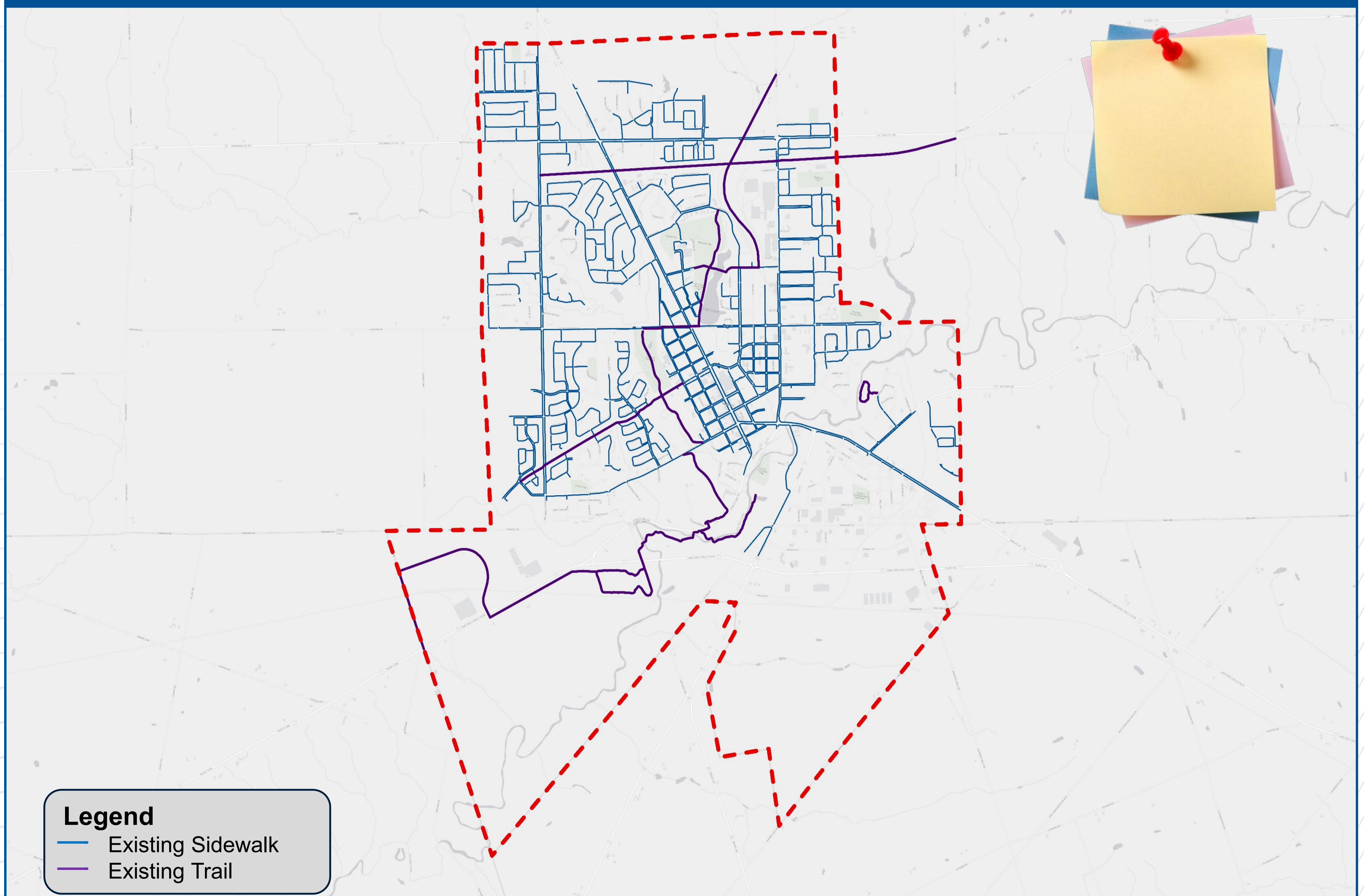
► In progress:

- Bridge Street Corridor project is examining opportunities to enhance the streetscape from the Kinsmen Bridge to Lisgar Avenue

► Potential Improvements

- Adding sidewalks to more/all urban streets?
- More signalized pedestrian crossings?
- Creating new off-road multi-use trails?
- Bike lanes or other cycling facilities?

What do you think is needed for walking and cycling in Tillsonburg by 2035?



Next Steps

- ▶ **Consider feedback from public and stakeholders**
 - ▶ **Develop Transportation Vision**
 - ▶ **Assess and evaluate improvement options**
 - ▶ **Draft recommendations presented to Public Open House #2 (Fall 2024)**
 - ▶ **Review and incorporate feedback**
 - ▶ **Present Transportation Master Plan to Council for their consideration and approval**
-
- ▶ **Interested in updates?** If you (or your agency or group) are interested in participating in the study or would like to be added to the contact list to receive future updates, please contact TillsonburgTMP@ptsl.com or one of the Project Managers:

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- ▶ **Visit the project web site** for additional information on the study and its progress and **fill out the survey**

www.tillsonburg.ca/tmp2024

Survey will remain open until July 12