

WHAT WE HEARD

DESIGN RESPONSE

FURTHER DETAIL

What elements important in **Section 1**?

Include a wide multi-use pathway, natural gardens & pollinator planting, seating & picnic areas, and a crossing at Rolph Street

Somewhat important features could include interpretive elements, archways, and public art

A plaza & gathering space at Rolph Street is not seen as an important feature right now.

Maintain many elements of the design and ensure accessibility.

Include stop signs on Rolph Street intersection for safe pedestrian crossing.

Add stop signs for cyclists crossing Rolph Street as well.

Some comments questioned the approach to Rolph Street and this has been clarified through the design - emergency vehicle traffic will be accommodated to ensure clear access to the hospital.

For **Section 2**, most people agree with creating a pedestrian street between Bidwell and Rolph with some noted concerns about access for emergency vehicles or day-to-day use.

A pedestrian-focused street design is included between Bidwell and Rolph, with clear access to services and one-way vehicle traffic (flowing from Bidwell to Rolph).

The pedestrian-focused street will allow emergency vehicles, scheduled delivery trucks and everyday traffic in a one-way direction. Accessible parking can also be allowed on the street.

As needed, the street can be closed for events and activities.

In **Section 2**, many people do not want one-way traffic on Bridge Street between Broadway and Bidwell.

An option for 2-way traffic is now included between Broadway and Bidwell

2-way traffic keeps on-street parking (by Kelsey's) and the 4-metre wide shared pathway but less green space is available.

Through **Section 3**, there is a desire to keep the current lane width and left-turn lane between Broadway and Lisgar.

There were many who noted safety concerns for people crossing between the mall plaza and Canadian Tire and that solutions were needed there.

Lane widths can be narrowed within acceptable standards to help slow fast-moving vehicles and improve safety.

Options for 'speed tables' at designated pedestrian crossings.

Potential for stop signs at designated pedestrian crossings.

Stop signs will eliminate the need for a left-turn lane as intersections will be 4-way stops.

As part of this work, this section of Bridge Street is envisioned as an access to the adjacent commercial spaces and not a true collector route.

Important elements in **Section 2 & 3**:

Waste bins, added trees and garden areas were viewed as important, while bicycle parking was noted as somewhat important.

Less important elements for the streetscape included seating, tables & places to eat, or playful elements along the multi-use path.

Some elements are essential parts of an accessible public space and remain in the design. The ultimate style and detail of these pieces will be determined in the future.

'Playful features' are shown as interactive furniture along the multi-use pathway in select areas (i.e. lounge seating in highly visible spots).

Accessibility standards require rest areas (seating) along pathways.

Future tables & eating areas can be proposed strategically with potential commercial development to support the function of those spaces (future implementation).

Interactive furniture is intended to encourage social interactions and community building, and creates a unique identity for the public realm.

Which elements are important in **Section 4**?

Trees & garden areas, parking lot resurfacing, and the connection to the spill-over (additional) parking area are all important to include.

Pedestrian islands & sidewalks and the taxi/drop-off area were seen as somewhat or not important.

There were noted concerns about a loss of parking spots in the main parking area.

There was general support of the one-way traffic lane beside the mall entrance.

Loss of parking spaces will be minimized while maintaining essential elements of the design to improve safety and function.

East entry of mall (back side) includes a one-way driving lane to reduce vehicle/pedestrian conflict.

This work may be done with any future parking lot redevelopment when it is needed.

The spill over parking lot is currently underutilized and will be able to absorb the number of parking spots lost in the redesign of the parking lot.

At the public engagement event and through the online survey, we heard that the project should bring sense of identity to Bridge Street and tell the story of the Town.

The Town's history should also reference other landmarks, including those no longer here.

Highlight other pieces of history and identity to tell the story of the Town. Specific Interpretive elements/signs can be placed strategically along Bridge Street.

Refer to "Identity of Tillsonburg" Panel

There is an opportunity for interpretive elements and public art to be coordinated and executed by local artists.

There were a number of comments that were related concerns around broader social issues including homelessness, safety, drug use.

There were questions about the potential costs of the project.

This plan does not provide direct solutions to many of the social issues highlighted through engagement and impacting the Town. Through the design work, considerations around safety, security, and crime prevention are recognized through the design, as well as spaces that activate some of the leftover spaces that are currently neglected.

This project is a **guiding vision** and is intended to set a *potential* direction for future projects that may be paired with planned and future development, as well as regular maintenance (i.e., road work). As such, there is no commitment to any costs as projects will depend on future priorities. The Streetscape Plan provides high-level guidance and a consistent, cohesive vision for the entire project area.